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# Navy News

The Newspaper of the Royal Navy and The Royal Naval Association

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No. 67 JANUARY, 1960

Published first Thursday of the month

Price Fourpence

## Bulwark—the first Helicopter Commando Carrier to be commissioned TO BE BASED ON SINGAPORE

Job to put out bush fire before it can spread

**H.M.S. Bulwark** has been converted into the first British Helicopter Commando Carrier. She will commission on January 19 at Portsmouth and after trials and work-up at home and in the Mediterranean in the spring she is expected to sail for Singapore, to be based there for operations anywhere "east of Suez." Bulwark will be commanded by Captain R. D. Franks, D.S.O., O.B.E., D.S.C., Royal Navy, who has lately commanded the Amphibious Warfare Squadron in the Mediterranean.

The unit to be embarked at Devonport before the ship leaves the country is 42 Commando, Royal Marines, at present training at Bickleigh, Devon, and is commanded by Lieut.-Colonel R. D. Crombie, Royal Marines. This unit has previously served in the Far East as part of 3rd Commando Brigade in Hong Kong and Malaya. In order that it can maintain military efficiency and fitness the Commando will be based ashore at Singapore, embarking in the carrier for exercises and operations.

The ship is capable of embarking an additional Commando or Army unit for short periods and of landing them ashore for operations.

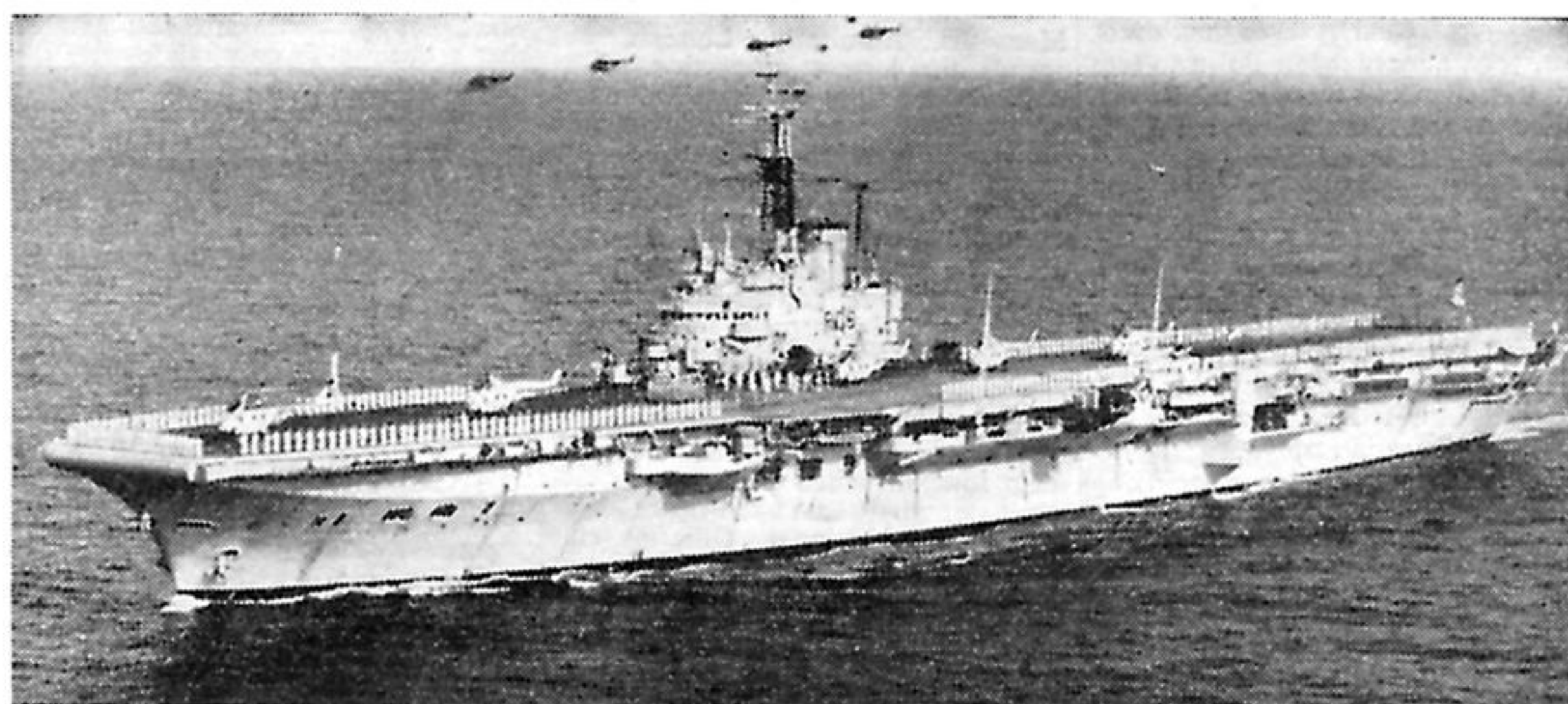
The primary role of the ship in the cold war is likely to be extinguishing the bush fire before it can spread. In this role she may well operate alone. In limited wars of all kinds H.M.S. Bulwark will provide a highly mobile amphibious force, probably to be used in conjunction with other forces, including those of our allies; she may well act as a striking force to secure a beach and the immediate hinterland in order that the main force can land.

The present Bulwark, the sixth ship to bear the name, the last was a 12-inch gun battleship which blew up with great loss of life in Sheerness in 1914, was the third of the Hermes class to be completed. She was built by Harland & Wolff Ltd. at Belfast and commissioned in 1954. After her work-up she took over the duties of trials and training carrier from H.M.S. Illustrious.

Basically the ship has not been changed during her recent refit. Various changes and modifications have been made to make the ship suitable as an all-helicopter troop carrier. Landing craft assault are to be carried at built-in gantries. Accommodation for a Royal Marine Commando has been provided at the same standard as the rest of the ship's company. Extensive offices, storerooms and workshops are also provided on board and motor transport will be stowed on the after end of the flight deck. Last, but not least, the ship has been fitted with the most extensive air conditioning system in the Navy which will greatly improve habitability in tropical climates.

No. 848 Naval Air Squadron will provide the helicopter complement of the ship. Commanded by Lieut.-Cdr. B. M. Tobey, Royal Navy. The squadron is at present training at Worthy Down, near Winchester. The squadron's personnel consists of about 180 officers and men. 848 Squadron was formed originally as an Avenger torpedo bomber squadron and operated in the Pacific campaign during the Second World War. It was reformed in 1953 as a helicopter squadron and for four years took part in anti-terrorist operations in Malaya.

By virtue of the great variety of stores and equipment on board, the ship is particularly well-suited for providing rapid assistance in cases of civil disaster, such as earthquake, typhoon and flood.



H.M.S. Bulwark, Britain's first helicopter Commando carrier. Her first commission in her new role will take her to the Far East

### Headquarters on shore for C.-in-C.

**I**N the near future the Commander-in-Chief, Home Fleet (Admiral Sir William Davis, G.C.B., D.S.O.), who also holds the N.A.T.O. appointment of Commander-in-Chief, Eastern Atlantic, will move with certain of his staff officers to shore headquarters alongside the N.A.T.O. headquarters at Northwood.

The Commander-in-Chief's important N.A.T.O. duties can be more efficiently discharged from shore headquarters and the new arrangements will permit this while enabling him to retain effective control of the Home Fleet through the Flag Officer Flotillas (Home).

When the Commander-in-Chief goes to sea with the Home Fleet for exercises, cruises and visits to foreign ports he will normally fly his flag in H.M.S. Apollo.

### VICE-ADMIRAL EVANS—NEW DEPUTY SUPREME ALLIED COMMANDER, ATLANTIC

**V**ICE-ADMIRAL C. L. G. EVANS, the Flag Officer Aircraft Carriers, is to succeed Vice-Admiral W. J. Woods as Deputy Supreme Allied Commander, Atlantic, next April. He is being succeeded in his present appointment on March 1 by Rear-Admiral R. M. Smeeton.

Admiral Evans, an aviation specialist who commanded the light fleet carrier H.M.S. Ocean during the Korean War, was Commodore of the Royal Naval Barracks, Portsmouth, from 1954 to 1956. He visited America in 1959 in H.M.S. Victorious when that ship took part in exercises designed to show the Americans her "3D" radar.

### CANNON TO BE FIRED FOR NAVY DAYS VISITORS

**I**T is possible that visitors to Portsmouth Navy Days next August will see one of H.M.S. Victory's 24-pounders actually being fired.

Tests were made with one of the guns (two and a half tons and last fired probably at Trafalgar) at H.M.S. Excellent during December, and the authorities confirmed that the gun was safe to be used.

### Ark Royal's Great Cake

After H.M.S. Ark Royal's recommissioning ceremony on December 28 the Commanding Officer, Captain P. J. Hill-Norton, R.N., cut the largest of nearly 20 cakes.

The cake was 4 ft. long, 2 ft. wide and 3 ft. high and was decorated with the ship's crest and battle honours.

NAVY NEWS WISHES ALL READERS A HAPPY AND PROSPEROUS 1960

### Award of George Medal

**L**IEUT. Peter John Messervy, Royal Navy, spent 45 days last summer in what must have been one of the most nerve-wracking jobs ever tackled. His work has been recognised by the award of the George Medal.

A Japanese submarine was sunk during the Second World War in Singapore, and on board the ship were six live torpedoes. It was not possible to destroy the torpedoes in position and they had to be taken from the submarine and sunk in deeper water. This operation necessitated the use of a flame-cutter on steel plates near the live war-heads of the torpedoes.

The submarine, which was accidentally sunk by the Japanese, was in about six fathoms, but the visibility was usually nil.

Lieut. Messervy, who is the Fleet Bomb and Mine Disposal Officer in the Far East, worked with his team, but reserved the dangerous portions of the cuttings for himself. He was made an M.B.E. in the last New Year Honours for work in diving.

### Testimonial for saving life



Kenneth Stannard, officers' steward of H.M.S. Hermes, being presented with the Royal Humane Society Honorary Testimonial by Capt. D. S. Tibbits, D.S.C., R.N., the Commanding Officer of H.M.S. Hermes, "for having on the 23rd October, 1958, gone to the rescue of woman who was in imminent danger of drowning in the City Docks at Broad Quay, Bristol, and whose life he gallantly saved." Officers' Steward Stannard, who lives in Beccles, Suffolk, has served in Hermes for four months

Ahead for Quality



WELL MADE  
WELL PACKED



## Navy News

EDITOR

Lieut. (S) H. R. Berridge, R.N.(Retd.),  
Royal Naval Barracks, Portsmouth,  
Tel.: Portsmouth 26421 (Ext. 2194)

### EDITORIAL

"GIVE us the tools." Many of us recall that clarion call during the last war. Has the Royal Navy got the tools necessary to carry out its job? This question is posed as the result of a table in Jane's Fighting Ships published last month showing the numerical strength of each country. The total numbers of ships of all classes, from heavy aircraft carriers through cruisers, destroyers, minesweepers down to tugs and miscellaneous vessels of Russia, the U.S.A. and Great Britain are 3,142, 2,922 and 924 respectively.

Has the Royal Navy the ships to do its job? The table in Jane's includes vessels in reserve but not ships under construction, and at the time the book was published Great Britain had 172 cruisers, destroyers, destroyer escorts and frigates, whereas Russia has 512. The U.S.A. has 795. How many of Britain's 172 are in reserve?

Our cruiser strength, even including destroyers which it is admitted are equal to or better than some of the cruisers between the wars, is 68—fewer than the number Admiral Jellicoe considered essential in peace time.

Is Great Britain providing the tools? The cost of modern ships—even small ones—is enormous. It takes millions of pounds to build a cruiser, yet can we afford to dispense with such an insurance? The time will surely come when "hands across the sea" will really mean hands held out in friendship, but until that time comes it is considered that the British people would readily foot the bill for a really strong Navy. Our modern Navy is first class, but with Great Britain's wide commitments, is it big enough?

In 1909 the cry in Parliament was: "We want eight and we won't wait." Today we simply reiterate that last war call: "Give us the tools."

**O**LORD, Thy word endureth for ever in heaven. Thy truth also remaineth from one generation to another: Thou hast laid the foundation of the earth, and it abideth.

## The Personnel Liaison Team will be visiting all commands TO CLEAR UP SOME DOUBTS

THE Second Sea Lord's Personnel Liaison Team, Lieut.-Cdr. J. G. Roe, R.N., and Chief Communication Yeoman G. Andrews, was formed in April, 1959, and it has since covered considerable ground, having visited ships and establishments of the Scottish Command, Far Eastern Station (including the Persian Gulf) and Plymouth Command.

The team is based at Queen Anne's Mansions, Admiralty, London, but spends the largest proportion of its time visiting ships and establishments of the Fleet and is in the invaluable position of being able to discuss matters within the field of "General Service Conditions" with the Admiralty department concerned, thereby obtaining much general information and background knowledge not normally available through the medium of Admiralty Fleet Orders, etc.

Before leaving the Admiralty the team receives an excellent briefing from various departments and the main function when visiting is to disseminate what has been learned to as many Divisional Officers and Senior Ratings as possible. In turn, of course, many men are bound to ask questions and offer comment, so whenever possible an answer is given and any views expressed are summarised at the end of each Command tour; the team reporting back to Commanders-in-Chief and finally to the Second Sea Lord's Department.

It is important to note that the team does not talk to ratings below Petty Officer level; this is because their Lordships look upon Senior Ratings as a vital link in the Divisional System and as such it must in no way be compromised by short circuiting. They (the Senior Ratings) should be fully in touch with their subordinates and are expected to pass on any items of information which they consider to be of interest to them. Lieut.-Cdr. Roe talks to and discusses with Divisional Officers, the same topics on general service conditions as does Chief Yeoman Andrews with Senior Ratings. This, it is hoped keeps them all on the same frequency and perhaps that much better informed on Admiralty policy as far as purely personnel matters are concerned.

There is little doubt that many men in the Fleet feel that some of the

decisions taken by the Admiralty are made with little or no regard for the people concerned. This is a fallacy. If the truth could be known to all, it would be found that the exact opposite is in fact true. A tremendous amount of thought, energy and work is devoted to the interests of all personnel by Naval and civilian staff alike and, however unpopular any decision may be with some men of the Fleet, they can at least rest assured that a decision is only made after the widest consultation by the Admiralty and, as far as can be humanly forecast, with the conviction that it will serve the interests of the Royal Navy as a whole, rather than any small section. In any event, it is quite impossible to please all the people all the time and it is doubtful whether anyone really believes that it is.

However, the Personnel Liaison Team's function is to try to clear up some of the doubts and misconceptions that are known to exist in the Fleet today and, so far, there appears to be general agreement that the team serves a useful purpose. Perhaps answers are not always what is wished, but they are authentic and many misconceptions have already been swept away.

The team has always received the fullest co-operation within the Admiralty; from Flag and Commanding Officers and from officers and ratings with whom members of the team have talked and it is looking forward to more visits to the Fleet in the near future.

## PANTOMIME AT CHATHAM

OFFICERS and men of the Reserve Fleet at Chatham (H.M.S. Neptune, Captain V. A. Wight-Boycott, O.B.E., D.S.C., R.N.), presented a Christmas Pantomime written by Captain Brian Edwards, R.M., and Instr. Lieut.-Cdr. H. M. Starkie, R.N., who also produced the show, "Cinderella," at the Globe Theatre, Chatham; on December 10.

An appreciative audience thoroughly enjoyed the pantomime and joined with the all-male cast who infected the audience with their own obvious enjoyment.

## LETTERS TO THE EDITOR

# 'GUN RUN' STAGED AT 'COW PALACE'

Britain excellently represented

SIR,—Recently, while in San Francisco, California, I had the privilege and pleasure of seeing the Field Gun Exhibition by the two Royal Navy (Fleet Air Arm) Teams that are currently appearing in various American cities. In San Francisco, they appeared for two displays daily for period of a week, at the Horse Show and Rodeo at the "Cow Palace"—Frisco's great exposition building. Their drill or as they call it "Gun Run" was excellently done, most exciting, quite new to the American public, and they received much admiration and great applause on each occasion. Britain may well be proud of these stalwart, modest but brave representatives of the Royal Navy, and I felt a great thrill of pride and sentiment in watching their display—it having been many long years since I last watched our Victory and Excellent teams practising at Whale Island in Pompey.

I was greatly amused at the remark of a young Petty Officer (from Birmingham) while I was chatting with some of them. Watching the bucking bronco contests, he said "These cowboys sure have a rough go!"—modestly overlooking his own strenuous, dangerous bone-risking performance each evening! I asked if they were finding people friendly and if they liked San Francisco. They replied that everyone was very nice to them, but they had not had much time for sightseeing, were looking forward to a week's leave in Frisco upon completion of their engagement—I hope that they were welcomed in people's homes and that they had a good leave—I got the impression that some were rather homesick, mail was slow in reaching them and they could not hope to be home until Christmas. I hope very much that they be granted some extra leave, and rewarded otherwise upon their return, for they are representing Britain most excellently over here.

Thank you for publishing a letter of mine in a previous issue regarding some memories of Shotley as a Signal Boy. An old shipmate and dear friend in boyhood, ex-Chief Officer R.N.S.S. Sidney C. Johnson—whom I had mistakenly believed long dead, read the letter and got back in touch with me after a lapse of some 40 years, which

of course gives me much pleasure, and we are corresponding frequently now. Others have also written, commenting upon the letter and kindly forwarding magazines and news of interest.

Wishing you and NAVY NEWS continued success and with kind personal wishes I remain,

Yours very truly,

L. M. R. KERRISON  
B.M.C., U.S.N.R.

Postbox 607  
Haynesville, Louisiana, U.S.A.  
November 28, 1959.

## A Royal Naval Amateur Radio Society

SIR,—My old shipmate Charles Swinkle of 60 Oakwood Road, Hilsea, keeps me in touch with the Royal Navy by sending me the NAVY NEWS, and I have been in communication with officers and men still in the Royal Navy who are amateur radio operators with the object of forming a Royal Naval Amateur Radio Society on the principle of the Royal Air Force Amateur Radio Society, and up to the present I have 57 call signs.

I have Lieut.-Cdr. Fitzgerald and P.O. Telegraphist Haylett in Hermes, C.P.O. Tel. Davies in the Puma and another in the Ceylon.

I wondered if you could put a feeler out for Radio Amateurs in the Royal Navy and ex Royal Navy to communicate with me if they desire to form the proposed new society.

I was a boy in the Impregnable in June, 1914, and was discharged as Leading Telegraphist from St. John's R.N. W/T Station in 1920.

Yours faithfully,

GEORGE H. TAGG  
G.81x

11, Bottleslow Street,  
Hanley,  
Stoke-on-Trent.

## ROYAL NAVY'S DRAFTING FORECAST

### SUBMARINE COMMAND

H.M.S. Sea Devil, April, at Malta for service on Mediterranean Station.

### GENERAL

H.M.S. Dampier, January 4, at Singapore, for Foreign Service.

H.M.S. Loch Fada, January 19, at Portsmouth, for General Service Commission (Home/Arabian Seas and Persian Gulf) (16 months). U.K. Base Port, Portsmouth.

H.M.S. Bulwark, January 19, at Portsmouth for Foreign Service (Far East).

H.M.S. Ulster, January 26, at Devonport, for General Service Commission (Home/West Indies) (24 months). U.K. Base Port Devonport.

No. 890 Squadron, February 1, at R.N.A.S. Yeovilton, for Overseas Service (Hermes).

H.M.S. Cassandra, end February, at Chatham for Foreign Service (Far East).

H.M.S. Lynx, February 16, at Portsmouth, for General Service Commission (Home/South America and South Atlantic) (24 months). U.K. Base Port, Portsmouth.

H.M.S. Brave Swordsman, February, at Portsmouth, for Trials and Special Service Squadron, U.K. Base Port, Portsmouth.

No. 893 Squadron, March 1, at R.N.A.S. Yeovilton, for Overseas Service (Victorious).

No. 804 Squadron, March 1, at R.N.A.S. Lossiemouth, for Overseas Service (H.M.S. Hermes).

H.M.S. Saintes, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Camperdown, March 8, at Devonport, for General Service Commission (Home/Mediterranean) (24 months). U.K. Base Port, Devonport.

H.M.S. Bronington, mid-March, at Rosyth, for Home Sea Service, U.K. Base Port, Portland (C.M.S.).

H.M.S. Rothesay, March, at Glasgow for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Yarmouth, March, at Clyde for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Devonport.

H.M.S. Layburn, March, at Renfrew, for Home Sea Service (Boom Defence).

H.M.S. Owen, April 5, at Gibraltar for trials. Commissions, May 3, 1960, for General Service Commission (24 months). U.K. Base Port, Devonport.

H.M.S. Undaunted, April 12, at Portsmouth, for General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Blackpool, April 12, at Chatham, for General Service Commission Home/East of Suez (24 months).

H.M.S. Loch Ruthven, April 28, at Devonport, for General Service Commission, Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

No. 814 Squadron, May 1, at R.N.A.S. Culdrose, for Overseas Service (H.M.S. Hermes).

H.M.S. Llandaff, May, at Devonport, for General Service Commission Home/East of Suez (23 months). U.K. Base Port, Devonport.

H.M.S. Orwell, May 3, at Rosyth for trials.

H.M.S. Decoy, mid-May, at Devonport for trials. Commissions end June for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Alert, May 23, at Singapore, for Foreign Service (Far East).

H.M.S. Rhyll, May 31, at Portsmouth for trials. Commissions September 29 for Home Sea Service until

March, 1961. Then General Service Commission, Home/East of Suez (24 months). U.K. Base Port, Portsmouth.

H.M.S. Urda, June, at Malta, for trials. U.K. Base Port under consideration.

No. 825 Squadron, June 1, at R.N. Air Station, Culdrose, for Overseas Service (H.M.S. Victorious).

H.M.S. Solebay, June, at Portsmouth, for General Service Commission, Home/Mediterranean (21 months). U.K. Base Port, Portsmouth.

H.M.S. Lagos, June, at Chatham, for General Service Commission, Home/Mediterranean (21 months).

H.M.S. Cavalier, June, at Singapore, for Foreign Service (Far East).

H.M.S. Victorious, June, at Portsmouth, for General Service Commission, Home/East of Suez (19 months). U.K. Base Port, Portsmouth.

H.M.S. Protector, June, for General Service Commission Home/South Atlantic and South America (12 months).

H.M.S. Londonderry, June, at Cowes for General Service Commission Home/West Indies (24 months). U.K. Base Port, Portsmouth.

H.M.S. Lion, early June, at Tyne, for General Service Commission Home/Mediterranean (24 months). U.K. Base Port, Portsmouth.

H.M.S. Wizard, end-June, at Chatham for Trials. Commissions end August for Home Sea Service, U.K. Base Port, Devonport.

H.M.S. Loch Fyne, July, at Devonport for General Service Commission Home/Arabian Seas and Persian Gulf (18 months). U.K. Base Port, Devonport.

H.M.S. Lincoln, July, at Glasgow, for Foreign Service (Far East).

H.M.S. St. Brides Bay, July, at Singapore, for Foreign Service (Far East).

H.M.S. Wiston, July, at Wivenhoe, for Home Sea Service, U.K. Base Port, Rosyth.

H.M.S. Lewiston, July, at Buckie, for Home Sea Service, U.K. Base Port, Rosyth.

H.M.S. Leopard, August, at Portsmouth, for General Service Commission, Home/South Atlantic and South America (24 months). U.K. Base Port, Portsmouth.

H.M.S. Keppel, August, at Chatham, for Home Sea Service, U.K. Base Port, Portsmouth.

H.M.S. Loch Alvie, August, at Devonport for trials. (Commissions September for General Service Commission) (Home/Arabian Seas and Persian Gulf) (18 months). U.K. Base Port under consideration.

H.M.S. Centaur, September, at Portsmouth for Home Sea Service. (Commissions December for General Service Commission) (Home/East of Suez) (22 months). U.K. Base Port, Portsmouth.

H.M.S. Caesar, September, at Rosyth for trials. Commissions November for Foreign Service—Far East.

H.M.S. Duchess, early October, at Portsmouth for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Portsmouth.

H.M.S. Diana, October, at Devonport for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port, Devonport.

H.M.S. Diamond, October, at Chatham for trials. (Commissions January, 1961, for General Service Commission, Med./Home, 24 months). U.K. Base Port under consideration.

H.M.S. Caprice, October, at Singapore for Foreign Service (Far East).

H.M.S. Crane, October, at Singapore, for Foreign Service (Far East).

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## COSSACK HOME

### Fifteen years in Far East

THE destroyer Cossack (Cdr. the Hon. D. P. Seely, R.N.) returned home to Devonport on December 8 after 15 continuous years of service in the Far East.

H.M.S. Cossack has steamed 66,400 miles during her present commission over the last 18 months visiting places as far apart as Japan, New Zealand, and the Persian Gulf. Three members of the ship's company have found

Australian brides and at least 18 others, including three officers, plan to get married during Foreign Service leave over Christmas and the New Year.

Included in the ship's company of 185 men are nine Chinese cooks and stewards from Hong Kong, most of whom will be seeing England for the first time. They plan to do some sightseeing in London before joining another ship for passage back to the Far East. Their Chinese colleagues who make up the laundry (dhobey), tailoring (sew-sew) and shoe-making (shu-shu) firms on board left the ship at Malta to return to the Far East.

In the 15 years that H.M.S. Cossack has been away from the United Kingdom she has performed a variety of tasks in every quarter of the Far East—the Royal Navy's largest station—and four of her former commanding officers have since reached Flag Rank. From 1945 to 1956 she was leader of the 8th Destroyer Squadron and took part in the Korean War, performing anti-piracy patrols in the China Sea. During 1957 she assisted in the November H-Bomb test at Christmas Island.

## Model of Battle of the Atlantic

THE National Maritime Museum has introduced a new attraction for visitors in the shape of a recorded spoken commentary on the Model of the battle of the Atlantic. This model was given to the Museum in 1948 by Mr. W. C. Warwick of the Royal Mail Lines Ltd., and Mr. Aubrey Lloyd of the Ellerman Lines Ltd. to serve as a constant reminder of the dangers through which our country passed in the war years.

It represents a typical Atlantic Convoy and by pressing buttons a number of incidents, each demonstrating an attack upon it, are illuminated. Although each button is supplied with an adjacent illuminated tablet describing the incident, it was found that much of the value of the model was lost, especially when there were many people present in the room who might all be pressing buttons at once. It was accordingly decided to fit a recorded spoken commentary, and this delivers a short lecture on the model and what it portrays, switching on and off the various incidents as they are mentioned.

During the winter, the commentary is spoken twice daily at 11.00 a.m. and at 3.00 p.m., and at other times for parties if arranged in advance.

The commentary was composed and is spoken by Capt. G. H. Roberts, C.B.E., Royal Navy, who designed the model in the first place. Capt. Roberts served on the Staff of the Commander-in-Chief, Western Approaches as Director of the Western Approaches Tactical School, and is now Commanding Officer of H.M.S. Vivid, the Headquarters Reserve, Plymouth.

## SIX WAYS OF SHOOTING THE SUN

THE desire to have a high blank wall transformed into a decorative feature, led the Trustees of the National Maritime Museum at Greenwich to seek the help of the Royal College of Art. The result can be seen in the Navigation Room of the Museum, where the west wall now carries a painting some 12 ft. high by 33 ft. long on the subject of finding the sun's altitude.

The design embodies the principal instruments for measuring altitude used during the past five centuries, and in fact might be called "Six ways of shooting the sun." It incorporates a quadrant, a mariner's astrolabe, a cross-staff, a backstaff, an octant, a sextant and includes many other objects. Its striking colour and composition add greatly to the appearance of the gallery which it dominates.

The work was done as an exercise by Richard Hore, a third-year student of the Royal College of Art. The design took six weeks to prepare, while the mural itself, which was executed partly at the Royal College of Art and partly on the site, was painted in three months.

Among the 2,500 photographs and paintings contained in this superb provision are artists' conceptions of the United States giant nuclear-powered fast carrier Enterprise of 75,700 tons and capable of carrying 100 aircraft and which will have a complement of 400 officers and 4,000 ratings, also of guided-missile submarines. His preface the Editor, Mr. R. V. C. man, wonders whether Mr. Khrushchev's remark to the captain of the United States coast-guard cutter Russia was to scrap 90 per cent. of her cruisers was made in earnest. The Editor says: "As Russia, no doubt due deliberation and a fixed policy had, embarked on such a gigantic scheme only a few years ago, there does appear to be at least some good reason for considering that such a conventionally new and sizeable vessels still have a fair potential for active service, in actual hostilities and in a cold war. Certainly if they were in being."

destroyers take their place.

Nuclear development in the United States Navy throws into stark relief the paucity of British effort in this field. By 1967 it is planned that there will be 75 nuclear-powered submarines in the United States Navy. What will Britain have?

"Jane's" is much more than a reference book—it is a necessity wherever ships of the world's navies are mentioned, and I have yet to meet anyone who, with Jane's in his hand, does not love to thumb its pages through and through. Thousands of arguments have been settled through the medium of this wonderful book and its excellent scale drawings and remarkable photographs, with a wealth of interesting data make it indispensable to the keen student of fighting ships.

Jane's Fighting Ships (compiled and edited by Raymond V. B. Blackman, A.M.I.N.A., A.I.Mar.E.), published by Sampson Low, Marston & Co. Ltd., £5 5s

## SHIPS OF THE ROYAL NAVY No. 50

### H.M.S. DARTINGTON



H.M.S. Dartington is a coastal minesweeper of the "Ton" Class, all of which are named after villages. Dartington is a small village amid the rolling hills of South Devon.

One hundred and ten of these fine

little vessels were built by a group of shipbuilding firms and the first one to be completed was the Coniston, which was accepted into service in February, 1953.

The 'sweepers' have a displacement of 425 tons (full load) and are 152 ft. (over all) with a beam of nearly 29 ft. The peace-time complement is 27.

The "Ton" Class are capable of operating sweeps against both contact and influence-type mines and dealing with mines operated magnetically and acoustically. To assist in their work, the ships have a double mahogany hull and are constructed throughout of aluminium alloy and other materials with the lowest possible magnetic attraction.

Twelve of the vessels have been renamed and are attached to various Royal Naval Reserve Division Headquarters.

## HORNET TO BE SOLD

THE former Coastal Forces Base at Gosport—H.M.S. Hornet—is to be divided into three lots, each with a water frontage, and sold.

This information was given by the Civil Lord of the Admiralty (Mr. Orr-Ewing) on December 9.

## Naval man marches 110 miles

A H.M.S. Tyne, became the first ABLE SEAMAN G. ADAMS, of naval man to march 110 miles.

The march, which was with full equipment and weapons, was from Dorchester to Staines.

## NEW S/M SQUADRON FORMS AT SINGAPORE

### Advancements

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

**Petty Officer to Chief Petty Officer**  
JX 923876 A. R. Hipkins, JX 155936 R. W. James, JX 155002 D. C. Lindfield, JX 216442 E. G. Bullen, JX 166439 D. B. Graham, JX 156506 S. J. Davies, JX 161449 G. D. Lilley, JX 166380 H. W. C. Sellar, JX 164104 P. J. Marsh, JX 292498 H. F. Stevenson.

**Mechanician—Acting Chief Mechanician**  
KX 771519 R. B. Jenkin, KX 816032 P. T. Gear.

**Petty Officer Engineering Mechanician—Chief Engineering Mechanician**  
KX 837914 K. H. Barley, KX 95549 P. H. Haines, KX 96775 J. G. Pearce, KX 97671 W. W. Rowlett, KX 93537 W. J. Parkinson, KX 97058 L. G. Haylock.

**Engine Room Artificer—Acting Chief Engine Room Artificer**  
MX 501769 E. J. Pratt, MX 778209 D. C. Walker, MX 766852 D. F. Da Silva, MX 778330 A. H. Davis, MX 833465 A. L. West, MX 667736 R. C. Headlam.

**Shipwright Artificer—Acting Chief Shipwright Artificer**  
MX 56678 P. Noble-Mackie.

**Joiner—Chief Joiner**  
MX 758858 R. W. Hankers.

**Electrical Artificer—Acting Chief Electrical Artificer**  
MX 833418 D. L. Hebbard.

**Petty Officer Electrician—Chief Electrician**  
MX 899919 H. A. Smith, MX 801620 J. Garside.

**Petty Officer Radio Electrician—Chief Radio Electrician**  
MX 844285 R. S. R. Hill.

**Petty Officer Writer—Chief Petty Officer Writer**  
MX 840575 K. H. Wharton.

**Stores Petty Officer (S)—Stores Chief Petty Officer (S)**  
MX 673990 D. W. H. Morement.

**Petty Officer Cook (S)—Chief Petty Officer Cook (S)**  
MX 578568 W. J. K. Brown, MX 58324 E. M. Loveday.

**Petty Officer Steward—Chief Petty Officer Steward**  
LX 668679 A. Gibbons.

**Petty Officer Cook (O)—Chief Petty Officer Cook (O)**  
MX 85759 L. H. Stableford.

**Stores Petty Officer (V)—Stores Chief Petty Officer (V)**  
MX 871576 D. E. French.

**Sick Berth Petty Officer—Sick Berth Chief Petty Officer**  
MX 804638 F. Dunn.

**Radio Communication Supervisor—Chief Radio Communication Supervisor**  
JX 149900 F. A. H. Lane.

**Communication Yeoman—Chief Communication Yeoman**  
JX 245847 G. Yates.

**Regulating Petty Officer—Master-at-Arms**  
MX 767391 E. C. Plowright.

**To Chief Aircraft Artificer**  
LX 668460 D. Rollo.

**Petty Officer Wren to Chief Wren**  
55672 I. Atkinson, Steward (G), 106573 P. Read, Writer (G).

THE Royal Navy's new submarine squadron on the Far East Station—the 10th Submarine Squadron—was officially formed at Singapore on November 30. Its first Commanding Officer is Cdr. A. J. Boyall, D.S.C., R.N., who has himself commanded submarines and until recently was Flotilla Operations Officer on the staff of Flag Officer, Submarines.

The 10th Submarine Squadron, which will form the submarine arm of the Far East Fleet, will also provide operational boats to meet the increased training needs of the Commonwealth Navies.

In this role it will be additional to the 4th Submarine Squadron, based on Sydney, which works primarily with the Royal Australian Navy and the Royal New Zealand Navy in the same way that the 6th Squadron at Halifax works with the Royal Canadian Navy.

First boats for the new squadron, will be H.M.S. Tactician, which has been refitting in the dockyard, and is being transferred from the 4th Squadron, and H.M.S. Ambush, arriving at the base from the United Kingdom.

## In Memoriam

Lieut. A. H. P. Firth, R.N., H.M.S. Daedalus. Died September 24, 1959.

Lieut. C. A. Meek, R.N., H.M.S. Centaur. Died October 7, 1959.

Lieut. I. W. Ogilvy, R.N., H.M.S. Centaur. Died October 7, 1959.

Harry Eric Cook, Engineering Mechanic 1st Class, P/K.975267, H.M.S. Dolphin. Died October 20, 1959.

Yu Kam Foo, Shipwright 3rd Class, O.2451, H.M.S. Tamar. Died October 26, 1959.

Bernard Edwin Gettings, Engineering Mechanic 1st Class, P/K.981927, H.M.S. Ausonia. Died October 29, 1959.

Patrick Hugh Calver, Ordinary Seaman, D/J.978679, H.M.S. Hogue. Died October 31, 1959.

Edward Charles Derrick, P.O. Engineering Mechanic, D/KX.79644, H.M.S. Flying Fox. Died November 9, 1959.

Jack Drewery Bayram, Engine Room Artificer 1st Class, D/MX.74504, H.M.S. Orion. Died November 14, 1959.

William Patrick Fox, Engineering Mechanic 1st Class, D/K.951749, H.M.S. Drake. Died November 14, 1959.

Michael Anthony Joseph Carmel Carabott, Cook (S), E/MX.897007, H.M.S. St. Angelo. Died November 24, 1959.

Richard Edward Brian Gaut, Able Seaman, D/SS.948877, H.M.S. Cheviot. Died November 30, 1959.

James Dennis Connell, P.O. Recruiter, D/LX.21187, Devonport Recruiting Office. Died December 5, 1959.

Norman Spice, Assistant Cook, P/054944, H.M.S. Pembroke. Died December 19, 1959.

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# WRENS INVADE HERMES



A party of Wrens invaded Britain's newest aircraft carrier, H.M.S. Hermes, just before Christmas in order to obtain financial support for the King George V Benevolent Fund. They are seen here beneath the ship's bell. Reading from left to right they are: Wren Cecilia Woods from Nottingham; Wren Pauline English from Wales; Wren Evelyn Young from Inverness; Wren Jackie Taylor from Newport Pagnell; Wren Dierdre Lyons from Hove; Wren Janet Ackerman from Bristol; Wren Carol Weston from Barry.

## Wrens at Old People's Party

THREE Vernon W.R.N.S. helped with the distribution of gifts, food arrangements and general entertainment at the old people's Christmas party at the South Parade Pier, Southsea. They were Wrens Diane Neill, Barbara Gibbs and Pamela Cooper who said afterwards that she had never done anything like this before but enjoyed it so much that she intends to help next year. "The old people appreciate the company of youth and enjoy recalling their own young days."

It has been decided that ceremonial day coats worn by Admirals of the Fleet shall in future have eight buttons in each row down the front instead of six as for other officers.

## Record number at writers' annual dinner

ABOUT 140 members of the Writers' branch, ex-members and their friends enjoyed a splendid Annual Reunion Dinner on Friday, November 27. The number was, apart from the Jubilee Dinner of the Association held in 1937, a record and the happiness felt by everyone present was apparent from the faces of them.

Mr. George Kingsford, who, although not a member of the Association, has been a regular visitor to the annual dinners for the past 30 years or so, proposed the toast of the Royal Naval Writers' Benevolent Association and he referred in his speech to the number of youngsters present, the theme of his speech

being the unity existing in the Writers' branch.

The Chairman of the Portsmouth Branch of the Association who, this year, is also the President, Mr. R. White, said in his reply that the membership had increased during the last year by 70 and the number now in the Association was 1,417. He mentioned that the assets of the Association had been depleted somewhat during the past year because of the high number of deaths which had occurred and to the fact that £795 had been paid out during the year on death benefits, etc. Most of this money would come back from death levies payable by members but although the Association paid out death benefits from its fund immediately the death was reported members were not so quick in paying their levies and in this connection the Chairman appealed to all members to see that their subscriptions and death levies were paid promptly. Despite this large sum paid out the funds of the Association were on a very sound footing.

The Chairman referred to the long battle with the income tax authorities and said that the Association had been assessed for income tax to the tune of just over £136 and the present liabilities were now running at 12s. a week.

## CHRISTMAS 'HIGH JINKS' IN TERROR

BACK to the Adelphi Hotel in Singapore went H.M.S. Terror's Ship's Company on December 12 to celebrate their Grand Christmas Dance, and what a jolly affair it turned out to be! Upon arrival the ladies were presented with a spray of flowers, while the men were given a charming concoction called rum punch to cheer them up. Paper hats of various sizes, shapes and colours were distributed at the entrance by Leading Writer Derek Thompson, Leading Stores Assistant Harry Faires, Leading Patrolman David Dyer and Stores Assistant John Strand.

A contingent of the Royal Marine band was there too, on a lavishly decorated stage, earning much applause for their beautiful renderings. Capt. E. J. D. Turner, Cdr. D. E. Barton and their ladies waltzed around the crowded dance floor with broad smiles on their faces, hoping to snap up those mysterious spot prizes, but without success.

After a first-class meal the drinking and dancing resumed. Paper streamers were scattered across the ballroom, dangling from fans and carelessly draped over almost everybody as they smoked, chatted and laughed.

Then the balloons from the ceiling came down, and what a stampede

# A 'FACE-LIFT' FOR WARRIOR BLOCK

## Black spot being removed

THE Warrior Block—an accommodation block for junior ratings—has in the past been a "black spot" in H.M.S. Vernon.

Phase one of a conversion programme has just been completed with startling results. The exterior walls of the three-storey building have been retained, but within the shell, 56 separate compartments are being built. Each will accommodate between four and 11 ratings, replacing the old system in which as many as 100 men were living and sleeping in long single dormitories.

The "face-lift" is expected to take two years and the first section of the top floor has now been completed.

Pastel-coloured walls and bright curtains hanging from the windows, are featured in each compartment. Each bed has its own reading light and full-length mirrors and wardrobes are provided. Wood blocks replace the cold

stone floors and the passageways are covered with rubber.

The original wash-houses, incompatible with present-day accommodation standards have been cleared to make room for gleaming white bathrooms, fitted with shower cubicles and modern baths.

Most of the ratings are accepting the unavoidable inconvenience suffered during the modernization programme, realising that for the sake of future comfort, the hardship is well worth while.

As the population of junior ratings in Vernon averages about 600, each spending between three and four months in intensive training, it is essential that the programme proceeds with all possible haste.

Although the first section has taken eight months to complete, it is hoped that building will accelerate on the two remaining floors.

## To the Med. for lunch

PILOTING a Sea Vixen all-weather fighter, Cdr. Malcolm Petrie, R.N., with his observer, Lieut. R. D. McCulloch, R.N., took off from Yeovilton at three minutes past ten on December 7 and landed on the aircraft carrier Victorious in the Mediterranean between Marseilles and Malta at thirty-three minutes past eleven.

After Cdr. Petrie, a 38-year-old New Zealander, had attended a conference with the Flag Officer, Aircraft Carriers

(Vice-Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C.), and they had lunch on board, the two officers took off again at twelve minutes past one and landed back at Yeovilton at thirty-seven minutes past two.

Cdr. Petrie, who transferred to the Royal Navy from the Royal New Zealand Naval Volunteer Reserve in 1946, is the Commanding Officer of 892 Sea Vixen Squadron which is to embark in Ark Royal in the New Year.



Late breakfast in Britain, lunch on board an aircraft carrier in the central Mediterranean and home again for an early tea is the achievement of two fliers of the Fleet Air Arm from R.N. Air Station, Yeovilton.

## Keeping Britain's beaches free from oil

SHACKLETON aircraft from St. Mawgan, Kinloss, Ballykelly and Gibraltar have helped during the past year to keep the coasts of Britain free from oil pollution.

During exercises and training duties, patrols have obtained details and sometimes photographs of some 31 vessels suspected of discharging oil

## H.M.S. FALMOUTH

THE Whitby class anti-submarine frigate Falmouth was launched on December 15, at the shipyard of Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne. The naming ceremony was performed by Mrs. Orr-Ewing, wife of C. Ian Orr-Ewing, Esq., O.B.E., M.P., Civil Lord of the Admiralty, and the religious service was conducted by the Rev. Turnbull, B.A., Vicar of St. Luke Church, Wallsend.

Frigates of this class have an extreme length of 370 ft. and a beam of 41 ft. They are all being named after seaside towns. Those now in service are H.M.S. Torquay, Whitby, Scarborough, Tenby, Eastbourne, Blackpool. Others recently launched are Yarmouth, Rhyl, Plymouth, Brighton, and more have been laid down.



"—and hunger, not of the belly kind, that's Banished with bacon and beans, But the gnawing hunger of lonely men for A home and all that it means."

(APOLOGIES TO THE LATE DAN MCGREW)

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# SKILLED TECHNICIAN IS THE MODERN NAVAL COOK

Producing meals 'fit for a king' after five weeks' training

THE Royal Naval Central School of Cookery is an integral part of the Royal Naval Supply School. It exists primarily to undertake the initial training of New Entry Cook ratings, although its scope is constantly increasing and at present includes courses for higher rate, Supply Officers' Refresher Courses, Cookery Acquaintance Courses, and Cooking/Catering Courses for (S) officers, (X) officers (First Lieutenants) and senior Stores (V) ratings going to small ships.

The Part II Training Syllabus comprises basic cookery training to a standard equivalent to the City and Guilds 147 qualification, physical and character training, and educational instruction.

Trainees may range between 16½ and 28 years of age, though the average age is in the region of 17½ years. Only a few of these enter with previous cookery experience.

The aim of the School is to produce a clean, smart, enthusiastic young man who is aware of the importance of his job and takes a pride in his work.

The day of the one-legged, one-eyed, hook-handed "Slushy" is gone forever. New ideas and modern techniques have revolutionised feeding in the Royal Navy and more improvements are on the way. The new cook must be a skilled technician because the influence of his efforts upon the morale of a ship's company can hardly be exaggerated. This consideration is paramount in the School and every endeavour is directed to achieving a standard which will fulfil the

needs of the future as well as those of the present.

During a recent visit to the School, our correspondent saw trainees at various stages in their training and tasted some of the fruits of their labours. These young men are producing first-class meals at each stage of their training and their enthusiasm and interest has to be experienced to be believed.

After only five weeks' training, a Junior Assistant Cook is expected to produce, and does in fact produce, a meal fit for a king. The following is an example and our correspondent can vouch for its excellence, both in taste and appearance. Cream of Celery soup, fried fillet of plaice, steak and kidney pie, marquis potatoes, braised onions, canary pudding and custard sauce.

Capt. H. S. Spittle, R.N., the Captain-in-Charge of the R.N. Supply School, stated that the Service was now getting a really good class of man—men who will be a credit to the Navy and real assets in any ship.



Trainees decorating cakes after only six weeks' cookery training. The large cake was made by one of the instructors, C.P.O. Cook (S) Brown (Photo: Pembroke Studios, R.N. Barracks, Chatham)

## Marching Fever Reaches Sanderling

THE popular week-end long distance march fever has reached the Naval Air Station, Abbotsinch.

Three young Naval Airmen Roy Sarbutt, Trevor Westernam, and Roger Bigden planned to march to Edinburgh and back in an attempt to beat the 110-mile marching record but unfortunately Sarbutt twisted an ankle and Bigden developed a blister on his right heel forcing them to give up after 63 miles, a distance they had covered in 14 hours 48 minutes.

On Sunday, November 8, a large congregation attended Sanderling's Remembrance Day Service in No. 7 Hangar, and also on that day the

Station's Pipe Band led the Royal Navy contingent at the Remembrance Day Parade in Glasgow, a function at which the three Services and many ex-Service and civilian organisations—complete with their bands—were represented. In the evening the Ship's Brass Band and a party of W.R.N.S. took part in a Festival of Remembrance—on similar lines to that held annually in the Albert Hall—at the Paisley Ice Rink. The W.R.N.S. gave a hoop swinging display and the band performed ceremonial sunset with the Royal Marines guard. Observers reported that the Sanderling's were by far the best item of the evening. The Festival was attended by some 3,000 people in spite of the most appalling weather.

## SEALION LAUNCHED

H.M. Submarine Sealion, the eighth of the Porpoise Class of operational-type boats, was launched by Lady Dalton, wife of Vice-Admiral Sir Norman E. Dalton, K.C.B., O.B.E., Chief Naval Engineer Officer, at the Birkenhead shipyard of Cammell Laird & Co. Ltd. on December 31. The religious service was conducted by the Rev. T. G. Wykes, B.A., Vicar of St. Peter's Church, Rock Ferry.

Sealion is 295 ft. 3 in. in length and has a beam of 26 ft. 6 in. The main machinery, Admiralty Standard Range Diesel Engines, was built by Messrs. Cammell Lairds, and the electric propulsion system by English Electric Co. Ltd.

Some departures from the original layout of this class have been introduced into Sealion, and one of these should result in the accommodation being of an even higher standard than that of earlier Porpoise Class boats.

## H.M.S. Albion Recommissions

THE aircraft carrier H.M.S. Albion (Capt. F. M. A. Torrens-Spence, D.S.O., D.S.C., A.F.C., R.N.), which has been refitting at Portsmouth since her return to the United Kingdom last August, recommissioned on December 14.

The ship sails for the Mediterranean to work-up early in February.

The commissioning service, which was conducted by the Chaplain of the Fleet (the Ven. Archdeacon F. Darrell Bunt, C.B., O.B.E., M.A., Q.H.C.), was attended by the Mayors of Hythe and Hasting, two of the Cinque Ports which have "adopted" Albion.



Cookery trainees under instruction (Photo: Pembroke Studios, R.N. Barracks, Chatham)

### What America thinks

## A Sight Hard to Forget

LORD Horatio Nelson, or Captain Horatio Hornblower—those tight-lipped titans of the Royal British Navy—would be pleased as punch, or Punch, if they were to see those 50 strapping laddies doing their stuff at the Cow Palace these nights.

Assisting in the 1959 Grand National Livestock Exposition, the picked British sailors roar and scream as they lug seven tons of gunnery and equipment over the 18-inch-thick turf of the Cow Palace, to show a traditional Naval battle landing. It's mighty exciting.

These proud and porky young men, built like fire hydrants, play something called a field-gun competition. Two 18-man teams compete against each other. They manhandle guns and equipment over chasms as the Royal Navy did in the battles of Quebec (1759), Lucknow (1857), Ladysmith (1899) and China (1900).

The British insist the gun race is a sport, and perhaps it is, since it involves a competition of strength and skill; but it must be the roughest sport in the Western World. It is for hard bellies, limbs like aluminium and nerves like wet oatmeal.

Racing against time, the two teams are supposed to gain a beachhead, engage a mythical enemy, set up a field gun, fire three shots at the enemy, dismantle the gun and carry it back piece by piece over a very difficult obstacle course. It once took the record-holders just 3.09 minutes to perform this feat.

The gun race is in the British tradition of showing off before the Sovereign, as when the army "slices the lemon" at full gallop, tilts at the rings, pegs the tent and "cleaves the Turk's head." But it's much tougher than any of these.

It's a sight hard to forget, with the runners in their blue trousers, white shirts and heavy boots, the trainers and shipwrights with their red badges,

and the officers with their swords, gaiters and whistle chains.

"These are proud men," said their C.O., Commander Jack Henry, the other evening. "The worst punishment you can give them is to tell them they are not good enough for the team. They can hardly be told they are hurt too badly to play. There are three badly sprained ankles in there now."

The game is over. From the band in the gallery come the strains of "Hearts of Oak." The boys of the Fleet Arm, puffing and proud as Lucifer, kneel spotlighted before Commander Henry to take his salute. A thunderstorm of applause follows.

Later, I asked one of the red-faced laddies if he knew anything tougher than a gun race. He smiled wryly. "Suicide," he said. "And this is just a step away from it."

(With acknowledgments to Charles McCabe, San Francisco Chronicle.)

## VECTIS KING DIES

VECTIS KING, the former mascot of the Royal Naval Barracks, Portsmouth, retired to the Ferne Animal Sanctuary, near Shaftesbury, last August, died on December 15.

The bulldog, mascot of the barracks for ten and a half years, had a heart attack. A petty officer from the Naval Barracks, who took with him a wreath in the form of an anchor, attended the funeral service.

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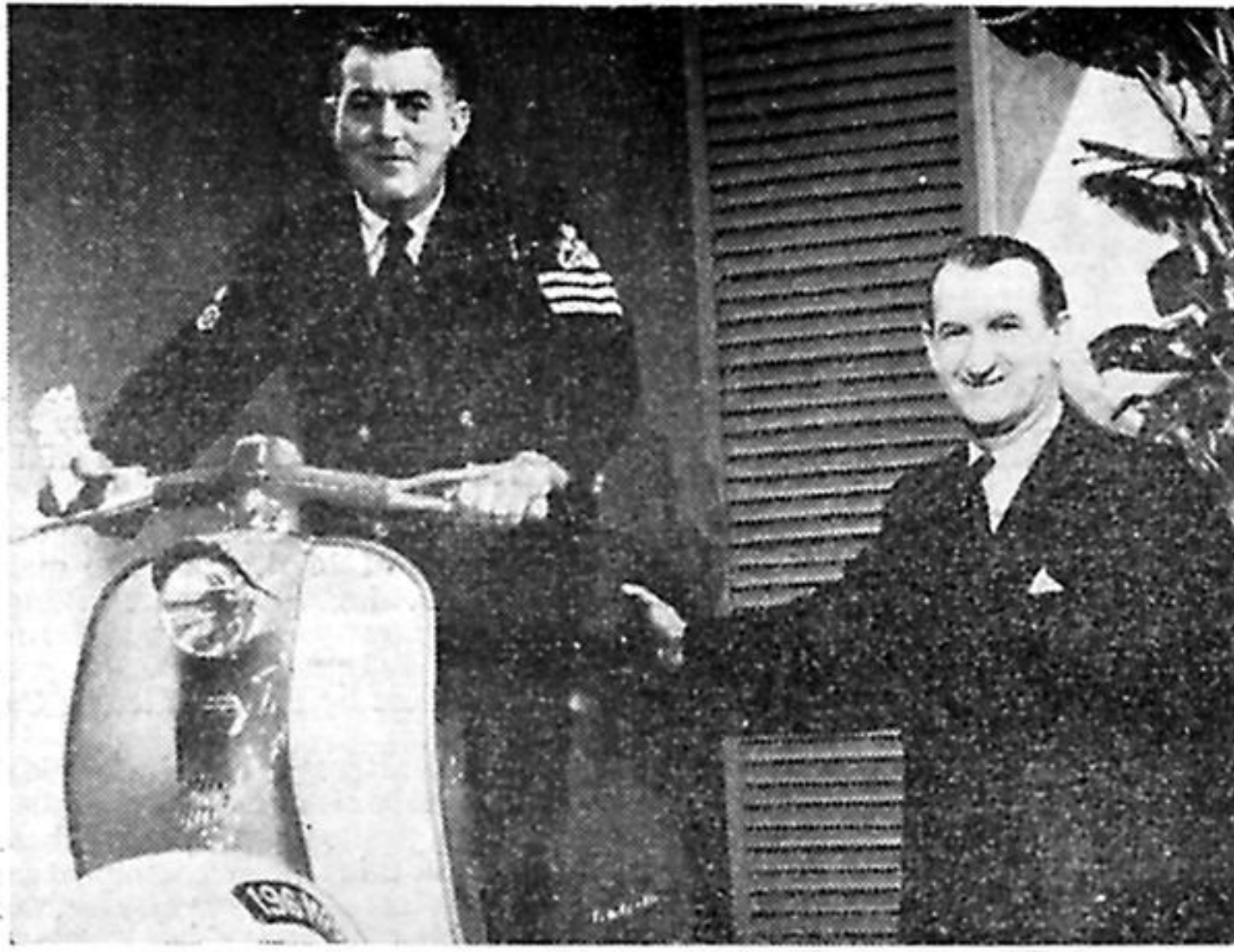
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## Just right for leave



James McManus, No. 3 Mess (President), H.M.S. Collingwood, Fareham, Hants, was the lucky winner of a grand prize in Michael Miles' "Take Your Pick" top TV quiz on December 4. Answering his three qualifying questions correctly he chose the key to locked prize box 4 and he found that this was also the key which would open mystery box 13 that evening. James turned down Michael's offer of £24 cash for the key and decided to open the box 13. Inside he found he had won a 150 c.c. Lambretta motor scooter. Had he opened box 4 he would have won the star prize of a gas cooker.

## Victoria Cross awarded for sinking battleship

IN a Special Order of the Day, issued on December 13, the Flag Officer Submarines (Rear-Admiral A. R. Hezlet) recalls the exploit of H.M. Submarine B.11 on December 13, 1914.

B.11 (built 1905, 135 ft. long, maximum submerged speed 6 knots, crew 12) made the first successful passage of the Dardanelles to the Sea of Marmora. The Straits were heavily defended by minefields and shore batteries, the current ran with speed up to five knots and there were many eddies and shoals.

The passage was made on the surface in a moonless night and completed, dived, after dawn. Minefields were evaded by diving under them.

At 0930 Messudiyeh was sighted at anchor and B.11 fired two 18 in. torpedoes from close range; both hit.

B.11 was sighted on firing and was then shelled by ships and shore batteries. She bottomed in 30 ft.

and subsequently regained deep water.

Her return passage down the Dardanelles was more hazardous than her entry. At one time she was aground on a shoal and under heavy fire from shore batteries. She remained dived for 9 hours or 4 times the designed period.

B.11 was the first submarine to prove that an underwater vessel, manned by courageous men, could penetrate heavily defended waters and inflict heavy blows on an enemy.

For this exploit the Commanding Officer, Lieut. Norman Holbrook was awarded the V.C., his First Lieutenant, Lieut. Winn, the D.S.O., and every member of the crew a D.S.M.

# H.M.S. DEVONSHIRE VICTIMS REMEMBERED

## BATTLE OF RIVER PLATE REMEMBERED

THE twentieth anniversary of the British victory in the Battle of the River Plate was commemorated this year in London, Chatham and Portsmouth. On December 8 Sir Eugen Millington-Drake, K.C.M.G., who was British Minister in Montevideo at the time of the Battle, gave a cocktail party in the Dorchester Hotel, London. Among those present were: Admiral Sir Charles Woodhouse (Captain of H.M.S. Ajax in the Battle); Admiral Sir Robin Durnford-Slater (the Commander-in-Chief, The Nore); Rear-Admiral Washburn (Gunnery Officer, H.M.S. Ajax); Rear-Admiral C. P. Thompson; Admiral Kranke (Captain of German Battleship Scheer).

## Found shell in driftwood

WHILE sawing up some driftwood retrieved from the foreshore between Saltash Ferry and Forder Creek, Mr. J. Davis of 8 Mulberry Road, Saltash, discovered an aircraft type cannon shell buried in the timber.

The shell was removed to a quarry by the members of a Naval bomb disposal squad under the direction of Lieut. C. L. Lawrence, R.N., and exploded.

## Gambia visits Volos SIMPLE MEMORIAL SERVICE

ON July 26, 1929, an explosion in an 8 in. gun turret of H.M.S. Devonshire killed the gunhouse crew of 17 Royal Marines and one Naval rating while the ship was exercising in the Western Aegean. The cruiser put into Volos Bay and her dead were buried in the little cemetery above the town of Volos, in a section set aside for them. During the last 30 years the townspeople of Volos have cared for these graves, even throughout the bitter Cyprus period, and now the Royal Navy has acknowledged their kindness by sending H.M.S. Gambia to Volos as an expression of gratitude and to renew our friendly relations with the people.

For the occasion Gambia called at Piraeus (Athens) to embark the British Ambassador to Greece, Sir Roger Allen, K.C.M.G., and the following morning, Saturday November 28, berthed alongside in Volos harbour. Also on board were the Pipes and Drums of the 1st Battalion The Black Watch of the Royal Highland Regiment who had a lively experience being transferred by jackstay at sea from the tanker Brown Ranger.

During the reception held on-board Gambia that evening her Commanding Officer (Capt. W. J. Munn, D.S.O., O.B.E., R.N.) presented a silver cup to the Mayor of Volos as a permanent memento of the tie between the town and the Royal Navy. This cup, which had belonged to H.M.S. Devonshire, was inscribed "This relic of H.M.S. Devonshire was presented to the Mayor and Municipality of Volos on the occasion of the visit of H.M.S. Gambia, November 29, 1959."

On Sunday morning a Guard of

Honour of Royal Marines and an unarmed party of three platoons of sailors marched the two miles from the ship to the cemetery headed by the Pipe Band. A simple memorial service was conducted in the cemetery by the Chaplain of H.M.S. Gambia (Rev. J. T. Cummin) assisted by the Bishop of Volos who took part of the service and the Volos Municipal Band ably played the hymns and National Anthems. The service was attended by Their Excellencies the British Ambassador and Lady Allen, the Naval and Military Attaches, the Nomarch, the Mayors of Volos and New Ionia and some 3,000 local inhabitants. From the silent and moving behaviour of the crowd, many of the older women being in tears, it was obvious that they were not there through vulgar curiosity.

That afternoon, when the ship was open to visitors, some 8,000 local persons flocked to look over the cruiser. It was only a display by the Pipers on the esplanade nearby that drew off the crowds still waiting to come onboard after sunset.



H.M.S. Jaguar during her trials

## Another 'cat' for the Fleet H.M.S. JAGUAR COMMISSIONED

H.M.S. Jaguar was commissioned at the Clydeside Shipyard of Messrs. Denny Bros. on December 10. The traditional ceremony for commissioning this ship, the last of the "Cat" class anti-submarine frigates, was conducted on the quarterdeck before the ship's company and a distinguished assembly of visitors which included the Lord-Lieutenant of Dunbartonshire.

Amongst the visitors were four officers from the last Jaguar, a fleet destroyer of the "J" class which was torpedoed whilst carrying supplies to the beleaguered garrison at Tobruk. These officers and the other surviving officers of the last Jaguar presented a splendid painting of the ship's predecessor depicting her leaving Alexandria in full wartime camouflage.

Another presentation to the ship was a magnificent silver Rose Bowl, made in the reign of George III, presented on behalf of the builders of the ship.

H.M.S. Jaguar is the latest anti-aircraft frigate of the Leopard class, all four of which have been allocated for service on the South Africa and South America Station.

Launched by H.R.H. Princess Alexandra at Dumbarton in 1957, she is diesel engine and fitted with controllable pitch propellers which greatly enhance her manoeuvrability. In addition, she is fitted with Denny-Brown stabilisers.

Jaguar is armed with four 4.5 in.

guns and a twin 40 mm. S.T.A.A.G. close-range mounting. This latter mounting will eventually be replaced by the guided missile Seacat.

Although primarily an anti-aircraft ship, Jaguar is equipped with sonar and Squid anti-submarine mortar. In addition, she is fitted with the latest radar which enables her to act as a Fleet picket or in the aircraft direction role if required.

Commanded by Cdr. J. W. M. Pertwee, Royal Navy, she has a complement of 14 officers and 200 ratings, all of whom are on long service engagements. She is 340 ft. in length and has a beam of 40 ft. The other

"cats" are the Leopard, Lynx and Puma.

Cdr. Pertwee joined the Royal Naval College at Dartmouth as a cadet in 1937 and after promotion to midshipman, he served in the battleship H.M.S. Queen Elizabeth on her war station in the Eastern Mediterranean and later saw service in submarines in the same theatre of war.

In the closing stages of the war against Japan, he operated with the Special Service in Burma on the Chindwin and Irrawaddy Rivers. After a period of service in Combined Operations, he completed the specialist course in Torpedo and Anti-Submarine Warfare in 1948 and later the Naval Staff Course at the Royal Naval College at Greenwich.

He has since held a number of Staff and Sea appointments in his specialist capacity and was promoted to Commander in December, 1956.

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## NEPTUNE'S SCRAPBOOK



Admiral Sir Charles Lambe, G.C.B., C.V.O., the First Sea Lord, took the salute and presented prizes at the end-of-term passing-out parade at Britannia Royal Naval College, Dartmouth, on December 21.

Vice-Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C., has been appointed Deputy Supreme Allied Commander, Atlantic. The appointment takes effect next April.

Rear-Admiral N. A. Copeman, the Fourth Sea Lord and Vice-Controller, was promoted to Vice-Admiral to date January 7.

Rear-Admiral R. M. Smeeton, M.B.E., has been appointed Flag Officer Aircraft Carriers in succession to Vice-Admiral C. L. G. Evans, C.B., C.B.E., D.S.O., D.S.C. The appointment is to take effect on March 1.

The Rev. J. Armstrong, O.B.E., Th.L., Q.H.C., has been appointed Chaplain of the Fleet in succession to the Venerable Archdeacon F. D. Bunt, C.B., O.B.E., M.A., Q.H.C. The appointment is to take effect on March 15.

Instructor Captain E. F. R. Byng, C.B.E., D.I.C., R.N., has been appointed a Naval Aide-de-Camp to the Queen in succession to Instructor Captain S. W. C. Pack, C.B.E., M.Sc., A.C.G.I., D.I.C., M.I.E.E., R.N.

Mr. P. T. Williams has been appointed Director of Navy Contracts in succession to Mr. B. Pool, C.B.E., who is retiring. The appointment takes effect from February 1.

Vice-Admiral A. J. L. Murray, D.S.O., who was Rear-Admiral Commanding Fifth Cruiser Squadron on the China Station at the outbreak of war, died on December 26. A communications specialist, he was at one time Director of the Signals Division at the Admiralty.

Rear-Admiral Sir Cloudesley V. Robinson, Flag Officer Naval Air Stations, 1943, has died at the age of 76. He commanded H.M.S. Courageous 1930-32.

H.M. Submarine Acheron (Lieut. T. J. Andrews, R.N.) returned to Portsmouth on December 30 after operations with the South African Navy.

H.M.S. Ceylon, built by Stephen and Sons Ltd., of Glasgow, and completed in July, 1943, has been sold to the Peruvian Navy.

H.M.S. Newfoundland, recently sold to the Peruvian Navy, was transferred at an official ceremony at Portsmouth on December 30 and renamed Almirante Grau. The transfer ceremony was performed on behalf of the Admiralty by Vice-Admiral L. G. Durlacher, the Deputy Chief of Naval Staff. The new Commanding Officer is Captain Federico Salmon.

The number of nuclear submarines serving in the United States Navy at the beginning of 1960 is 10, and 25 others are in course of construction. In December three joined the fleet and two more were commissioned.

## NAVY NEEDS CHAPLAINS

SOME vacancies exist in the Royal Navy for Chaplains prepared initially to volunteer for short service commissions of four years. Age of entrants should not exceed 34 years.

Conditions of entry and service may be obtained on application to the Chaplain of the Fleet, Queen Anne's Mansions, London, S.W.1.

## Christmas delivery in mid-Atlantic

THE Royal Air Force made Christmas "air mail" to two ocean weather ships on lonely mid-Atlantic station and to a Royal Navy Fishery Protection vessel on patrol in the Arctic twilight off the coast of Iceland.

Mail and gifts were dropped in metal containers to the ships' companies on December 22 by Shackleton aircraft of R.A.F. Coastal Command engaged on operational flights hundreds of miles from land.

The Air Ministry Meteorological

## NEW ROYAL SAILORS' REST IN PLYMOUTH

THE most luxurious Royal Sailors' Rest ("Aggie Weston's") in the country was opened to men of all three Services on December 19 in Albert Road, Plymouth. An official opening ceremony will be held in the spring.

The new "Aggie Weston's" is five storeys high and has cost about £350,000. It is smaller than the original "Rest" built 83 years ago and destroyed by enemy action in 1941, which could accommodate almost a thousand people, but there will be far greater comfort and facilities, and is adequate for any calls which will be made on it.

There is an electric lift to all floors and the facilities include a restaurant, film projectors in the main hall, opportunities for billiards, snooker and table tennis, quiet room, television room and radio laid on in all public rooms. The restaurant, open to the public on weekdays, is served by an up-to-date modern kitchen.

The charges are most reasonable. A bed-sittingroom, bookable for long periods if desired, and having a wash basin with hot and cold water, combined wardrobe and dressing table, and bed with a foam mattress costs only 3s. 6d. a night. Breakfast is extra but one including bacon and egg will cost only 2s. Sleeping cabins cost 2s. 6d. a night.

There is no accommodation for the Women's Services at the moment but they will be able to take advantage of all other facilities.

The Christian activities, founded by Dame Agnes Weston so many years ago, will, naturally, be continued.



The new Royal Sailors' Rest ("Aggie Weston's") in Albert Road, Devonport (Photo: "Western Morning News," Plymouth)

## Devonport and Portsmouth share honours

### S. & S. OCCASION

ON Saturday, December 5, the Commodore, R.N. Barracks, Devonport, set the seal on a most successful Supply and Secretariat Branch day when he presented the cups after the soccer and hockey teams of the Portsmouth and Devonport Divisions of the Branch had played each other in Plymouth.

A party of 45 ratings, Wrens, wives and officers had travelled from Portsmouth to Plymouth by coach and car on the Friday, enjoying the trip the more as they knew that the rest of the barracks were at Divisions. And the high spirits of the party were helped by sunshine nearly all the way. Of course it started to rain as they crossed the frontier near Exeter!

Saturday forenoon was fine though the Soccer ground was very soft and muddy. Portsmouth, however, could

not blame the pitch for their 7-1 defeat: Devonport were the better side in nearly all departments. But it was a different story at the Brickfields hockey ground where honours were evened as Pompey won 2-1 and the margin might well have been very much larger.

But the results were not too important. Both games were played in an excellent spirit and seemed to be thoroughly enjoyed by both players and spectators.

After the presentation of the cups, teams and supporters adjourned to a nearby hostelry which the Devonport Division had taken over and where they entertained their visitors right royally. Many toasts were drunk, old friendships renewed and new ones formed.

The Portsmouth party returned home on the Sunday after a most successful week-end and with everyone looking forward to March when they hope that their Devonport colleagues will equally enjoy their trip to Portsmouth.

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## Armada's generosity

A CHRISTMAS present of a cheque for £100 was sent from the ship's company of H.M.S. Armada to the National Spastics Society last month. This, with the £24 sent in before, brought the total collected on board to £124. Foreign money left from the sunnier days of the Mediterranean, crib and ukkers tournament entrance fees, and an inter-mess competition had all helped to swell the fund. £35 came from raffling a "Do-it-yourself rug," and £14 from an auction, where everything was sold from the Captain's ties to a home-made poker.

Armada is remaining in commission while the other two ships of the Third Destroyer Squadron have gone in for refit, and will be paying off in April.

## SHIPS FOR SALE?

THE following letter, preserved in H.M.S. Armada's Ship's Book, is perhaps of interest at a time when the Royal Navy has been disposing of ships in a somewhat wholesale manner. Sydney, N.S.W. 4 Jan. '46.

Dear Sir,  
After looking over your ship at our harbour I thought I would like to buy it, that is, if you want to sell it. I have £16 in the bank and if you want any more I will get it from my mother. I don't want the men, but I would like a lot of bullets left with the guns. Please let me know if you want to sell the ship as I've always wanted one like that.

Yours truly,  
Master

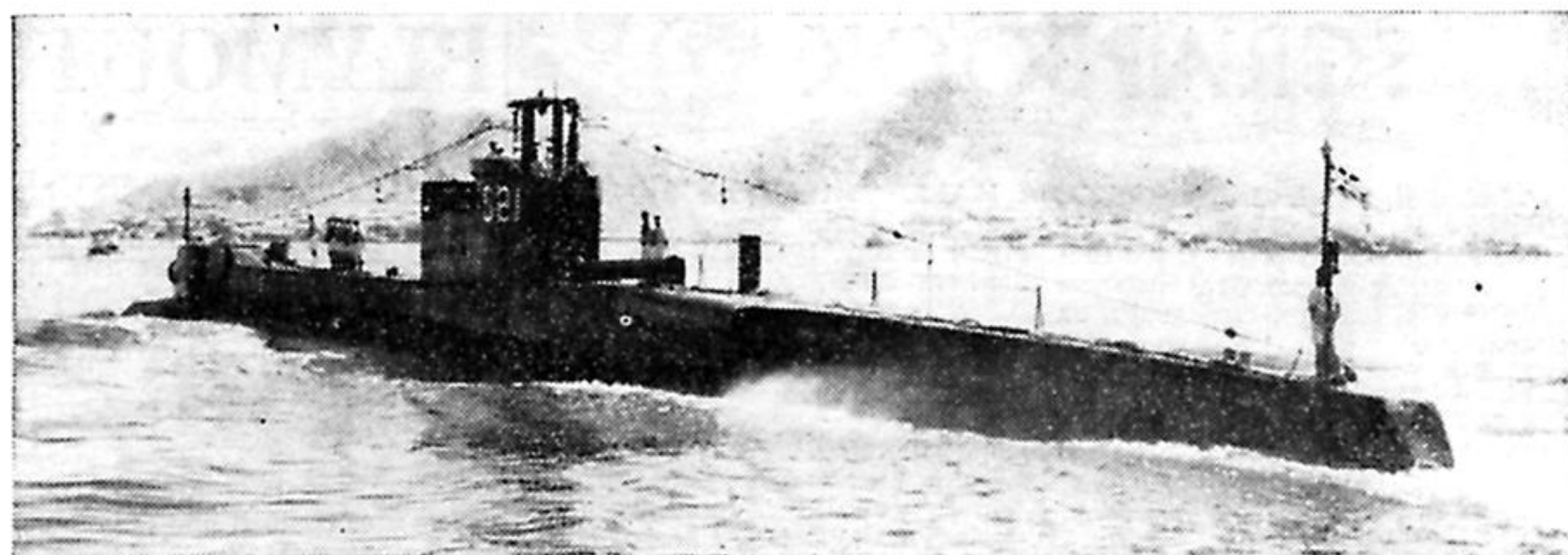


# Telemachus Returns Home After Ten Years

## 'Down Under'

### YEOMAN SERVICE

Has steamed nearly a quarter of a million miles since launching



H.M. Submarine Telemachus at Aden

AFTER "Ten years' yeoman service with the Fourth Submarine Squadron" in Australia and New Zealand—to quote the late Flag Officer Submarines, Rear-Admiral Bertram Taylor in his farewell message to the ship before it sailed from Sydney—Telemachus returned to the United Kingdom on December 9.

On October 19, 1949 Telemachus sailed from Submarine Headquarters (H.M.S. Dolphin at Gosport) for Australia to become the founder-member of the newly formed Fourth Submarine Squadron. Ten years and 50 days later, she returned to her Home Port having steamed 172,450 miles in the intervening period.

Although the first of the three "T" class to arrive in Australia—Thorough and Tactician were to join her later—Telemachus is the last to return home. An "old boat" before she started, in that she was one of the 10 oldest submarines still running, she returns a veritable veteran. In place of the three "T's," two streamlined "A" class—Andrew and Anchorite are carrying on the good work in the Fourth Squadron.

In these 10 years Telemachus has run for five "Commissions" and has had four major refits in Singapore. Since completing the last refit in September, 1957, Telemachus has steamed 50,242 miles, which includes three visits to New Zealand, and the 12,800-mile surface passage home from Sydney, lasting 10 weeks.

#### SERVICE IN AUSTRALIA

Of the ship's company who bring her home, there is not of course anyone on board who has been with the ship all the time, but there are a number who have been away for more than 2½ years, and also a number who have served in the Fourth Squadron previously. Oldest hand on

the station is, appropriately enough, the Commanding Officer, Lieut.-Cdr. J. M. Cochrane, who left the United Kingdom in March, 1957; he has also served in the Fourth Squadron on two previous occasions, is married to an Australian, and intends to return to Australia to settle when he leaves the Service. There are nine others on board who left the United Kingdom only a month later, and had 64 days Foreign Service leave due to them.

And what does this crew think of life on the other side of the globe? Ask them and you will find opinions sharply divided. For the most part, the married men, who had their families with them, enjoyed themselves; they appreciated the higher standard of living, the climate—you can reasonably expect the sun to shine on five out of seven days of the week throughout the year—the outdoor life and the beaches for the children. The unaccompanied and the single men are more varied in their views; a large proportion did not like the lack of U.K. type public houses, the ice-cold lager-type beer, and the different type of food in the R.A.N. However records show that 10 of the

40 single men on board had voluntarily extended their period of foreign service beyond the obligatory 18 months by either six or 12 months, and these figures speak for themselves. About visits to New Zealand, there is very little divergence of views among the single men; there were always large numbers keen to visit this beautiful country and see for themselves its friendliness and hospitality.

#### THE JOURNEY HOME

Of the ports of call visited on the way home Fremantle provided a warm welcome: with the possible exception of Hobart, Tasmania, it proved to be the most friendly and hospitable port visited in Australia. Port Louis, Mauritius, has little to offer the visiting sailor, but the island is outstandingly beautiful; the lack of shoregoing facilities in Port Louis was compensated for by the generous hospitality of the local garrison of the King's African Rifles, and the firm of contractors responsible for the construction of the new R.N. Wireless Station. Mombasa was undoubtedly the most popular port of call of the passage; all members of the ship's company had the opportunity of spending two days ashore at the Army Leave Centre at Nyali Beach, which made a welcome break; this was particularly appreciated as conditions on board were torrid in the extreme; it was also appropriate in that Mombasa was almost exactly half-way on the long voyage; the local Naval Entertainment Committee arranged a 300-mile coach tour through the Tsavo National Park, so all who wished had an opportunity of sighting elephant, giraffe, rhinoceros, and countless types of buck at close quarters in their native habitat; Mombasa also provided excellent facilities for buying "rabbits."

After Mombasa Telemachus joined up with the conventional shipping lanes, calling at Aden, passing through Suez without giving leave, and then visiting Malta and finally Gibraltar. Married or single, volunteer or pressed man, of one thing they are all agreed—they will be glad to be home. For the immediate future, Telemachus is to be placed in Reserve at Fort Blockhouse to provide Harbour Training for personnel under training; it was therefore possible for every man on board to be on Foreign Service leave over Christmas and the New Year.

#### THE HISTORY OF THE SIXTEEN-YEAR-OLD VETERAN

Telemachus was built by Vickers-Armstrongs and was launched at Barrow-in-Furness on June 19, 1943, by Mrs. C. B. Barry now Lady Barry, wife of the Flag Officer, Submarines at that time. She was completed four months later, and was commissioned on October 25, 1943, under the command of Cdr. W. D. King, D.S.O., D.S.C., Royal Navy.

After working-up with the Third Submarine Flotilla on the west coast of Scotland, and a "makee-learn" patrol in Norwegian waters, she sailed for Trincomalee on April 17, 1944, to join the Fourth Submarine Flotilla (H.M.S. Adamant).

On July 17, 1944, during her first patrol with the Flotilla, she sank a Japanese U-boat in the Malacca Straits. Four days later, while in the vicinity of One Fathom Bank, she received the first and only depth-charge attack of her career.

After returning to Trincomalee, Telemachus was transferred to the Eighth Submarine Flotilla (H.M.S. Maidstone) and sailed for Fremantle, West Australia, the start of a long association with Australian waters.

#### CLANDESTINE LANDING

Three patrols were carried out in the South China Sea while operating

from Fremantle, all of six weeks or more in length, but neither gun nor torpedo was fired. In October, 1944, in a clandestine landing, agents were put ashore 50 miles north of Singapore on the East Coast of Malaya. During the last of these patrols, the Engineer Officer was seriously injured in an engine room accident; rendezvous was affected with a Catalina, and the injured officer was lifted to Darwin where he subsequently recovered after the amputation of his hand. This and other incidents of her war-time service were described in Commander King's book "The Stick and the Stars."

#### FOUNDER-MEMBER

On October 19, 1949, Telemachus sailed from Portsmouth to become the founder-member of the newly formed Fourth Submarine Squadron to be based in Sydney, New South Wales, at the Balmoral Naval Depot (H.M.A.S. Penguin). Proceeding by way of the Suez Canal, Aden and Colombo, she visited Fremantle, Adelaide and Melbourne before arriving in Sydney in time for Christmas, 1949, thereby preceding her sister ships, Thorough by 10 days, and Tactician by seven months.

Early in 1950, Telemachus accompanied H.M.A.S. Sydney and the Australian Fleet on a training cruise to New Zealand; this was the first of many such visits to the New Zealand Station to exercise with ships of the R.N.Z.N., including three such visits, each of five weeks' duration, during the two year commission just completed.

Later, in 1950, Telemachus went to Singapore for a major refit lasting

eight months, returning to Australia early in 1951. She has subsequently had three further major refits in Singapore, the last one being completed in September, 1957. After completing the second Singapore refit early in 1953, Telemachus was sailed to Japan to provide A/S Training for United Nations' ships participating in the Korean War, before returning to Australia later in the year.

For the remainder of the last 10 years, Telemachus has been employed on the Australian Station, providing A/S Training for ships of the R.A.N. in East Australian waters, basic training for the Neptunes of 11 Squadron R.A.A.F., based on Townsville, North Queensland, and participating in tactical training exercises run by the Australian Joint Anti-Submarine School at Nowra, New South Wales.

For the return passage to the United Kingdom under the command of the thirteenth and last Commanding Officer, Lieut.-Cdr. J. M. Cochrane, R.N., Telemachus sailed from Sydney on September 29.

By the time she arrived at Portsmouth on December 9, Telemachus had steamed 241,500 miles since building; this figure includes 172,450 miles steamed since sailing from Portsmouth 10 years and two months previously. Since last refit her old and well-worn engines have been run for 5,413 hours to steam the ship 50,242 miles, more than sufficient to circumnavigate the globe twice over.

## A WINDMILL LOVELY



Vivacious Windmill girl Wendy Clarke of Dartford in the costume she wears in "The Sleeping Cutie," the Christmas production at London's famous Windmill Theatre.

Wendy returns to the show after 1,600 accident-free miles tour of the Continent and last month, on the way to the theatre she skidded and completely wrecked her scooter. Fortunately, she only sustained bruises.



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# STORMY WEATHER DOGGED THE TRAINING SQUADRON

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BY OUR SPECIAL CORRESPONDENT

**T**HE Ship's Companies of the Dartmouth Training Squadron wish to record that the Brewery runs as good as ever. First hand experience was gained at Copenhagen and Hamburg where, with the encouragement of lavish hospitality, we entertained our hosts with some fine old British singing.

Stormy weather has dogged us almost everywhere we have been this cruise. We were caught in an epic gale in Kirkwall, but it had not begun to blow when 300 of our men went ashore to attend a dance arranged for us. Some of these, through no fault of their own, were left behind when Venus, Carron and Urchin had to leave harbour to find a more adequate lee. Urchin moved to Scapa Flow whence she landed a party to march into Kirkwall to retrieve her stranded sailors who by now were comfortably sheltered by friendly "natives."

Copenhagen, Brest and Hamburg proved good spots to visit. Hamburg particularly so, but prices of "rabbits" were not attractive enough for us to worry the Customs much. Hamburg is certainly a great city, rather like Birmingham for size and industry. We have never seen anything quite like Hamburg decorated for Christmas, its shopping streets a blaze of lights. On all sides we saw indications of Western Germany's booming prosperity.

The Squadron Soccer team played matches against Scottish, Danish, French and German sides on some weird and wonderful pitches, ranging from sheep pastures to concrete. We have rather accustomed ourselves to the idea that these Continental teams can beat us when and how they choose, but we did surprisingly well, giving at least as much as we got.

Carron now leaves the Squadron for a while and no one seems quite to know what she will do next after the refit. During this last turn of duty in the Dartmouth Training Squadron she has steamed over 30,000 miles, visiting 11 countries. Vigilant returns to the Squadron, taking 60 old Carrons into her ship's company for continuity's sake.

## QUEEN MOTHER SENDS MESSAGE TO ARK ROYAL

**N**EARLY 2,000 relatives and friends of the ship's company of H.M.S. Ark Royal attended the recommissioning service on board the ship at Devonport on December 28.

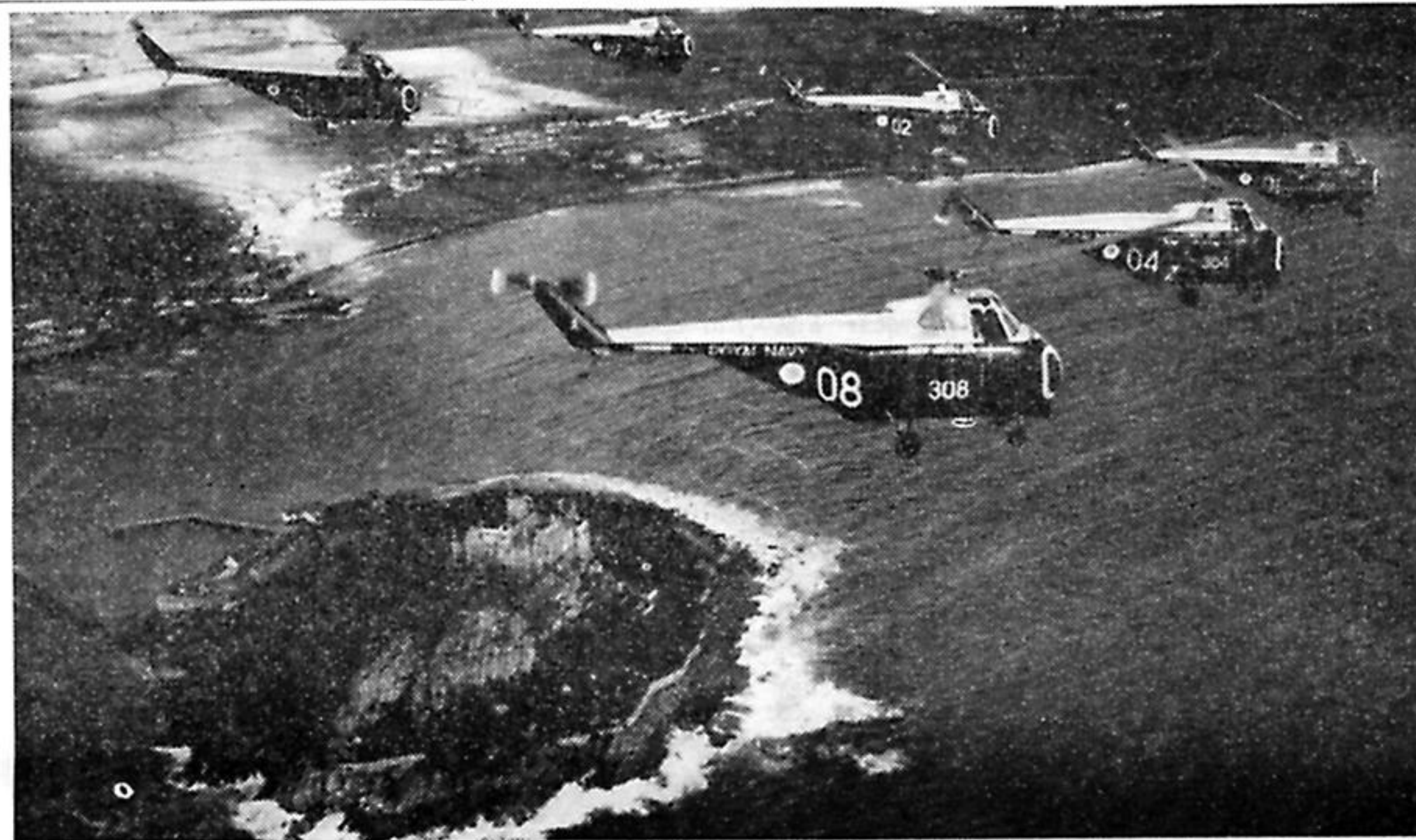
Queen Elizabeth The Queen Mother, sent a message to the commanding officer which was read at the commissioning service.

The ship has just completed a 14-months' refit.

Long Service and Good Conduct medals have been awarded to Chief Wren (Regulating) D. M. Spice (née Weaver) and Chief Wren Writer (G) B. I. Bauman.

## HELICOPTERS FOR H.M.S. ALBION

Photographed flying in formation over St. Michael's Mount are Whirlwind helicopters of 815 Anti-Submarine Squadron of the Fleet Air Arm during training at the Royal Naval Air Station, Culdrose, near Helston (Cornwall). The squadron, commanded by Lieut.-Cdr. A. G. Cornabe, R.N., of Titchfield (Hants), will be embarked for duty in H.M.S. Albion, which has been refitting at Portsmouth.



## Superb piece of seamanship

**A**N unusual feat of pilotage was performed recently by the survey ship H.M.S. Shackleton (Lieut.-Cdr. W. J. L. Smith, D.S.O., R.N.Z.N.).

After months of survey work off the west coast of Scotland and North Wales, the captain decided to attempt the passage of the 14-mile-long Menai Strait, which separates Anglesey from the mainland, on the ship's homeward voyage to Chatham. Finding conditions favourable over the Caernarvon Bar and little or no wind in the Strait itself, he made the passage through the Strait on November 5.

It is rare for ships of over 100 tons to make use of the Strait and Shackleton's displacement is 830 tons, so it was not surprising that the affair elicited much interest in the Press, including the taking of aerial photographs. The passage, which in the event was completed without any untoward incident, was described by a former chief pilot of the Menai Strait as "a superb piece of seamanship."



H.M.S. Shackleton passing through the Menai Strait (Photo: "Daily Express")

# Bull threw the matador DARING CONTINUES TO 'SHOW THE FLAG'

**P**ERHAPS the record ought to be put straight. H.M.S. Daring's last article referred to the ship's company, "emulating the idle rich" but as accounts of exercises make dull reading let it suffice to say that Daring does take part in exercises and many long and arduous hours are put into them.

Where has the ship "shown the flag" in the last two months?

Palma—the land where nothing ever closes and the drink is so cheap that the bar tender really means "What would you like?" The land of sun—

curves with his cape and the Spaniards "Ole-ed" as if their very lives depended upon it and then the bull threw the matador and Jack "Ole-ed"!!! As a sport though, it impressed only a few, but millions of Spaniards cannot have been wrong for so many years.

Port Mahon—the resting place for the Fleet of Nelson and the retiring place of Lady Hamilton, was the next stop but this was marred by a continual downpour.

Then came a visit to what was the most unusual place so far visited—Tunis, where there was a large international trade fair. This was dominated, not only for size but for interest, by the Communist Chinese Pavilion where the exhibits ranged from heavy industrial machinery to ivory puzzle balls and from hi-fi record players to ancient Chinese art.

Taranto—for exercises with the Italian Navy—there is little that can be said for Taranto except that it is an Italian Naval town and the fact that the "rabbits" were good. After Taranto came more sea exercises, and then one of our more splendid visits—Civita Vecchia, the port of Rome—the Eternal City. Rome, where 2,500 years of history is a tangible reality, ranging from the decadent glory of the Colosseum to the awful magnificence of St. Peter's, from the titanic splendour of the monument Victor Emmanuel II to the modernistic design of the Stazione Termini back to the ancient omniscience of the Tiber. Since the war, Rome has settled comfortably into her role of capital city of a democratic Italy which she combines gracefully with that of being probably the biggest tourist attraction in the world. The remarkable thing about Rome is its ability to live in the past and in the present at the same time.

A happy New Year to you all.



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For over 150 years SIMONDS fine beers have gone down well, afloat or ashore. Today SIMONDS beers are better than ever—strong, beautifully brewed, full of flavour. Try some today!

**TAVERN**

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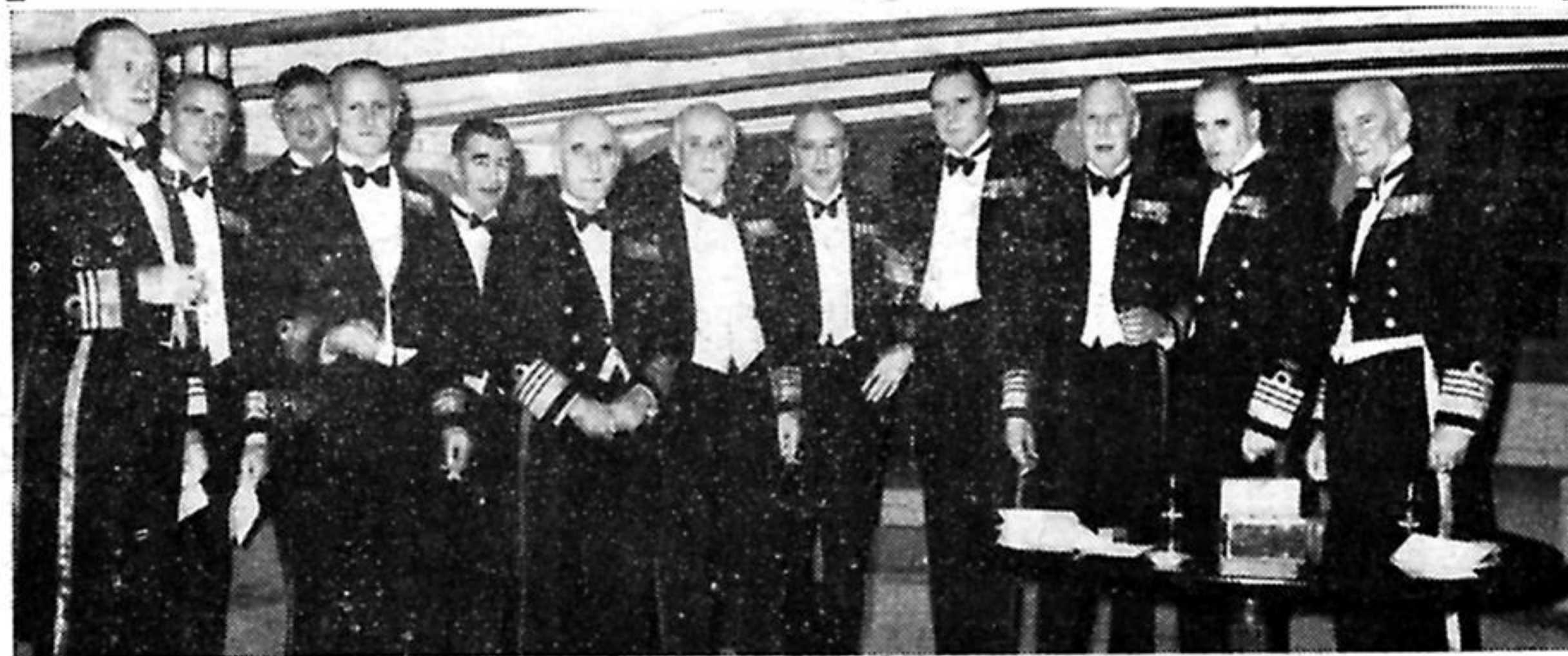
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## ADMIRALS ALL



Sea Lords of the Admiralty, Commanders-in-Chief of the Home Ports, the C-in-C., Home Fleet and Flag Officer, Scotland, photographed before dining on board H.M.S. Victory, Nelson's flagship, in Portsmouth Dockyard on November 18. Under the chairmanship of the First Sea Lord, Admiral Sir Charles Lambe, G.C.B., C.V.O., they had used Admiralty House, Portsmouth, for their periodic meetings for discussions.

From left to right: The Second Sea Lord (Vice-Admiral D. E. Holland-Martin, C.B., D.S.O., D.S.C.); Naval Secretary to the First Lord (Rear-Admiral J. G. Hamilton, C.B.E.); Flag Officer, Scotland (Vice-Admiral J. D. Luce, C.B., D.S.O., O.B.E.); Fourth Sea Lord (Rear-Admiral N. A. Copeman, C.B., D.S.C.); Deputy Chief of Naval Staff and Fifth Sea Lord (Vice-Admiral L. G. Durlacher, C.B., O.B.E., D.S.C.); Third Sea Lord and Controller (Admiral Sir Peter Reid, K.C.B., C.V.O.); the First Sea Lord; the C-in-C., The Nore (Admiral Sir Robin Durnford-Slater, K.C.B.); the C-in-C., Portsmouth (Admiral Sir Manley Power, K.C.B., C.B.E., D.S.O.); the C-in-C., Plymouth (Admiral Sir Richard Onslow, K.C.B., D.S.O.); the Vice Chief of Naval Staff (Admiral Sir Casper John, K.C.B.); and the C-in-C., Home Fleet (Admiral Sir William Davis, G.C.B., D.S.O.).



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C. H. Bernard and Sons Ltd. was founded in 1896 by Mr. C. H. Firth Bernard and is to-day controlled by his sons and grandsons as a private limited company. The Head Office and main workrooms are at Harwich and our picture shows the double deck office block: Employees have extremely pleasant working conditions, a five day week and a Superannuation scheme for all male employees. They are encouraged to take professional examinations so as to more efficiently carry out their responsibilities within the company. There are Bernard workrooms at Malta and Portsmouth and thirty-one branches mainly at the Naval Ports and Air Stations. Additionally representatives regularly visit stations where there is not a Bernard Branch and the Home and Mediterranean fleets on their cruises so that a personal service is always available to customers. There is also a Direct Despatch Department at Head Office whereby customers may place mail orders for immediate delivery to their ships or Homes.

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Start the New Year right by opening an account with Bernards for there is no doubt at all that—You Really Do Buy Better at Bernards.

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at branches Ready to Wear in a comprehensive selection of fittings or tailored to special measurements for prompt delivery. Class I and III Uniforms in Doeskin cost £21.12.6d; £18.10.0 or £13.17.6d. to measure or £12.10.0 ready to wear. A T76 Serge D.B. Uniform costs £7.15.0 to measure and £7.2.6. ready to wear. Modified style suits in T65 Serge cost £8.15.0 to measure or £8.7.6 ready to wear, in T76 tailored to measure the cost is £6.2.6, and in White Drill £5.5.0.

#### FOOTWEAR

Bernards sell only Nationally advertised footwear, including Eatons, Lotus and John Whites. The 'Gangway' naval shoe, specially designed by Bernards for the Navy costs 59/6. Fully illustrated Shoe Catalogues free on request. These list a comprehensive range of civilian styles in addition to Naval ones.

#### OUTFITTING

Including Knitwear, Shirts, Ties, Socks, Underwear, splendid accessories to go with splendid clothes. Bernards supply Branded goods to ensure complete satisfaction.

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Raincoats—Service and civilian; Duffle coats—Shortie coats—Casual Jackets. Expertly tailored and Styled for young men of good taste.

#### SPORTS WEAR AND EQUIPMENT

Productions of the best names in these specialised trades are available to Bernard customers including Umbro, and Bukta for Sportswear and Dunlop, Spalding and Slazenger for equipment.

#### PLAIN CLOTHES

Anglia styled Men's Wear covers all popular styles and expresses Perfection in Tailoring Craftsmanship. Branches hold a range of Ready to Wear models and an extensive selection of patterns for Tailored to Measure orders. Prices and Style book gladly sent on request.

#### CUTLERY

A complete range of table and kitchen cutlery by Viners of Sheffield, including Canteens at £8.2.6, £6.12.6, £5.15.0, and £4.7.6.

#### ELECTRICAL APPLIANCES

Hoover, G.E.C., Morphy-Richards, Electrolux, Hotpoint, Black and Decker, Wolf, Bridges and Pifco, household names for household electrical goods. Special terms are available for all the higher priced items including Washing machines, Spin Dryers, Cleaners and Refrigerators. Leaflets sent on request.



#### WATCHES and JEWELLERY

Swiss watches by Roamer and the full Avia, Newmark, Smiths and Timex range are available at prices to suit every pocket. Examples Roamer Men's models £11.10.6; £10.2.6; Ladies' models £13.5.6; £11.12.6. Newmark Men's 99/6, 82/6; Ladies' £6.9.6. Smiths Ladies' Model £5.10.0. Timex Men's, 82/6; Boys' 51/6; Ladies', 55/6; and Children's 51/6.



#### JEWELLERY

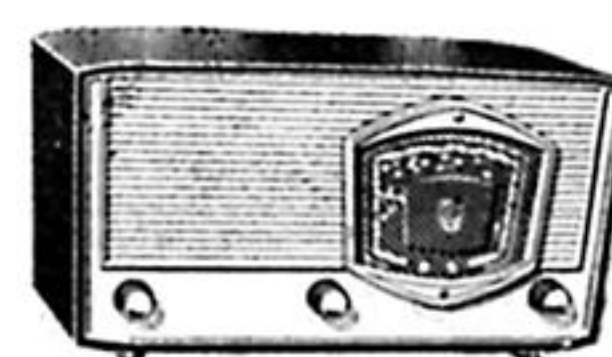
Necklaces, Lockets, Dress Sets, Ear Rings, Brooches, are just some of the adornments to be chosen from the splendid selection of Jewellery stocked by Bernards. F.A.A. Brooches in silver and marcasite, 63/-; Gold Cross, 70/-; Naval Crown Ear-ring and Brooch set, 63/-.

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The Remington, Ronson and Philip Shavers are all available. Leaflets on all models gladly sent on request.

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Engagement, Wedding and Signet rings. An expressive range to cover all requirements. Engagement rings £23.5.0, £17.7.6, £14.0.0 and £9.7.6. Wedding rings £6.5.0, £4.7.6, and £3.15.0. Men's Signet rings, £97/6, 85/- and 75/-. Ladies' 57/6.



#### TELEVISION AND RADIO

G.E.C., Ferguson, Philips, Cossor, Marconi, Regentone, Argosy, Alba, are some of the big names in receivers supplied by Bernards. Television installation can be carried out in most parts of the U.K. and sets may be purchased on Hire Purchase account where desired.



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All the leading makes are available including Philips, Cossor, Champion, Densette, E.A.K. Record Players and Grundig, Philips, Verdik, Walter and Elizabethan Tape Recorders. Available on Accounts.



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Royal Enfield bicycles soundly constructed and thoroughly reliable. Customers may be certain of satisfaction with such cycles.

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Bernards 36-page fully illustrated list details a wide selection of Fancy Goods, Toys and Games, this will be sent on request or may be obtained through a representative or at a branch.

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These include the Zeiss-Ikon & Agfa range representing very real value. Zeiss Ikon cover a complete range of standard and cine models including Standard models £16.4.4; £9.4.3. Cine models £43.3.2; £50.2.9.



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Lebus Furniture including the Link contemporary range is sold by Bernards. Showrooms at Birmingham, Leicester, Liverpool, Glasgow, Hull, Manchester and London facilitates selection. H.P. terms available over 12, 18 or 24 months. Free delivery in Great Britain. Catalogues on request.



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The Direct Despatch Department at Harwich will attend to orders from customers for delivery to special addresses. Gifts may be accompanied by personal messages or greeting cards where desired and timed to arrive on day requested.

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The successful team: P.O. Tink, L.S. Booth, A.B. Welch, A.B. Scott, Lieut. Hunt, Midshipman Marchant, A.B. Scott, O.A. Mallett, Lieut. Gratton

## Taking stock of sports in Vernon

### BEAGLING ATTRACTIONS

#### WRENS WIN .22 CUP

**FIRST**—water polo. After winning Portsmouth Command League Shield, it is fitting that the Knock-Out Cup should now rest alongside it, on the Vernon sideboard. A convincing 7-0 win over H.M.S. Ariel in the final, underlined the strength of the team whose outstanding player A.B. L. J. Scott is the Navy centre forward. Although the issue was never in doubt, the game proved to be most exciting—even the referee found himself in the water at one stage. However, the referee was not alone as he emerged from the bath—the villain of the piece taking no further part in the match.

The second outstanding success was in the W.R.N.S. 22 Rifle Shooting League. A team average of 380 and an individual average of 95 was enough to beat all opposition. The individual league championship was won by L./Wren E. A. Wilson, who was selected to shoot for both the Portsmouth and Hampshire ladies' teams. Three of the Vernon team were picked for the Inter-Command .22 Rifle Postal Shoot.

The Vernon Rifle Club has entered four leagues this year and at present lie third in the Portsmouth and District League Division I and second in the Inter-Establishment Tournament.

The ancient sport of beagling has made a flying start according to Lieut. J. R. H. Mellowraith, R.N., the Establishment Beagling Officer.

It has been possible to provide a bus from the establishment to the required areas, together with light refreshments and the return journey for only one shilling per head. The refreshments are not alcoholic, but an attraction exists. The bus calls at the Duchess of Kent Barracks, to collect the lady beaglers. An important facet of the sport appears to be the social activities involved—a point which may have been missed by "anti-beaglers."

However, the more conventional sport of football, both codes, shows less promise. Vernon's position—fifth in the soccer league will not do. The excuse of being unable to field the same team twice has been used too often—although it must be said that training and drafting create considerable problems.

Rugby can be dismissed with the dismal story of three victories and many losses.

The hockey team brighten the overall picture considerably. It is progressing steadily in the Navy Cup—and shows great promise for higher honours than round three winners. A dozen other matches have been

played. The opposition have wrested a solitary point—a drawn game.

Basket-ball continues to be very popular and this inspires success. In the "B" League the team have won all their games and naturally head the table. With luck and retention of present form, a better standard of opposition can be expected in Vernon next season.

At the time of writing, four Vernon Able Seamen—Winchester, Robertshaw, Arnold and George have been selected for the Inter-Command Championships. They have trained hard and deserve every success in their first television appearance.

The 1959 Divisional Challenge Trophy was won by Ordnance Division. The trophy is awarded to the division with the best record for a variety of sporting activities, usually contested at lunchtime in Vernon.



## How can I save?

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

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

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

No catch. And if I had died at any time my

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

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

When I had done my 9 years, as I had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. Now, after 22 years' service, I shall have the option of taking the £855, or if I don't need the cash immediately, a pension of £172\* a year when I retire from civilian work at 65.

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

Which will you take?

I'm going for the pension because there's another valuable right with it—I can get a cash advance for the full price of a new house. I'm all lined up for a job already, and with an extra pension to look forward to and the wife and family safe in our own home—well, it's the kind of security we all want.

How do you set about all this?

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



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

Please send full details of the Progressive Savings Scheme

Name.....

Address .....

Rating or Rank.....

Age next birthday.....



The winning team—Wren S. Cuthbert, 2/Officer C. Ward, L./Wren E. A. Wilson and Wren A. E. Barker

## ONLY NEED BREATHE

### The Home that the Trust built

(BY ACHARBEE)

A VISIT to Pembroke House, the home for elderly Naval people at Chatham, run by the Royal Naval Benevolent Trust, last month brought home to me in a most vivid and heartwarming manner the good work being carried out by the Trust.

I am sure that if the men of the Royal Navy knew of the work being done quietly and unobtrusively they would give the project the most whole-hearted support.

Pembroke House is a fine modern three-storeyed building standing in its own grounds and accommodates up to 39 old Naval people who might otherwise be completely destitute.

As I entered the home on a pouring wet evening I was pervaded by a feeling of warmth and friendliness which did not come entirely from the fires. I felt immediately that this

was not just any "home" but a real home from home.

Each of the residents, one of whom was celebrating his 94th birthday, expressed the deepest thanks to those who had made it possible for them to spend their declining years in comfort and—what is perhaps even more important—among friends.

Comfort is the right word for in addition to extremely spacious and comfortable lounge and bedrooms there appears to be nothing that they desire. As one gentleman said to me "We have everything we want—all we have to do is to breathe and we need not do that if we do not want to."

## H.M.S. DUNCAN VISITS LONDON

H.M.S. Duncan, leader of the Fishery Protection Squadron, visited London between December 9 and December 15 before leaving for duty in the waters off Iceland which will take her over Christmas and the New Year.

Duncan's commanding officer, Capt. H. H. Bracken, R.N., is Captain, Fishery Protection Squadron. During the ship's stay in the Pool he exchanged calls with the Lord Mayor of London and other civic dignitaries.

The ship was floodlit at her berth, and a Scottish piper from the Forth Division, R.N.R., played his bagpipes at Colours and during embarkation of visiting officials. He is Chief Mechanical Engineer Edward Marshall, a postman, of Prestonpans, East Lothian, who is doing part of his annual reserve training in Duncan.

H.M.S. Duncan is administered by Flag Officer, Scotland, and has always had strong associations north of the Border. Capt. Bracken's cabin is given a strong Scottish flavour by a collection of tartans, and Lord Nelson's one-time appointment as Captain of the Fishery Protection Squadron is remembered on board Duncan by the display of his razor. Capt. Bracken has been bearded since 1938 and says of the Nelson relic: "The razor is kept purely for sentimental purposes, and I do not know when it was last used. We also have Admiral Nelson's waistcoat buttons, but they are for exhibition purposes too."







# THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

## Has Purley the Oldest Inhabitant?

KEEN AND ACTIVE AT 85

**THE Purley and District Branch of the Royal Naval Association is staking a claim for the oldest inhabitant. Can any branch beat 85?**

Purley's candidate — unfortunately his name has not been reported—joined the Royal Navy on September 3, 1891, and his first sea-going ship was H.M.S. Camperdown of ill-fated memory. Serving in the ship at the same time was a young and sprightly lieutenant named David Beatty.

At 85, the Purley shipmate is still a keen and active member of the branch, attending the meetings regularly and taking his part in branch deliberations and discussions. Drawing upon his

wide and alert outlook and his vast naval experience, his sage advice and ready help are greatly appreciated by the members of Purley Branch.

He was a founder member of the original Naval Old Comrades—1934—and has been a member ever since through the change to R.N.O.C.A. and to the Royal Naval Association.

The branch's vice-president, Cdr. J. S. Kerens, D.S.O., M.P., has become president in place of the late Cdr. Lees, O.B.E., who died so suddenly during the summer of last year.

## To the serving officer and man

**MEMBERSHIP** of the Royal Naval Association is open to serving officers and men as well as to those who have completed their service.

Every day the Editor receives letters from branches extending a warm welcome to the serving officer and man. Men who served in two world wars still think the world of the Royal Navy and are hungry for information regarding the present day Navy and YOU—the present day Navy—can supply that information and convey to them that the Royal Navy is, in essentials, the same as it ever was. It has not gone to the dogs.

You will be leaving the Service one day and will want to know how the Navy goes along without you and will join the Royal Naval Association—so why not now? Go along to your local branch during your leave—you'll be surprised at the warmth of welcome you will receive.

The Editor will be pleased to give you information at any time.

## Finsbury reviews the past year

**A REVIEW** of the past year shows that the Finsbury branch of the Royal Naval Association is holding its own in spite of one or two difficulties which, no doubt, will be overcome. If anything, there has been a slight improvement and it has been pleasant to see some of the less regulars, hitherto rather more often than previously.

The high-light of the year was, of course, the dedication of the new Standard on May 24. There was an exceptionally good turn-out and with the C-in-C, Nore's Royal Marine Band leading, the parade was a heart-warming sight as it swung on to the Embankment on its way to H.M.S. President, dressed overall for the occasion (or was that for Empire Day?). The tea and social onboard President was a gay affair (in spite of the tea boat seizing up). The new social secretary (one Shipmate O'Flanagan who, despite his name, has never seen the sun rise on that fair land), had just taken office and made his first effort a marked success.

There have been several very successful socials, both home and away (and others not so much so), and a dance at the end of November when the branch was well supported by the stalwarts from Headquarters Club (these characters never know when they've had enough, or is it their philosophy, perhaps, that you can never have too much of a good thing?).

The branch annual dinner on February 6 will be a change from the usual run of the past few years. It is being held away from branch headquarters in order to accommodate all who wish to attend. At 17s. 6d. a head it will be good value and the branch would be pleased to see any shipmates who would care to join them.

"His Grace The Rabbi Mason" takes over the chair for 1960 and it is hoped there will be no shortage of volunteers for office when the Annual General Meeting is held on Monday, January 18.

**We Will Remember Them**  
Shipmate A. H. Loft, Hon. Secretary of Gravesend branch for the last 10 years. Died December 1, 1959.

## MAINBRACE SPLICED AT WEAR

**IT** was a great day for the shipmates of the Wear Branch of the R.N.A., when on Saturday, November 21, 1959, Rear-Admiral R. M. J. Hutton, the President of No. 11 Area of the Association, officially declared the Club and Headquarters well and truly opened.

The Rear-Admiral arrived alongside at 1325 hours, and was piped aboard by a party of Sea Cadets from

the Sunderland Unit, who were indeed a credit to the uniform they wore.

After the branch chairman, Andy Johnson, and secretary, Arthur Edmundson had introduced him to the club president, Dr. R. S. Thubron, and the members of the committee, two minutes' silence was observed in memory of fallen comrades.

Rear-Admiral Hutton paid great compliments to all concerned in the formation of the Club and wished it every success in the future. He stressed the point of not carrying too great a number of associate members—a policy which the Wear Branch has always considered very important.

On behalf of the officials and shipmates of the Wear Branch, the Chairman presented Rear-Admiral Hutton with a suitably inscribed silver tankard. The Rear-Admiral in turn expressed his pleasure at receiving the gift, only to add that it would be much more appreciated if filled; whereon Shipmate Tom Hamilton insisted on that pleasure, much to the enjoyment of all.

This ended the official programme and to make everything tidy and shipshape the signal "Splice the Mainbrace" was hoisted, this being used to toast Her Majesty The Queen, followed by a toast to the R.N.A. and Wear Branch.

## Record number at Children's Party

**A RECORD** number of 79 children and many of their mothers were entertained by the H.M.S. Vernon Branch of the R.N.F.U.S.W. at a party in the cinema on December 2. As well as members' children, 14 small guests came from Services House and they all joined in games and played on see-saws, slides and rocking horses until tea was served by Mrs. Bird and the tea committee.

After tea the children had ice creams and watched three very funny films. Father Christmas arrived at the cinema entrance just as the party was ending and each small guest received a gift and a party novelty.

A very successful afternoon was made possible by the unflagging efforts of the Committee and members of the Branch and by assistance given by personnel of H.M.S. Vernon who helped us so willingly.

The first meeting of the New Year is on January 13. A Beetle Drive will be the main event and all members are asked to start the New Year well and attend in force. The secretary would like to remind wives of Service personnel who have spent a period in H.M.S. Vernon and are still serving that they are eligible for membership of the Vernon Branch of the R.N.F.U.S.W.

## Mexborough Headquarters



**SHIPMATE A. Weston**, the first Associate Member of the Mexborough Branch of the Royal Naval Association recently retired from the licensing trade, and, as a token of gratitude for his assistance to the branch, he was presented with a shooting stick by the chairman, Shipmate S. Wright, B.E.M. Mrs. Weston also received a bouquet from the hands of Shipmate W. Nash, the branch treasurer.

Since this presentation ceremony, Shipmate Wright has been involved in a road accident, having tried to ride a motor-cycle through a van instead of round it, but "Shiner's" many friends will be pleased to learn that he has now almost completely recovered from the injuries which he sustained.

The new headquarters of the branch is in the Miner's Arms, Doncaster Road, where it is hoped to entertain shipmates from Sheffield, Doncaster and the newly formed Barnsley branch.

Associate Shipmate A. Weston being presented with a shooting-stick

## Letter to Editor

Sir,  
The attention of my National Council has been drawn to a letter from the Hull Branch, published in the October issue of NAVY NEWS. The Council noted this generous gesture with great appreciation, and hope that the example of Hull might be followed by other branches.

Yours truly,  
Leslie H. Maskell,  
Secretary to the Council.  
Royal Naval Association  
Headquarters,  
London.

## DONATION TO LIFEBOAT DISASTER FUND

**THERE** is nothing much to report from the small but keen and trouble-free branch of Durham except that once again there was a good muster at the Remembrance Day Parade and Service at the Cathedral—in fact the branch can now outnumber the British Legion whose guests they are!

The attendance at the annual Buffet Supper Dance on December 4 of the branch's very popular president, Rear-Admiral Hutton, and his lady, helped to make this annual function as big a success as any of the preceding ones.

The branch was happy to have representation at the opening of the Sunderland Branch Club but could have guaranteed more if only it had been previously informed.

Another "hardy annual" which Durham has just "staggered" through was the "Smoker" on December 16. It is on happy occasions like these that the members realise that they could hardly accommodate an increase in membership without emulating the conditions of war-time messes.

On this last occasion not only did the members eat well and drink deep, but they also remembered less fortunate brothers by sending them appropriate Christmas gifts—not forgetting handsome donations to the Scottish Lifeboat Disaster Fund and to the Royal Naval Benevolent Trust.

Thanks to its good financial position and to the grand comradeship that prevails the branch looks forward to the future with all confidence.

## FRIENDLINESS AND WORK AT DORKING

**FRIENDLINESS** and work have been the keynotes of the Dorking branch of the Royal Naval Association during the past year. From all accounts it has been quite a year.

The branch has had the pleasure of visits from other branches for some lively "get-togethers" and has attended several parades and dedications etc.

The Welfare Officer has carried out quite a few "missions." From the proceeds of the dance held in aid of local charities, it was possible to make cash grants to several old age pensioners. There was also the successful dance for the King George Fund for Sailors.

Looking forward it is hoped to assist with the World Refugee Fund—the branch has a representative on the local committee. The children of members are eagerly looking forward to "their" party.

## Branch's aim to double the membership

**THE** past year has been very successful for the Twickenham branch of the Royal Naval Association with plenty of activity, social and otherwise, and many happy memories to think and talk about during the darker days of the winter.

Membership has increased steadily, but unfortunately, attendance at branch has not been up to expectation. Financially the branch is still in the clear, but like most other branches, it could always do with the few extra pounds.

The welfare officer has had a quiet spell this year with nothing serious to report. In fact, almost everyone is in the best of health.

One important item is the recent change of the branch headquarters, the new address being: The Queen's Head, Riverside, Twickenham, but the secretary's address still remains as in the Association diary.

No doubt, planning for next year's church services and dedications are already in hand, and the branch will be delighted to accept invitations, especially those of good friends and shipmates of the coastal areas, but please give sufficient notice in case of other commitments. The first important item for the New Year is the Annual General Meeting on January 16.

W. CLIFTON.

## MEMBERSHIP INCREASED AT TWICKENHAM

**ALTHOUGH** 1959 has been a very busy year for the Basingstoke branch of the Royal Naval Association it has been a very successful and happy one.

The high-light, of course, was the grand dinner and dance in the town hall to celebrate the branch's twenty-first birthday and the laying-up of the old Royal Naval Old Comrades Association Standard.

During the year the membership has increased but the secretary reports that it is still not high enough. There are many more men with Naval connections living in the area who have yet to learn of the friendship and good work that can be done through the Association. The branch is out to make 1960 an even more successful year—to double the membership is the aim.

The branch remembers with gratitude those who, having served so well, are no more and also remembers the seriously ill shipmates—six of them—who have done good work for the branch and the Association and wish them well.



## TORBAY REMINDED OF CONFERENCE AT PLYMOUTH

THE various activities of the Torbay Branch of the Royal Naval Association culminated in the annual reunion dinner and dance at the Trecarn Hotel, Torquay, which was attended by members of the W.R.N.S. Association, Royal Marines Association, the Old Contemptibles Association as well as a number of members from the sister branches of the Royal Naval Association at Brixham and Newton Abbot.

Among the many guests was Rear-Admiral R. M. King, who proposed the toast of the Association, to which Cdr. Sir Reginald Leeds, Bt., responded.

The chairman of the branch, Capt. Nelson Clover, in presenting the progress report, commented that many local people have good cause to thank Shipmate Tom Burgess, the branch treasurer and welfare officer, for his untiring efforts on behalf of those who genuinely need help and advice.

The vice-chairman, Cdr. G. W. Davies, welcomed the visitors and appealed for many more ex-Naval personnel, now living in Torquay, to join the ranks and provide new blood and new ideas for the branch.

The hon. chaplain, the Rev. W. J.

Toop, responded for the visitors, including a selection of stories that were much appreciated and well received.

The toastmaster for the occasion was national council member Shipmate H. G. Webb, but he had to leave immediately afterwards to attend a meeting in London. He hoped that everyone would do their best to support the national conference which would take place at Plymouth during the year.

Dancing and games followed the dinner.

## REPRIMANDED AND SENIORITY LOST

LIEUTENANT DAVID NAIRN LFARR, R.N., of H.M.S. Explorer, was charged at a court-martial at Faslane with landing seven ounces of duty-free tobacco in excess of his allowance when proceeding on leave. The officer pleaded guilty and was sentenced to be severely reprimanded and to forfeit three months' seniority.

The number of volunteers to replace the crew who were lost when the Broughty Ferry, Dundee, lifeboat overturned in a gale on December 8 was 40.

## Considerable activity at Darlington

MEMBERS of the Darlington Branch of the Royal Naval Association have been very busy of late preparing for the various festivities which took place over Christmas and the New Year.

The decorations mentioned in a previous issue of "Navy News" have now been completed: the upstairs bar and room has been redecorated in a contemporary design and the bar has been extended. The bar cellar has also been extended and will now hold more barrels and the "hold" has been converted into a room for the use of the secretary and a wine cellar. Whether there is any connection between the last two is a debatable point!

Parties were held in the club on Christmas Eve, Boxing Day and New Year's Eve.

The games section of the branch has done very well this season so far and is top of the "Five and Threes" and it is doing well in the other leagues, too. There has been a greater interest and attendance at games this year and it is hoped that the interest will continue.

The "Sick and Divide" Club run by the branch has done well, and although there were quite a few sickness benefit payments, it was possible to pay out a divide of 21s. 6d. to each member. It is hoped that more members will join this year.

The Ladies' Section held its annual dinner on December 9 and during the evening Mrs. V. Pemberton, the chairman and secretary of the section, was presented with a bouquet by the stewardess "Dot" Macmillan.

The children's party is to be held on January 9 and it is anticipated that

110 children will be present and after tea and entertainment will each receive a gift.

The No. 11 Area quarterly meeting was held in the club on December 14 when the branch was host to delegates from 13 branches.

It is hoped that as many members as possible will attend the annual general meeting of the club on January 25. This occasion enables everyone to air their views and the committees would appreciate more active interest. An awful lot is left to the willing few.

Although the final arrangements have not been made it is hoped that the annual dinner and dance will take place towards the end of March. It is anticipated that the cost of tickets to members and wives will be 10s., the club making up any deficit. The full cost will have to be charged for friends. Ten shillings will not cover the cost of the dinner but the club is so anxious that as many members as possible will attend that it is prepared to subsidise the occasion. Shipmate Jones is prepared to accept moneys weekly if this will help.

The Deputy Mayor of Darlington, Councillor J. Angus, an associate member of the branch, had an unfortunate accident recently. The branch hopes that he will quickly recover and that it will not be long before he is able to resume his civic duties and attend the club again.

## Four thousand men in one carrier

TO all those who are at all interested in the warships of the world the issue of a new edition of Jane's Fighting Ships is an event of great importance. The latest edition published on December 14 is a production of absorbing and fascinating interest.

Among the 2,500 photographs and drawings contained in this superb production are artists' conceptions of the United States giant nuclear-powered aircraft carrier Enterprise of 75,700 tons and capable of carrying 100 aircraft and which will have a complement of 400 officers and 4,000 ratings, and also of guided-missile submarines.

In his preface the Editor, Mr. R. V. Blackman, wonders whether Mr. Khrushchev's remark to the captain of a United States coast-guard cutter that Russia was to scrap 90 per cent. of her cruisers was made in earnest. The Editor says: "As Russia, no doubt with due deliberation and a fixed policy in mind, embarked on such a gigantic programme only a few years ago, there would appear to be at least some good reason for considering that such comparatively new and sizeable vessels still retain a fair potential for active service, both in actual hostilities and in a cold war. Certainly if they were in being,

they would tie down a considerable force on the opposing side in mere containing operations."

The preface refers to the large destroyers now being built in the United States which exceed the size of many cruisers used during the First and Second World Wars and mentions the fact that, although cruisers are to some extent obsolescent, these new large destroyers take their place.

Nuclear development in the United States Navy throws into stark relief the paucity of British effort in this field. By 1967 it is planned that there will be 75 nuclear-powered submarines in the United States Navy. What will Britain have?

"Jane's" is much more than a reference book—it is a necessity wherever ships of the world's navies are mentioned, and I have yet to meet anyone who, with Jane's in his hand, does not love to thumb its pages through and through. Thousands of arguments have been settled through the medium of this wonderful book and its excellent scale drawings and remarkable photographs, with a wealth of interesting data make it indispensable to the keen student of fighting ships.

Jane's Fighting Ships, compiled and edited by Raymond V. B. Blackman, A.M.I.N.A., A.I.Mar.E., published by Sampson Low, Marston & Co. Ltd., £5 5s.

## Training Radio operators in the communication branch of R.N.R. No. 3 district abandons 'ship' on the A5 MODERN EQUIPMENT USED

BY OUR SPECIAL CORRESPONDENT

IN peace time, as is to be expected, the Royal Navy may overlook the importance of the Royal Naval Reserve. Like the gentlemen who are photographed at sunrise every midsummer day, Naval Reservists are seen once a year only and it follows that Inland Training Centres are likely to be less well known than the Sea Training Centres who, at least, have Coastal or Inshore minesweepers to help them keep in touch.

The following notes are intended to draw attention to the Communication Branch of the R.N.R. with particular reference to the Midlands District, known as Number Three Wireless District.

Our object is to train Radio Operators. These chaps may be R.N. time-expired sparkers, H.O. sparkers, former National Service men or youngsters of 16½ or more who have not served before. We have no ships and little sea coast within our boundaries yet, paradoxically, the Midlands District is the largest district in the country, so far as numbers borne are concerned. It is commanded by Commander F. H. Humphris, R.N.R., has its headquarters at Birmingham and is divided into four Sections:—1. Birmingham Training Centre, Bramcote Training Unit (Lieut.-Cdr. Lorton, R.N.R.); 2. Northampton Training Centre, Peterborough Training Unit and Dunstable Training Unit (Lieut.-Cdr. (S.D.) J. O'Connor, M.B.E., V.R.D., R.N.R.); 3. Leicester Training Centre (Lieut.-Cdr. P. R. Chapman, V.R.D., R.N.R.); 4. Nottingham Training Centre, Derby Training Unit (Lieut.-Cdr. G. R. Towle, R.N.R.).

We have two special claims to fame: we have the biggest Training Centre (Birmingham) with over 50 ratings and the biggest Training Unit (Derby) with nearly 20 ratings borne. Birmingham, Nottingham and Derby (the latter shortly to achieve Training Centre status) are all moving shortly to bigger and better premises.

Three R.N. instructors are appointed to the District:—C.R.S. A. Johnson to Birmingham and Bramcote; C.R.E. E. Baker to Northampton, Peterborough and Dunstable, and C.R.S. H. Carter, D.S.M., to Leicester, Nottingham and Derby.

Training Centres are open for training on at least two evenings each week and on Sunday mornings, and most Reservists are on the air for exercises or for a natter from their own homes on Sunday mornings.

Each Centre is equipped with transmitters of the 600 series and modern receivers, together with emergency sets and portables of the 600 series. Ratt is being installed in 1960-61.

It is traditional that all the Reservists in the District should gather at the former Royal Naval Air Station at Bramcote (Warwickshire) about six times each year for combined exercises and this is still being done even though the Army are now the landlords and H.M.S. Gamecock is "Gamecock Barracks." During one recent weekend, Fleet manoeuvres were carried out using 12 private cars each equipped with portables. 'Twas a sight to gladden the heart of any Chief Yeoman to see manoeuvres carried out at Speed 30 or thereabouts. Destroyer precision was achieved before the Navigator forgot himself. Not being an "N" specialist (or is he?) the Fleet was

manoeuvred out on to the main A5 road and the following occurred:—

Signal:—Speed 30, Form Foxtrot; Signal:—Test headlights, Test windscreen wipers; Signal:—Abandon Ship port side.

The passing traffic was at first confused, then nonplussed and finally stupefied. Imagine yourself as the poor civilian motorist, wakened by an impatient wife, after a Sunday forenoon in the local and a big Sunday dinner, with the injunction that she and little Alfie wanted to be taken out for a picnic. You get out the car, the temperature is 100 plus and the sun beats down from a cloudless sky. Of course you drive where you are told. Suddenly you are confronted with 12 cars each waving a fishing rod, passing one another with headlights flashing and windscreen wipers running. While you are still wiping your eyes the whole convoy stops and 50 sailors peel out—and this 100 miles from the sea. What was wrong with that last pint?

The memory of the look on the faces of passing motorists was something that will be remembered for a long time.

A recent visit to Bramcote was for the presentation by Capt. Davenport, R.N., of the Staff of Admiral Commanding Reserves, to C.R.E. (Derby) Allen R.N.R. of the British Empire Medal. Darby had served with the R.N.R. before the war, the R.N. during the war, and the R.N.R. again from 1946 until he was at last forced to retire on October 31, 1959. He will be missed but it will be surprising if in his retirement we do not see him at his bench.

Each Wireless District is affiliated to one of the R.N.R. Sea Training Centres, and No. 3 District has this liaison with the London R.N.R. Division, parading with that Division for its Admiral's inspection. Each District has also an affiliated Home Fleet ship for exercise purposes and at present this is H.M.S. Trafalgar.

Reservists welcome visits from past, present and future colleagues in the R.N. particularly communicators. The address can always be found in the telephone directory under "Naval Establishments" if by no other means.

Ours is the job of hopping in where and when we are needed, fully able to take over from our R.N. colleagues anywhere, any time and on any equipment and although we share the hope that we shall not be needed seriously, we try to keep on top line and we spend our spare time enjoying it.

## COLLINGWOOD'S NEW CAPTAIN

CAPTAIN F. L. MILLNS, D.S.C., R.N., relieves Captain S. E. Post as Captain, H.M.S. Collingwood, on January 8.

Captain Millns, who was promoted Captain on December 31, 1955, was originally a Gunner (T), having attained that rank in April, 1936. After direct promotion to Lieutenant in April, 1940, he was promoted Commander (L) and transferred to the Electrical branch in December, 1946.

Captain Millns was in the first and second Battles of Narvik, and he was awarded the D.S.C. for his part in an A/S action leading to the sinking of an Italian submarine in April, 1941.

He has played water polo for the Mediterranean Fleet, taken part in Fleet cross-country runs for the Home and Mediterranean Commands, and he has played rugby for service teams. He was head of the selection committee for United Services Rugby at Chatham, 1955-1957.

## House purchase

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Issued by H.M. Forces Savings Committee, London S.W.7

## Newton Abbot has splendid evening

THE Newton Abbot Branch of the Royal Naval Association held its Christmas draw at Newton Abbot on December 18, over 100 members and their friends being present.

A social evening followed the draw with dancing led by Peter Windsor, an associate member of the branch. Refreshments were given by the Ladies' Section of the Association.

The draw itself was a great success. It was organised by Shipmate L. Palk and Mrs. H. Gribbon, wife of the vice-chairman of the Newton Abbot Urban District Council, who was also present, made the draw.

The first of the 17 prizes—Premium Bonds—was won, appropriately, by a serving member of the Royal Navy.

The branch held its usual New Year's Eve dance on December 31.



## JUST A PIECE OF CAKE

### Frigate in Relay Race

WITH the help of a Royal Naval Frigate, a canoe and a native runner Naafi successfully delivered a birthday cake to Cpl. David J. Nevett of the R.A.F. Police, who spent his 21st anniversary on a tiny island seven miles from Gan, the R.A.F. Staging Post in the Indian Ocean.

The cake was ordered by the Corporal's sister, Miss A. Nevett of Flat 2, Market Buildings, Aldershot. It was baked and decorated in the Naafi bakery at Singapore, shipped across to Gan in the Royal Naval Frigate H.M.S. St. Bride and handed to the Naafi District Manager, Mr. R. Nicol, with instructions to present it to Cpl. Nevett on his 21st birthday.

A few days before his birthday Cpl. Nevett was sent on temporary duty to

the neighbouring island of Hittadu. There is no regular boat service between the two islands but the District Manager found that the political head of the Addu Atoll Islanders, Abdul Afif Didi, was visiting the Hittadu village by canoe and persuaded him to take the cake with him. A native runner was waiting on the beach to carry the cake some four miles inland to the R.A.F. outpost where it was duly presented to Cpl. Nevett on his 21st birthday.

Miss Nevett has written to Naafi Headquarters in London expressing her appreciation and ordering another iced cake for delivery on Christmas Day. This will be baked and decorated in the small Naafi bakery which has just begun operations on Gan.

## No diving suits were in evidence at divers' dinner



At the dinner: A.Bs. P. Fowles, V. J. Humphrey (both of H.M.S. Dingley), Lieut. J. Gratton, Commanding Officer H.M.S. Dingley, and Mr. C. Purchase, lost in a cave in Cyprus during a search for General Grivas, was saved by A.B. Humphrey (Photo: K. J. Sables, A.E.D.U.)

CAPT. M. C. GILES, D.S.O., O.B.E., G.M., R.N., the Commanding Officer of H.M.S. Vernon, was the guest of honour at the Divers' annual dinner held at the Palmerston Suite, Kimbells in Southsea on Friday, December 4.

Over 200 Service divers past and present, and those closely connected with diving attended the function. After an excellent meal, Commander J. R. Carr, O.B.E., Superintendent of Diving in H.M.S. Vernon, welcomed the guests, and thanked the organisers. He introduced the Captain of Vernon as the "top diver," being responsible for diving training, advice on diving techniques and Service application of equipment.

Capt. Giles said that he was honoured to be the first Captain of Vernon to attend the dinner. Regretting that training was to be transferred from the diving vessel Deepwater to a temporary building in Vernon he realised that all divers had a sentimental attachment to Deepwater, but he was quite sure "it would be for the best."

He referred to the exploits of divers during the year, citing many cases, including the hunt for Lady Docker's diamonds, and the work of the Far East Unit. Special emphasis was laid on the work done for the United States submarine U.S.S. Tench. Divers entered the submarine through the free flood holes, to repair a broken spindle on a valve. This tricky job was completed successfully.

One of the guests, Capt. Damant, C.B.E., R.N. (Retd.), Inspector of Diving from 1909-11, was responsible for the first deep diving trials. Operating from H.M.S. Spanker as a lieutenant, in 1906, he reached 30 fathoms—a considerable depth in those days.

Also present was Capt. W. O. Shelford, the Superintendent of Diving (1945-48) who was the only C.O. of Deepwater when she was a seagoing ship.

During what proved to be a most enjoyable evening, it was noticeable that most of the divers had left behind their two-way stretch suits and nose clips although the divers' tie was much in evidence.

## First of new class of boom defence vessels joins navy

THE boom defence vessel Laymoor was accepted by the Royal Navy from her builders, William Simons & Co. Ltd., of Renfrew, on December 9. The Laymoor, commanded by Lieut.-Cdr. R. J. Pitt, M.B.E., R.N., is the first and the "name" ship of her class.

Vessels of this class have a length of 193 ft. and a beam of 34 ft. 3½ in., and will eventually replace the wartime built Bar class which are of similar size.

Their lifting capacity is very much greater than that of their predecessors and improvements in the standards of accommodation will enable them to be comfortably operated both in the tropics and in cold climates.

Laymoor will initially be under the administration of the Admiral Superintendent, Rosyth, and will operate in the Forth area.

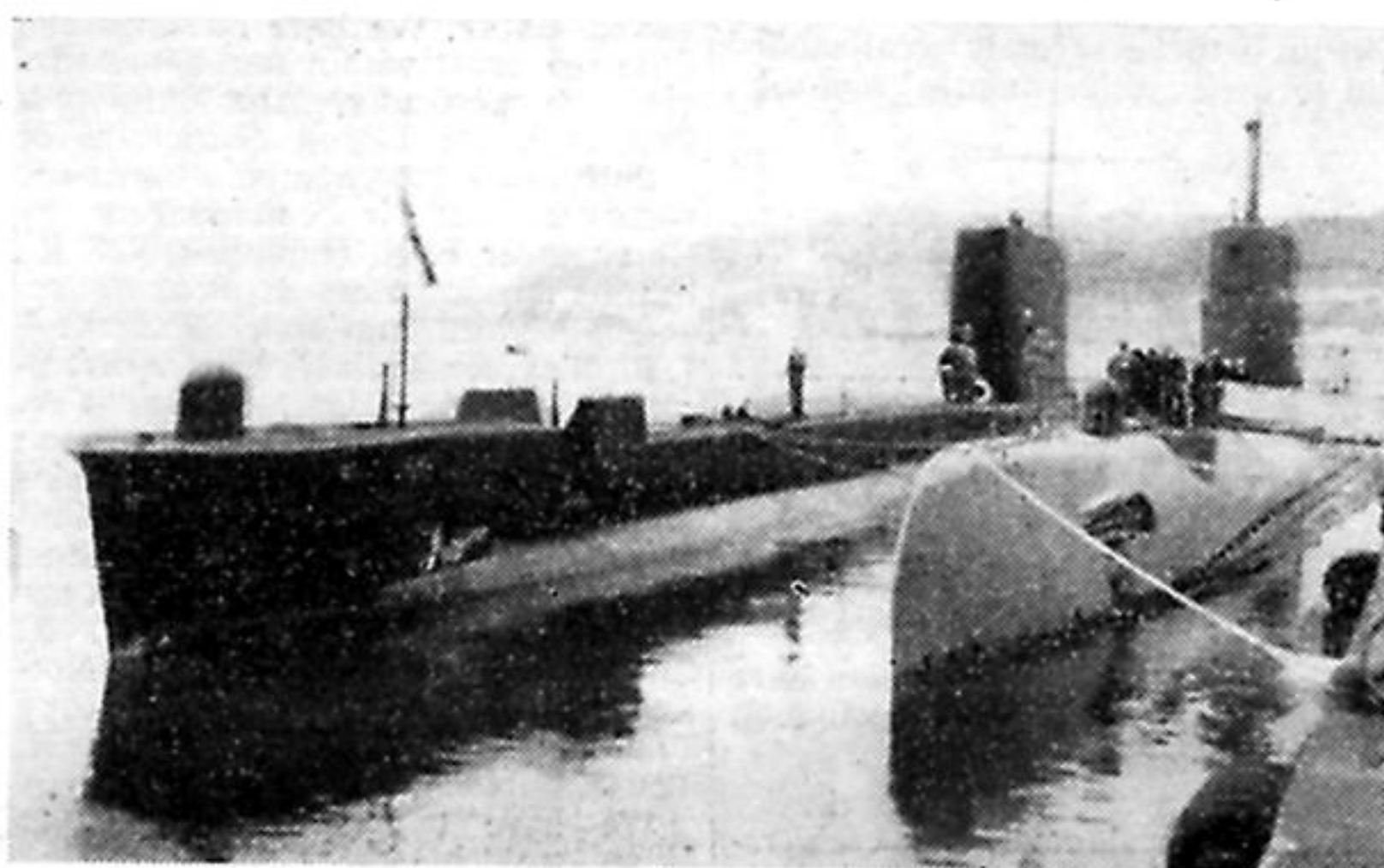
## H.M.S. FALMOUTH

THE Whitby class anti-submarine Frigate Falmouth was launched on December 15, at the shipyard of Swan, Hunter & Wigham Richardson Ltd., Wallsend-on-Tyne. The naming ceremony was performed by Mrs. Orr-Ewing, wife of C. Ian Orr-Ewing, Esq., O.B.E., M.P., Civil Lord of the Admiralty, and the religious service was conducted by the Rev. C. Turnbull, B.A., Vicar of St. Luke's Church, Wallsend.

Frigates of this class have an extreme length of 370 ft. and a beam of 41 ft. They are all being named after seaside towns. Those now in service are H.M.S. Torquay, Whitby, Scarborough, Tenby, Eastbourne, and Blackpool. Others recently launched are Yarmouth, Rhyl, Plymouth, and Brighton, and more have been laid down.

## Flag Officer Submarines Attends Fiftieth Norway Submarine Anniversary

### KING OF NORWAY TAKES SALUTE



H.M.S. Trump and U.S.S. Trout alongside at Bergen

THE good liaison between the Royal Navy and the Royal Norwegian Navy established during the Second World War when, amongst those of other nations, officers and men of the Royal Norwegian Navy fought alongside our own, is nowhere more evident than between the respective Submarine arms. It went without saying therefore that when Norway celebrated the 50th anniversary of her submarine service the Flag Officer Submarines, Rear-Admiral A. R. Hazlet, D.S.O., D.S.C., should be foremost among those representatives of N.A.T.O. and Swedish Navies invited to take part in the ceremonies at Bergen.

That he should hoist his flag in a submarine for the occasion was only appropriate and H.M.S. Trump (Lieut. Cdr. M. C. Henry, R.N.), had the honour to be selected as the flagship. It is interesting to observe that in the brief period between taking up his appointment on November 24 and leaving Bergen on November 30, Flag Officer Submarines' flag has already been worn by two submarines, the other being H.M.S. Trenchant (Lieut. C. Hankin, R.N.) which the then Lieut.-Cdr. Hazlet commanded with signal success in the Far East during the latter part of the Japanese war.

Flag Officer Submarines, accompanied by his Operations Officer, Cdr. C. B. Mills, D.S.C., R.N., flew to Bergen on November 27, while Trump, having sailed on the 24th, reached the Norwegian coast after a moderately rough passage in time for a last minute "touch up" in Korsfjord before entering Bergen, with guard paraded, at 1500 (local time). History incidentally may have been made by the

temporary addition of a Lieutenant, R.M.F.V.R. and a Royal Marine Bugler to the ship's company.

The submarine berthed alongside the United States submarine Trout (Lieut.-Cdr. Carvel H. Blair, U.S.N.) in the commercial harbour, while Flag Officer Submarines, having been met at the airport by the Commander in Chief, Royal Norwegian Navy, Vice-Admiral E. Horstedt, was installed in a hotel in Bergen.

### CELEBRATIONS

Liaison officers were provided by the First Norwegian Submarine Squadron for Flag Officer Submarines, H.M.S. Trump and U.S.S. Trout, while H.M.S. Trump provided a Flag Lieutenant for Flag Officer Submarines. In addition, Cdr. H. B. M. Ronneberg, Royal Norwegian Navy, the "Inspector of Submarines" and an old friend of British submarines, lost no time in renewing his acquaintance both with F.O.S/M. and with the C.O. of Trump. Celebrations started on Saturday 28,

when, after witnessing the breaking out of F.O.S/M.'s flag, the ships' companies of Trump and Trout were transported to the submarine section of the unfinished, Norwegian Naval base at Haakonsværn, some 10 miles away, to be inspected together with the crews of five Norwegian submarines, by His Majesty King Olav V, wearing the uniform of an Admiral in the Royal Norwegian Navy. Having completed his inspection, at which all officers of the British and American submarines were presented, His Majesty laid a wreath on the memorial to H.N.M. Uredd, the only Norwegian submarine lost during the war, his example being followed by senior representatives of the Norwegian armed forces and all the other Navies present. A short service in Norwegian completed the ceremony and the parade dispersed. Light luncheon was served by the Royal Norwegian Navy in the new officers' mess for visiting officers. His Majesty graciously consenting to attend. Afterwards congratulatory speeches and presentations were made to Cdr. Ronneberg on behalf of the Norwegian submarines, the speech by Flag Officer Submarines (the only one in English and therefore, alas, the only one understood by the R.N. contingent) expressing the sentiments of all British submariners, with his congratulations on the anniversary and the wish for another successful 50 years, in which the close co-operation between the Norwegian and British Submarine Branches might continue.

### SAIL PAST

After luncheon His Majesty took the salute at a "sail past" of the five Norwegian submarines and an escort vessel, an impressive sight in the fjord some hundreds of feet below the terrace of the officers' mess, each submarine cheering ship as she went past. It was subsequently ascertained that H.N.M. Utstein (ex-H.M.S. Venturer) (Lieut.-Cdr. E. Steen, R.Nor.N.), had a steering breakdown immediately before passing the King, but no shiver in her wake gave her away. There are at present a total of 8 Norwegian submarines, 3 ex-German type VIIC and 5 ex-British "V" class, the latter streamlined and fitted with snort and radar. Two of the former, including Kaura (Lieut.-Cdr. B. Ellingsen, R.Nor.N.) the senior officer, and three of the latter are at present in commission.

All guests were then shown round the very impressive beginnings of the Haakonsværn Naval Base.

On Saturday evening there was a formal dinner at the Grand Cafe in Bergen given by the Norwegian C-in-C for H.M. The King and all the visitors with the Norwegian Submarine

Service very much in evidence. The speeches included one by His Majesty; all were in Norwegian but the seating plan provided an ad hoc interpreter in the form of a Norwegian Naval officer seated beside each guest and the gist at least was translated. At intervals during the meal congratulatory messages from within and without Norway were read out by Cdr. Ronneberg.

Many guests had the privilege of talking personally to His Majesty afterwards, his command of the language and intimate knowledge of the United Kingdom, as well as his lively interest in Naval matters, providing a common ground for the British officers.

### MEMORIAL SERVICE

Every guest was given an illustrated copy of a history of Norwegian submarines written by Cdr. Ronneberg. On the morning of the 29th a memorial service was held in Bergen Cathedral. Again His Majesty was pleased to attend and again the two foreign submarines were invited to send representatives. As a gesture of welcome and at Cdr. Ronneberg's instigation, the otherwise all Norwegian order of service included the last verse of "Eternal Father, strong to save"—the Royal Navy's adopted hymn—sung no less fervently by the entire Norwegian congregation.

On Sunday afternoon the Norwegian submarines and their escort vessel gave a demonstration in the harbour, saluting F.O.S/M.'s flag on the way out. The high-light of the demonstration—watched by thousands of people from the natural grandstand of the terraced city—was the launching of a manned rubber dinghy from the conning tower of a submerging submarine and its recovery by the next submarine in the same manner on the way up, the fearless occupants hitching themselves to the raised periscope.

After the demonstration, and while frogmen staged a diving display, the submarines secured in the commercial docks and opened to visitors — of whom there was patently no lack.

Sunday evening was for the Royal Navy, the climax of the celebrations, when F.O.S/M. entertained in H.M.S. Trump, the senior guest being Rear-Admiral Andresen, the commander of the port. Envious eyes from U.S.S. Trout acknowledged the Royal Navy's advantage of carrying liquor on board. (Agreement had already been reached however between the two submarines to the effect that both drank "scotch in Trump and coffee in Trout").

Finally, on Monday 30th, F.O.S/M.'s flag was struck at Colours, the Admiral returned to Fort Blockhouse by air, and Trump and Trout sailed about their respective business.

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# Sailors interrupted carol service in cathedral ELEMENT OF REALISM

A DRAMATIC departure from the traditional Festival of Nine Carols and Nine Lessons was broken by H.M.S. Vernon, when the ship held its annual Carol Service in Portsmouth Cathedral on December 16.

During the service, two sailors emerged from the congregation arguing about the meaning of Christmas.

The spotlight figures caused quite a stir amongst the 300 people present and the dialogue which ensued brought an element of realism into a service which we can only too easily take for granted. The piece was written by the chaplain of the establishment, the Rev. Basil Watson, who also conducted the service. The Naval layreader Fred Bromham and L./Seaman Ian Phillips acted the parts of the two seamen and Lieut.-Cdr.

Streetfield James was the producer.

The chaplain's view was that all art forms were suitable to bring out the true feeling of Christmas. He felt that sentimentality had little place in the service.

Many favourite carols were included in the service, but perhaps the most charming was a simple 17th century Dutch Christmas song, which the choirmaster, Instr.-Cdr. C. G. Mount discovered.

The lessons were read by the Commanding Officer of Vernon, Captain M. C. Giles and P.O. Wren J. King.

Such was the position of the organ, that the organist could neither see the choirmaster or hear the choir while the organist played, a system of mirrors allowed him to take his time from the choirmaster and a loud-speaker provided him with the choir's vocalization—quite a technical achievement!

The collection was taken during the singing of "O Come, All Ye Faithful." It was given to the Inter-Church Aid for Refugees, towards sponsoring the technical education of the two refugee children in Hong Kong, for whom H.M.S. Vernon is caring. This was thought to be a fitting gesture in this World Refugee Year.

On the following night, members of the Vernon choir visited the Cheshire Foundation Home for the Sick at Liss, near Petersfield and sang to the patients. In contrast to the carol singing the chaplain of Vernon read extracts from "The Christmas Carol" by Charles Dickens.

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APPLICATIONS are invited from non-commissioned officers to manage off licences in the southern half of the country. Applicants should be married and preferably under 40, and in possession of a current driving licence. Applicants will be given an initial training period and will be required on certain occasions to do a period of relief duties, and when promoted to the status of a manager will be provided with a good commencing salary, plus commission and pension. Living accommodation with free electricity, gas, coal and coke will be provided. Applications should be made to The Gallions Wine Co. Ltd., Trinity Chambers, 32 Trinity Square, London, E.C.3.

REQUIRED, ENGINEER-IN-CHARGE. To be responsible for the maintenance of all heating and steam sterilising plant in the hospital's and other mechanical engineering services. Control of maintenance staff and fuel economy. Salary scale £625-£755, plus London Weighting. Qualifications required: Ordinary National Certificate in Mechanical Engineering which includes Heat and Heat Engines as a subject, and preferably has an endorsement in the Principles of Electricity. Applications, with the names of two referees, to House Governor, St. Peter's Hospital, Henrietta Street, London, W.C.2.

### H.M.S. BERMUDA TO HAVE REFIT AT GIBRALTAR

H.M.S. Bermuda is to have a long refit at Gibraltar.

The cruiser sailed from Portsmouth on January 4, and was due to arrive at the Rock on January 7. The refit is expected to last several months.

CUSTOMS OFFICERS. No experience required. Under 22 (older if ex-Servicemen). Up to £1,285 p.a. —Details of Entrance Exam., write S.O.C. (Dept. 1019), London W.8.

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ACCOMMODATION for two single men. Meals arranged.—8 Eton Road, Southsea.

FURNISHED ACCOMMODATION for short periods. Suit couple.—Phone Portsmouth 33746.

TO LET FURNISHED at Bedhampton, three-bedroomed bungalow with well-equipped kitchen. Garage. Available January 30 for 15 months. Terms by arrangement.—Phone Havant 1272.

### MISCELLANEOUS

IT IS A FACT that many service officers and men pay too much tax. Do you?  
A retired Income Tax Officer is prepared to assist you with your tax problems. Terms moderate. Consult Lieut. G. E. V. Moes R.N.V.R., 50 St. Vincent Crescent, Horndean, Hants.

AJAX radio controlled taxi, 24-hour service. —Tel.: Portsmouth 35333/4 (two lines).

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HOUSE PURCHASE. An ideal scheme for those looking ahead. 100% advance after three years at low rate of interest. Mortgages repaid in event of death. — Write for Leaflet, "The House Assured," to the Provident Life Association of London Ltd., 246 Bishopsgate, London, E.C.2.

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Apply giving particulars of qualifications, etc., to Personnel Manager.

## Naval cyclists are looking to future

THE Royal Navy Cycling Association, membership of which is open to everyone in the Royal Navy, Royal Marines and Woman's Royal Naval Service, has an ambitious and interesting programme to offer you for 1960. In fact, almost every aspect of cycling is to be catered for (i.e. racing, touring and hostelling).

Plans are in hand now for cycling tours at both Easter and Summer leave periods, at which all members of the R.N.C.A. will be gladly welcomed. The Summer Tour will include a chance to ride in a touring rally organised by the Belgian Cyclists' Union, and the opportunity to meet members of the clubs in Antwerp. The R.N.C.A. is keeping in touch with other continental clubs too, with an eye to arranging other meetings during subsequent tours.

For those who wish to race during 1960, there will be plenty of scope, for a varied and colourful racing programme is being planned. This will include the chance to ride on the track, in time trials, and also massed start events. To those who prove their worth and fitness during the season, there will be an excellent chance to represent the Royal Navy as a member of the Navy Team against the

Army and R.A.F. in the Inter-Services events on track, road race and in the time trial. Navy teams will be entered in local and national events also, providing ample opportunity for all from novice to experienced rider.

There are R.N.C.A. sponsored clubs and individual members in a great number of ships and shore establishments already, i.e. Hermes, Blackpool, Ulster, Orion, Leopard, Centaur, Caledonia, Condor, Collingwood, Osprey, Fulmar, Victory, R.N.H., Haslar and many others. With the increasing popularity of cycling within the Navy, both as a sport and recreation, and in the form of cycling expeditions from ships at home and abroad, it may not be long before nearly every ship and shore establishment sports a happy band of enthusiasts.

Those of our readers who are keen to take part and enjoy Navy cycling through becoming members of the R.N.C.A. should write to Lieut. R. C. Cook, Royal Navy, Secretary, R.N. Cycling Association, H.M.S. Collingwood, Fareham, Hants. If more convenient for those in the Chatham area, they are advised to contact P.O. Writer R. Carter, at the R.N. Supply and Secretariat School, R.N. Barracks, Chatham, or if in the Portsmouth area S.B.P.O. J. A. Fowler, Staff Quarters, R.N. Hospital, Haslar, Gosport, Hants.

## Junior seaman's gymnastic successes

JUNIOR Seaman Robert Thomas Parker, serving in the Royal Naval Barracks, Devonport, has won considerable praise for his successes in the Southern Counties Amateur Gymnastic Championships, held on December 12.

He was first in the Voluntary (groundwork) Section, he received a winner's medal for the team event, entered for his old school, the Matthew Arnold School, and he also received high places in the vaulting and compulsory groundwork sections.

## Two from Navy in Combined Services hockey

THE following Royal Navy hockey players have been selected to represent the Combined Services on January 9 at Chatham against the East, in a Divisional Hockey match:— Lieut. N. Durden-Smith, R.N., H.M.S. Apollo. He recently returned from New Zealand, First capped by the Royal Navy in 1955 and again in 1957, when he played as a half-back. He now plays in the position of his first choice—as an inside forward.

Leading Naval Airman M. Prescott, of Royal Naval Air station, Culdrose. First capped by the Royal Navy in 1954 and again in 1959. Prescott represented the Royal Navy in the Combined Services throughout last season and was invited to play for the Hockey Association. He is a goalkeeper of outstanding quality.

## A RUSSIAN 'SAUCER'?

JANE'S All the World's Aircraft (the "plane Jane") celebrated its 50th birthday with its 1959-60 edition published on December 16. Once again this is a superlative effort—as usual superbly produced.

In the preface, Mr. Leonard Bridgman, compiler and editor, says "the aircraft and aero-engine industries of the great powers still depend very largely on military orders for their existence although there would seem to be scant hope for the continuation of this state of affairs for the future."

Understandably little information is given about Russian military aircraft, but the Russian section includes what might be the cause of further "flying saucer" rumours. In this section is a photograph of the Sukhanov Discoplan—a glider with an almost circular wing which could be powered with a light jet engine.

The Missiles and Space Vehicles section represents what is thought to be the most comprehensive survey of its kind yet compiled. It contains, among other valuable illustrations, very good photographs of Russian research rocket payload containers, from which quite a lot can be deduced about the size and performance of Russian rockets.

For 50 years "All the World's Aircraft" has been a reference book without equal and this present edition is a worthy milestone in its long life.

Jane's All the World's Aircraft, Sampson Low, Marston & Co. Ltd.; £5 5s.

## Half-yearly promotions

THE following provisional promotions announced by the Admiralty on June 30 last have been confirmed:

### GENERAL LIST

Seaman Specialists.—Cdr. to Capt.: T. H. P. Wilson, J. F. Somerville, B. D. O. Macintyre, C. C. Anderson, J. M. Townley, D. V. M. Macleod, R. K. N. Emden, W. J. M. Teale, E. G. N. Mansfield, J. A. R. Troup, P. E. I. Bailey, D. G. Parker.

Lieut.-Cdr. to Cdr.: W. S. Crawford, B. J. Parish, L. H. Oliphant, C. R. A. O'Brien, J. D. L. Schofield, J. R. C. Johnston, R. F. Wilson, R. H. Pinson, T. A. C. Clark, R. C. Mayne, J. H. S. Pearce, G. T. Risdon, P. W. Holt, P. F. R. Corson, E. V. H. Manuel, P. P. P. Neale, P. Maslen, B. C. G. Hutchings, P. C. Prince, G. I. Pritchard, K. A. Leppard, W. G. B. Black, F. W. Burgess, W. Fitzherbert, P. K. C. Harris, A. J. Miller.

Engineer Specialists.—Cdr. to Capt.: G. W. Dibben, J. K. Pearsall, G. A. Partridge, G. F. A. Trewby, R. D. Roberts.

Lieut.-Cdr. to Cdr.: G. W. Wood, J. A. Green, D. A. Keable, H. B. Grant, P. A. L. Watson, J. D. Graham, D. W. Barthelmas, C. A. Johnson, N. K. Bowers, A. S. H. Kettle, D. G. Telford, M. T. Usher, A. M. B. Taylor.

Supply and Secretariat Specialists.—Cdr. to Capt.: J. D. Trythall, P. F. Gick, T. C. Sherwin.

Lieut.-Cdr. to Cdr.: P. H. Savers, J. R. Tourney, A. R. Adams, N. Bines, D. F. Buchanan, J. A. Hassard-Short, J. R. Prescott.

Electrical Specialists.—Cdr. to Capt.: H. R. Webber, G. J. B. Noel, A. H. Swann, A. W. Allen.

Lieut.-Cdr. to Cdr.: M. R. C. Howlett, S. B. Shaw, P. G. Wigney, G. J. V. Harris, C. F. Haston, E. T. John, G. S. Tilzey, W. J. McClune.

Instructor Branch.—Instr. Lieut.-Cdr. to Instr. Cdr.: K. G. Sumnall, W. A. Waddell, G. W. Mead, D. B. Vaughan.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: E. H. Murchison, N. S. Hepburn, F. P. Ellis.

Sgn. Lieut.-Cdr. to Sgn. Cdr.: H. R. Mallow, A. S. Falconer.

Dental Branch.—Sgn. Lieut.-Cdr. (D) to Sgn. Cdr. (D): R. N. Ridler.

Royal Marines.—Lieut.-Colonel to Colonel: J. Richards, N. H. Tailleur, R. A. Pigot.

Lieut.-Colonel: M. A. Wilberforce, E. R. Bridges.

Engineer Specialists.—Cdr. to Capt.: F. C. W. Lawson, J. Sidgwick, M. W. Peters, R. Young, N. H. Malin.

Lieut.-Cdr. to Cdr.: W. F. Moore, J. D. J. Hawksley, J. G. Nelson, F. I. D. MacDowell, E. R. May, B. R. S. Symons, E. J. Watson, C. W. Awmack, H. G. Julian, T. G. F. Hardy, M. A. Spencer, E. J. Horlick, J. S. McCarthy, H. K. J. Cock.

Supply and Secretariat Specialists.—Cdr. to Capt.: P. W. T. Hamner.

Lieut.-Cdr. to Cdr.: M. Holligan, H. K. Dean, A. S. Smith, T. H. Bradbury, J. H. Jobling, D. S. Wyatt.

Electrical Specialists.—Cdr. to Capt.: T. N. Jaggard, T. D. Donovan.

Lieut.-Cdr. to Cdr.: C. A. Pask, M. T. Gilbert, A. C. S. Gower, F. B. Herbert, P. G. Fortescue, K. Lobb, C. A. Cambrico, S. R. Hack.

Instructor Branch.—Instr. Cdr. to Instr. Capt.: D. E. Mannering.

Instr. Lieut.-Cdr. to Instr. Cdr.: T. W. H. Foster, J. A. Moore, T. O. K. Spragg.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: S. Miles, W. Wilson.

Sgn. Lieut.-Cdr. to Sgn. Cdr.: G. R. Wheldon, D. G. Dalgleish.

Dental Branch.—Sgn. Cdr. (D) to Sgn. Capt. (D): W. I. N. Forrest, D. L. Goodridge.

Sgn. Lieut.-Cdr. (D) to Sgn. Cdr. (D): B. F. Rogers.

Royal Marines.—Lieut.-Colonel to Colonel: N. H. D. McGill.

Major to Lieut.-Colonel: C. E. J. Eagles, T. C. H. Macafee, L. G. Marsh.

The following promotions have been made to date December 31, 1959:

### R.N.R.

List B: Seaman Branch.—Cdr. to Capt.: D. H. G. Coughlan, A. Letty, H. I. S. White, A. J. Hibbert.

Lieut.-Cdr. to Cdr.: J. G. Llewellyn, H. F. Atkinson, J. S. Clarke, E. J. Harding, D. A. Hamilton.

Electrical Branch.—Lieut.-Cdr. to Cdr.: T. I. Hall.

Medical Branch.—Sgn. Cdr. to Sgn. Capt.: W. E. Kershaw.

Sgn. Lieut.-Cdr. to Sgn. Cdr.: V. O. B. Gartside, D. J. A. Brown, G. de B. Hinde.

Dental Branch.—Sgn. Cdr. (D) to Sgn. Capt. (D): J. Symmons.

Sgn. Lieut.-Cdr. (D) to Sgn. Cdr. (D): J. G. A. Piper, M. Bennett.

Supply and Secretariat Branch.—Cdr. to Capt.: W. N. K. M. Crawford.

Lieut.-Cdr. to Cdr.: P. A. Titheridge, I. P. Coombs, E. Bagot.

The Admiralty has announced that H.M.S. Gambia, now in the Mediterranean, is to join H.M.S. Birmingham in the Reserve Fleet during 1960.

Prince Philip flew the Hovercraft in the Solent off Cowes on December 18. It was stated that His Royal Highness flew the Flying Saucer faster than it had ever been flown before.



# TYPHOON HELD OFF FOR FAR EAST REGATTA

## H.M.S. Belfast wins cock

AS in former years, the Far East Fleet Regatta took place in Junk Bay, Hong Kong. The Regatta was held a week earlier this year, on November 10, and, up till a few hours before the first race, there was some danger that the proceedings might be delayed or interrupted by a passing typhoon. However, all was well and on the day the weather was excellent; the wind was not too strong blowing straight down the course and the sun shone.

The Commander-in-Chief, Admiral Sir Gerald Gladstone, was present in his despatch vessel, H.M.S. Alert, and the Flag Officer, Second in Command, Admiral V. C. Begg, flew his flag in the cruiser flagship, H.M.S. Belfast. The regatta was administered by Flag Officer, Second in Command, assisted by the Captain of the Fleet, Capt. M. A. McMullen.

Competing units for the Fleet Cock were H.M.S. Belfast, H.M.S. Centaur, the 1st, 8th and 10th (Australian) Destroyer Squadrons and the 3rd Frigate Squadron. In the event, the all-round high standard of the crews from the Belfast proved too much for the others though at dinner time the issue was far from settled. At that time, with three races to go, the 1st D.S. were level on points with the Belfast and the 3rd F.S. were well within striking distance, only six points behind. In the afternoon races, two firsts and a second for Belfast made certain of the Cock's resting place for the next 12 months.

Competition in the Small Ships Regatta was keen. This year, for the first time, the 120th Minesweeping Squadron competed. Also taking part were H.M. Ships Alert, Llandaff, Lagos, Cavalier and Caprice, H.M.A. Ships Anzac and Tobruk and H.M.N.Z.S. Pukaki. At mid-day, three

ships were level on points: Cavalier, Lagos and Llandaff with Alert and Pukaki six points behind. Cavalier finally won but was given a hard fight by Lagos.

After Lady Gladstone had presented the prizes on the quarterdeck of Belfast, the Commander-in-Chief complimented the crews on the excellent spirit they had shown and said that, for so long as he had anything to do with it, regattas, which provided such an excellent opportunity for the Fleet to meet together in friendly rivalry, would continue.

The Pulling regatta was followed by a Fleet Sailing regatta the next day. The Fleet concentration in Hong Kong lasted just over a week and in that time the Navy made its presence felt. In addition to the regattas and a Fleet Rifle Meeting on Stonecutters Island, 38 rugby, soccer and hockey matches were played against local civilian and Service opposition, whalers raced round the island under sail and the Royal Navy sailed against the Royal Hong Kong Yacht Club. A contingent of 200 men attended the Remembrance Day parade for which the Royal Marine Band provided the music and hundreds of visitors boarded the ships as they lay in the Naval dockyard.

## NORE COMMAND BEAT KENT POLICE

THE Kent County Police were beaten by a lively Nore Command team by 2 goals to 1 on the R.N. Barracks ground on Wednesday, December 9.

Ashworth, the Navy centre half did not appear at the eleventh hour which necessitated positional changes just before the match.

The Police were well on top for the first 20 minutes, the Navy making the mistake of using the high ball against men who were, on average, a foot taller than their opponents, and after 16 minutes the Police took the lead through their inside right, who hit a low hard shot into the bottom left-hand corner of the net.

Half time—Nore Command 0, Kent Police 1.

In the second half we saw a change in the Navy lads who began to click. They kept the ball low and found their men a lot better. It came as no surprise, therefore, when the Navy inside left, Trace (Ganges), scored an equalising goal.

Now the hackles were up and both sides pressed hard for the winning goal, which came from a Naval movement started by Trace, who passed to the left wing Robson (Ganges), who in turn, manoeuvred his way past two opponents to place a beautiful centre which was taken in the classic style by Clarke (R.N.B. Chatham), the centre forward, who sent a speedy header straight as an arrow into the back of the Police net.

Nore Command can be well pleased with themselves in beating the Kent Police who have reached the Quarter-Finals of the National Championships.

Nore meet Portsmouth at Portsmouth in the Semi-Final of the Inter-Command Cup, on Wednesday, January 27. This should be a game worth watching.

### Continued from Column 2

in the rain at the end of our journey, both thoroughly enthusiastic, keen to talk and face the leg-pulling of relatives used to seeing us arrive in much larger and more potent vehicles, says much for the Goggomobil. Let me tell you, readers, it is an extremely good little vehicle.

### TECHNICAL DETAILS

The car has a twin-cylinder, air-cooled engine of 293 c.c. capacity, developing 17 h.p. at 5,000 r.p.m. This is mounted at the rear of the car and drives through a four-speed gear box via open shafts to the rear wheels. The gear lever is a stubby central lever very conveniently positioned, but the actual gear selection is across the car at right angles to the more usual arrangement.

The car is fitted with a simple but efficient heater and demister, twin windscreen wipers, and double-dip headlights which are very good. The electrical system is 12 volt and, needless to state, there is an electric starter. The front seats are firm and rather upright, but comfortable, and can be tilted backwards giving adequate room for sleeping full-length should such be desired. Knee-room in the back seats is very limited and is really only suitable for two children, although one adult could be carried without too much discomfort. For the occupants of the front seat, however, there is no real sensation of limited or cramped surroundings.

### PERFORMANCE

The engine starts easily and the choke is very quickly dispensed with. At high revs, one can imagine a B.R.M., but normally the engine is unobtrusive and in fact gives quite a satisfying purr. Cruising speed is a very easy 45 m.p.h. and I found no trouble at all in not only competing with a heavy traffic stream, but in overtaking most of the other vehicles on the road.

Maximum speed appeared to be at least 55 m.p.h. and petrol consumption averaged 60 m.p.g.

The price of this very serviceable little vehicle is £467 inclusive of tax, and is good value for money.

A. E. MARSH.

### MOTURING NOTES

## A trial proved its worth

WHEN your Editor suggested that I should have the use of a "Goggomobil" over the Christmas week-end with the object of writing a road-test report, I must confess that the prospect filled me with gloom. The only possible journey for which I could use it was a 140-mile round trip into Sussex and back without a great deal of time at my disposal, and the idea of doing this trip in what I chose to call a "silly little car" was not my idea of fun.

Readers will remember that on Christmas night we had quite a healthy thunder-storm and a gale on the south coast, whilst Boxing Day itself was a very wild day with severe gales, heavy rain and hail-storms. It was under these conditions that with considerable trepidation my wife and I inserted ourselves into the "Goggo" quite expecting

the worst. The conditions for a road test could not have been worse—foul weather, a bloody-minded driver and a general air of dejection. Quite frankly I did not expect to like the car and was anticipating a cramped, tiring, and generally depressing trip. That the "Goggo" delivered my wife and me

Continued in Column 3

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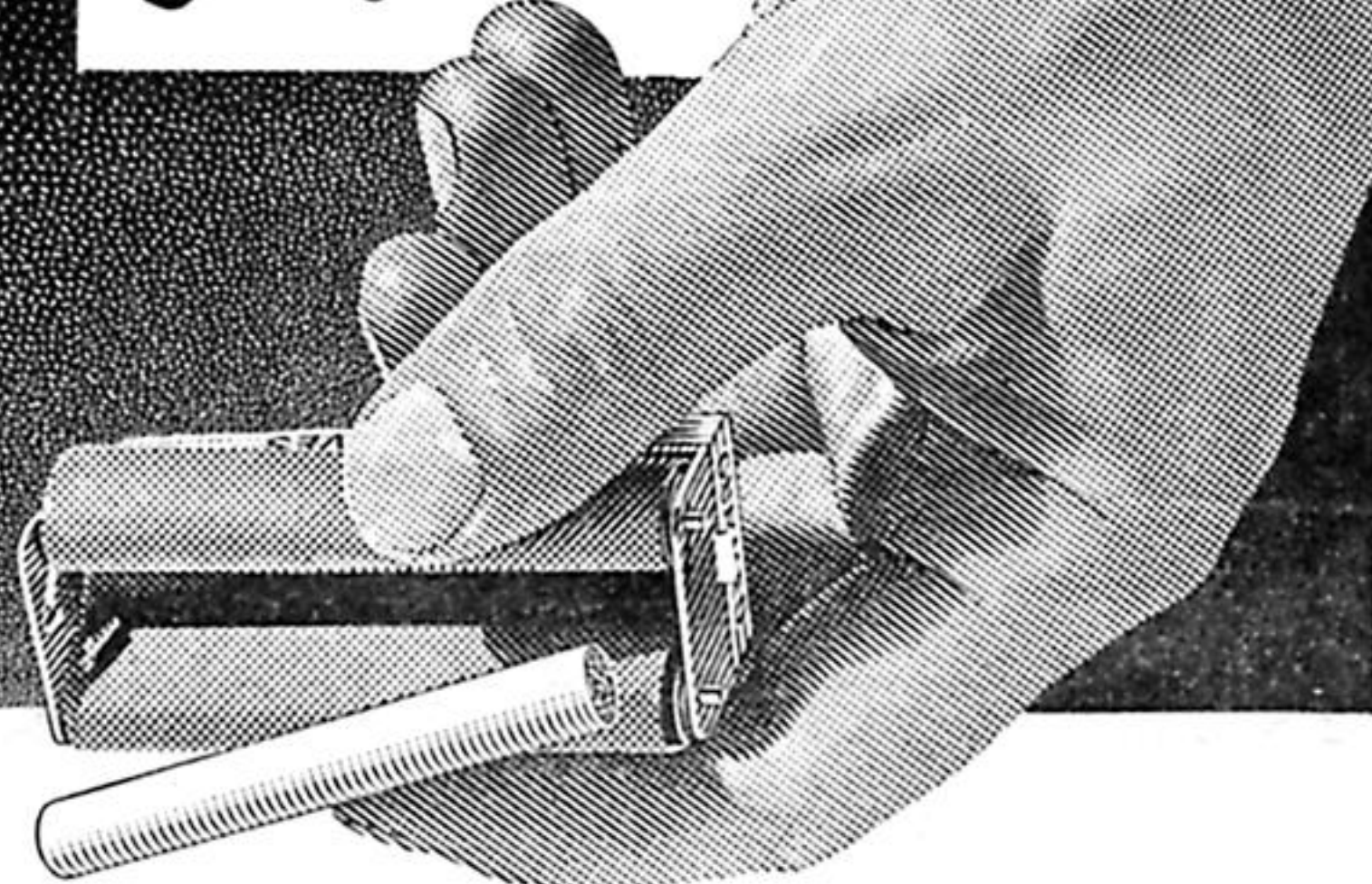
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