

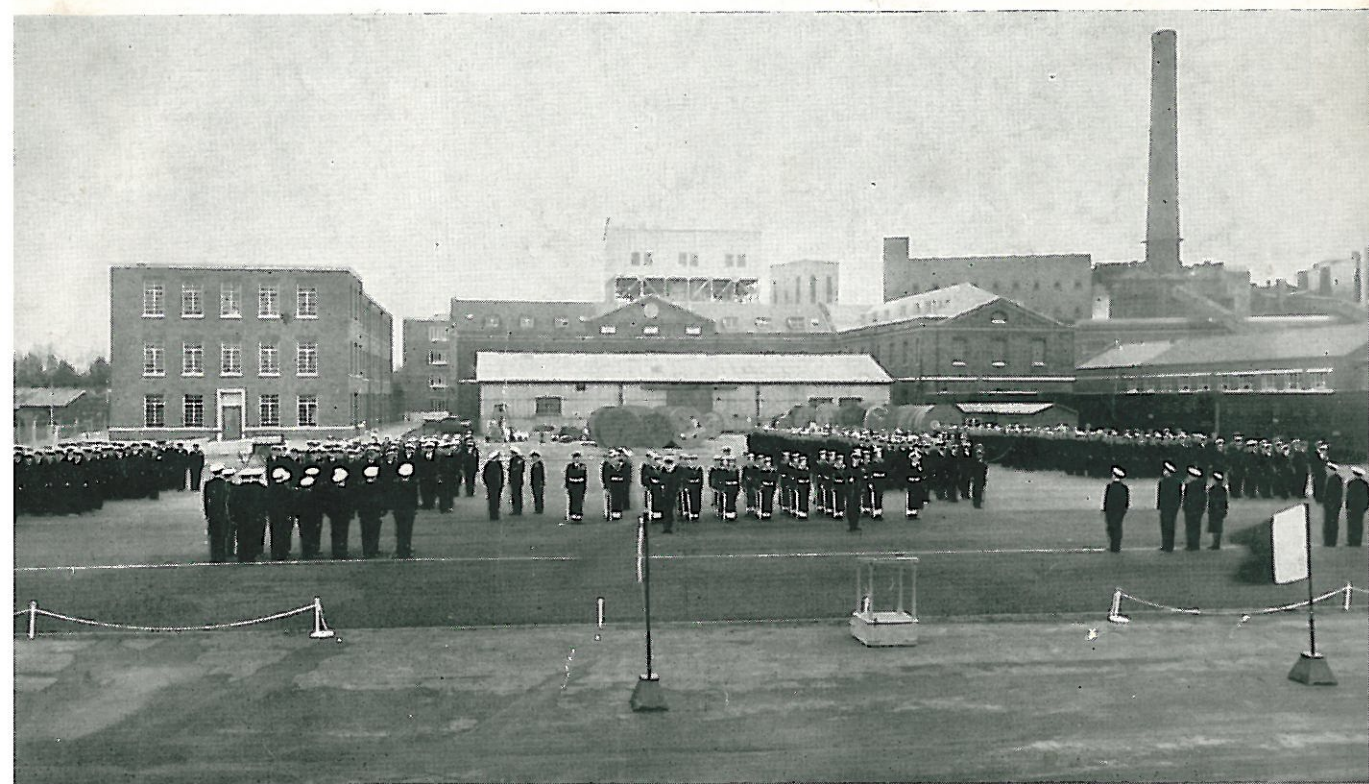
THE SEAMASTER



Vol. I

"QUI DOCET DISCIT"

No. 2



VERNON SEMPER VIRET

The T.A.S.I's view of Naval Notes and News

Spring Number 1960

1/-



OUTWARD BOUND!

Ports are no good,
Ships rot,
Men go to the Devil..."
Joseph Conrad

The
Camera
That
Never
Lies . . . !

Originally there were two pictures, one was an action shot in the boat but with a rather dreary background. The other had rather too much sea in the foreground but had a nice "going away" effect showing the other boat. Unfortunately it was all on the wrong tack for making into a composite picture. *Presto!* it was printed round the wrong way, the other print was "married" to it and this really lively picture resulted.

Photographer was
R. G. FARRELL, T.S.T.,
of Portsmouth.

* * * THE SEAMASTER * * *
The Magazine of the
Torpedo and Anti-Submarine Instructors'
Association (1955)

Volume 1. Number 2 "QUI DOCET DISCIT" Spring Number

* * PATRONS * *

First Patron of the Association
VICE ADMIRAL N. A. COPEMAN, C.B., D.S.C.

Patrons of the Association
CAPTAIN M. C. GILES, D.S.O., O.B.E., G.M., ROYAL NAVY.
Captain of H.M.S. Vernon.

CAPTAIN G. D. POUND, D.S.C., ROYAL NAVY.
Captain of H.M.S. Osprey.

CAPTAIN E. G. BLUNDELL, O.B.E., ROYAL NAVY
CAPTAIN R. W. MAYO, ROYAL NAVY

* * COMMITTEE * *

Chairman	C.P.O. G. A. Abery
Vice Chairman	P.O. F. Taylor
Secretary	P.O. W. Lissamer
Treasurer	C.P.O. C. Firbank
Committee	P.O. J. Beeching A/P.O. I. A. Phillips
Editor	C.P.O. G. Hayman, B.E.M.

IN THIS ISSUE

Annual General Meeting Captain's Address
Why Vernon? The Way the Money Goes
News from All Quarters

FOREWORD

By **Commander P. E. N. Griffiths, D.S.C., R.N.**
Executive Officer, H.M.S. Vernon

Although I had heard rumours of a "New Look" for your Association's Magazine, the first number of "The Seamaster" came as a complete surprise to me - as I'm sure it did to most other readers. Its really professional appearance and presentation must be very largely due to the hard work and enthusiasm of the Editorial Staff, and its whole concept admirably reflects the ambitious, go-ahead spirit of your Association. Without any doubt the first object of your Association - to promote Esprit de Corps among T.A.S.I's, and thereby enhance their prestige in the Service will be significantly furthered by a magazine of such high standards.

At the start of a new decade one is tempted to wonder what changes the next ten years will see; we hear rumours of disarmament and of internal re-organisation of the Forces, of space travel and supersonic airliners. One thing, however, is sure: so long as our country depends on the sea lanes of the world for its very existence, so must there always be Seamen ready and capable of keeping those sea lanes free.

"The Navy whereon, under the good Providence of God, the wealth, safety and strength of the Kingdom chiefly depend" will be as true in ten years time as the day it was written, and we, in the T.A.S. Branch, must play an increasingly important part in discharging this great responsibility.

... EDITORIAL ...

"He who commands the sea, commands the world."

Napoleon.

"The further development of new weapons and technique should enable the Navy to strike whatever may threaten us by sea in the future whether in limited or global war." . . .

Extract from H.M. Government's Statement on Defence.

"In a future war, the struggle at sea will be of immeasurably greater importance than it was in the last war. . . ."

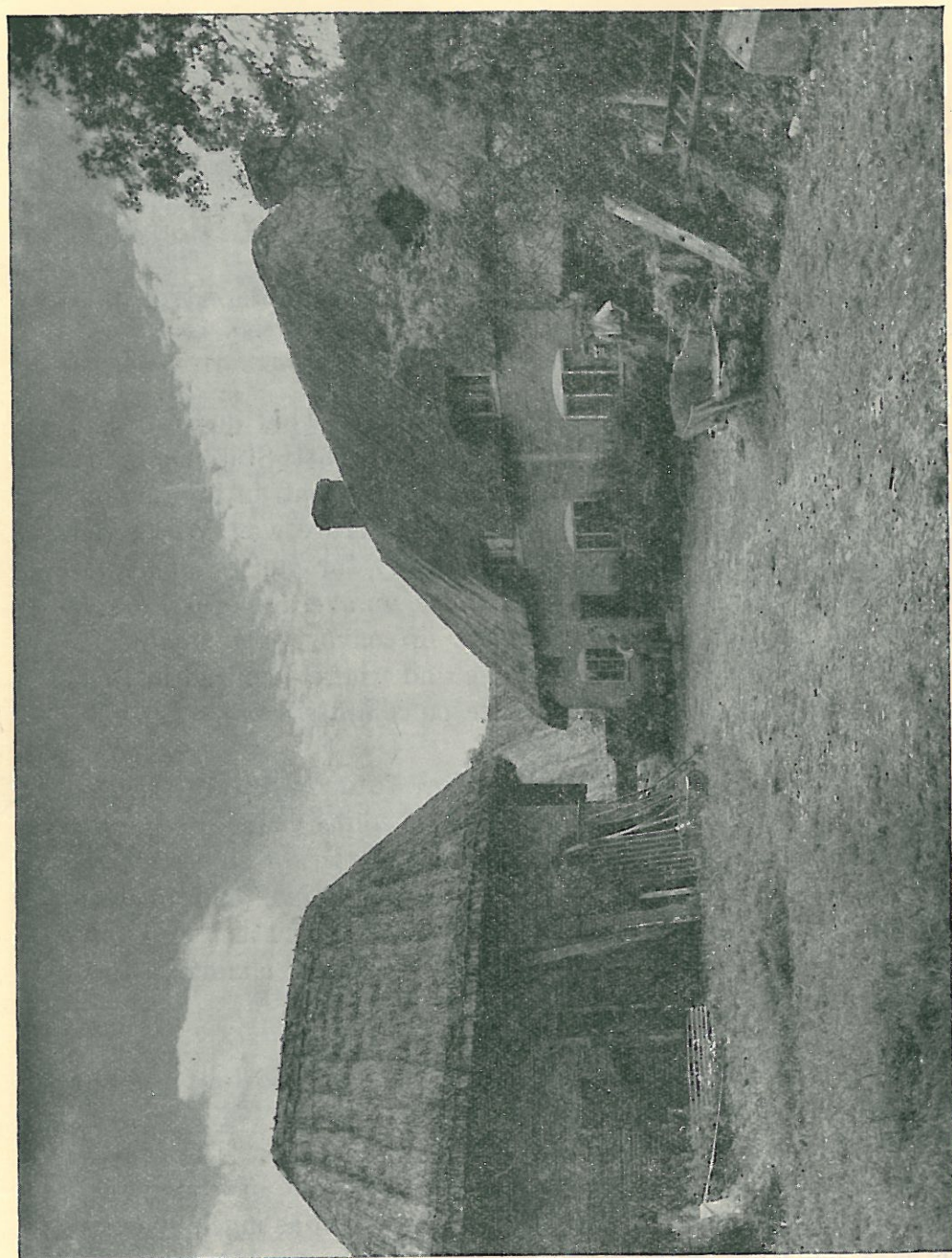
Marshal Zhukov, Minister of Defence, Soviet Union.

"Is a Navy necessary in the nuclear age?" That question has often been asked in recent years. In its past Statements on Defence, the Government has stated clearly that, in its opinion, the Navy has a vital role to play in any future war. We of the United Kingdom still rely almost entirely for our existence on sea-borne supplies. In 1944, for instance, an average of 657 cargo ships and tankers reached the U.K. in convoy *each month*. To ensure that our ships can sail when and where required in time of war is one of the Navy's main responsibilities.

To equip the Navy for its task in any future war, the Fleet is being largely remodelled and training schedules constantly under review. Progress does not stop here. New types of ship and aircraft have been designed or are in production, and nuclear weapons will augment existing armament. The Fleet of today and tomorrow should be well able to meet any challenge that comes its way.

The T.A.S.I. of today and tomorrow has the important and exhilarating task of making this a reality. The new Naval man is keen, proud and extremely sensitive to his future. The blanco bluebell age is dead. The T.A.S.I. has the task of convincing today's youth of the challenge of the future. Not as much by what he says, but what he is. . . .

The Editor.



PICTURE BY JOHN WALKER.

*And the Earth brought forth grass and herb yielding seed . . .
and the fruit tree yielding fruit . . . and God saw that it was good.*

GENESIS.

T.A.S.I.'s Association (1955) Annual General Meeting, Feb. 26th, 1960

Committee.

C.P.O. Riley, Chairman; P.O. F. Taylor, Vice Chairman; C.P.O. Firbank, Treasurer; C.P.O. Hayman, Editor; C.P.O. Paton, Committeeman; P.O. Thompson, Committeeman; P.O. Lissamer, Secretary.

- | | |
|------------------------------------|--|
| Item 1. Vice Chairman's Address. | Item 6. Election of new Committee. |
| Item 2. Treasurer's Report. | Item 7. Chairman's Address. |
| Item 3. Secretary's Report. | Item 8. Captain's Address. |
| Item 4. Editor's Report. | Item 9. Introduction of new Chair-
man. |
| Item 5. Alterations and Additions. | Item 10. Any other business. |

The Chairman opened the meeting at 1030. Numbers present 24.

The Chairman welcomed the members especially those who had travelled some distance to be at the meeting. Also he welcomed Mr. Martin a civilian member who was present.

Item 1.

The Vice Chairman opened by saying that the Annual Dinner and Ball last year was an expensive affair though a very successful one. He went on to say that all the V.I.P's were most impressed. He welcomed any suggestions as to where to hold this year's Dinner, Kimbells, etc. Also he would welcome any suggestions as to where members should go for their Annual Outing.

If anyone had ideas for improving the social life by a dance, etc., the ideas would receive attention.

Item 2.

The Treasurer stated that the Audit was on the board for anyone to make any comments on. We have had a good financial year though the funds would drop due to the magazine costs, and costs of Dinner, etc. The Treasurer closed by saying that there were no debtors or debts, and that we were pretty sound financially. He reminded members of the rule for life membership, and would like to see the number of life members increased.

A vote of thanks for the Treasurer's work for the Association was proposed by C.P.O. Goldsmith and seconded by C.P.O. Sellar. This was unanimously accepted, by the floor.

Item 3.

The Secretary stated that at this moment there were 177 members, with 44 honorary members and 7 full life members. He also said that he would be glad of any members coming to the office on a Saturday morning to audit football tickets for him.

Item 4.

The Editor stated that the old Journal had cost £75 whilst the new one (Seamaster) costs £86 to produce. The cost will be less for subsequent issues as the cost of certain blocks was included in the initial cost. He went on to say that more copies can be sold if members will use a little boldness and get their friends to buy a copy. 1,000 copies would bring in £50. There were only 6 contributors to this magazine and the bulk of material was supplied by the Editor himself, and this was not good for any magazine. Any stories (especially the better ones) will be most welcome. The Editor also said that the Gunnery magazine had folded up and we should send half a dozen copies to Whale Island.

C.P.O. Sellar (Ganges) Asked the Committee if any unsold copies of the magazine could be sent to the boys training establishments.

C.P.O. Aberly suggested that both the Chief and Petty Officers Messes ought to buy ten copies for their respective messes.

P.O. Bradley Are all articles for the magazine checked for infringement of copyright before being printed.

Chairman. These points will all be dealt with, and the Editor always checks the articles if there is any doubt in his mind at all.

Item 5.

Proposed by C.P.O. Firbank, seconded by P.O. Taylor.

That Rear Admiral Grant be asked to become President of the Association.

C.P.O. Firbank. Rear Admiral Grant is very interested in the Association and always asks me to be kept in the picture as to what is happening.

P.O. Taylor. Rear Admiral Grant is intensely interested in the Association and I could not think of a better officer to be the President.

It was pointed out by P.O. Neal that the President should be an active member of the Association.

The Chairman placed a proposal to the floor that, after getting a ruling Rear Admiral Grant be asked to become:—

- (a) If it has to be an active member then he would be asked to become Honorary President.
- (b) If the former does not apply, then he would be asked to become the President.

This proposal was passed unanimously.

Proposal that the Annual Dinner be renamed the Annual Re-Union Dinner.

Proposed by P.O. Lissamer. The reason given for this proposal was that it would cut down on the number of non-paying guests and therefore bring the Dinner into line as regards cost, etc. At a Re-Union Dinner the only non paying guests would be the guest of honour and other Association representatives.

Seconded by C.P.O. Paton. Agreed with the previous remarks. He also stated that the number of non paying guests would increase each year until they outnumbered the paying members.

P.O. Gladden. Why do the Patrons not pay?

C.P.O. Firbank. Patrons not paying has been the policy of the Committee, and if it was called a Re-Union Dinner the Committee would have a basis to work on in the future.

The proposal was put to the vote and passed unanimously.

The proposal that Rule 13 be amended to read Quarterly meeting instead of monthly meeting was put to the floor by the Chairman. He stated that the number of members attending monthly meetings was very low and that by altering it to Quarterly he hoped that more members would attend.

Passed unanimously.

Item 6.

Election of new committee.

Nominees for Chairman.

C.P.O. Goldsmith. Proposed by P.O. Dyke, seconded by C.P.O. Aberly.

C.P.O. Aberly. Proposed by C.P.O. Paton, seconded by P.O. Lissamer.

There being a small number present and the Captain due at that moment the vote was taken by a show of hands.

18 for C.P.O. Aberly. 6 for C.P.O. Goldsmith.

As there were only two nominees for Committeemen they were both elected.

The Editorship of the magazine would be taken over by P.O. Gauntlett after the production of the current edition.

Item 7. Chairman's Address (C.P.O. Riley).

You have heard the reports of members of the Committee and I would like to thank them.

This is an end of a chapter in the life of the Association and one I have been associated with. I have insufficient time to continue in the Chairmanship and I leave you with regrets. The Captain who is a patron, has taken considerable interest in the Association which has increased the interest of the T.A.S.I.

I would like to record my thanks to Lt.-Cdr. Wilson for all his help in the last twelve months. The financial position is sound but not increasing as we would like it to do, due to the costs of the magazine, dinner, etc.

There were many members but we had lost some over the last twelve months. Last year at the A.G.M. C.P.O. Thomson had promised an increase in the social activities but this had not been possible due to the lack of funds. The Committee would like more contact with the members and that they should come to the office with criticisms, etc. The Chairman closed his address by saying, "before retiring I have two duties to perform."

1. To introduce the new Chairman to you.

2. To introduce the Captain to you.

Thanks to all of you for the support you have given to me as Chairman of the Association.

Captains Address

Mr. Chairman, Gentlemen,

I am extremely grateful for the chance of addressing this meeting. The Chairman said about my interest in this Association, and I would like to say that I am extremely interested, and that the Association does very valuable work forming cohesion for the T.A.S.I.'s as a whole.

With the Branch going from strength to strength the T.A.S.I. hold a vital position in that Branch.

An indication of the strength of the Branch was the visit of the First Sea Lord, attending the passing out parade of the Long Course, and Divisions.

The First Sea Lord himself was a Torpedo Officer and one time Commander of Vernon. It showed the importance attached to the Branch, when the First Sea Lord, primarily a political post, could spare the time to come down like he had yesterday.

Sometimes people said A/S and M/W are mostly linked with global war and no less important, though something to put off till next week. Even in the most limited war, risk of submarines is one of the greatest risks our forces have to face, and the same with mines from native craft.

One of the reasons behind the continuing and steady importance of the T.A.S. Branch was a domestic matter in the Branch. Most of the ships company were very much interested in their own affairs, whereas the Control and A.C.R.'s crew are very much responsible for what is going on. Thirty per cent of the ships company do not know what is going on and when the ship goes hard over and deposits their dinner in their laps, it is absolutely impossible for the Captain to explain to them what is going on.

The Fleet Air Arm cannot fail to know what is going on. The Gunnery ratings close up, miss the target and fall out again. No one knows what goes on with T.A.S. that's fundamental stuff. The T.A.S.I. should get the lads interested in a broad way. The T.A.S. rating has more than a reflex twitch, he has to be intelligent with a broad interest in his subject.

A joint proposal from the Captain of Vernon and the Submariners has been put up to bring out a new magazine called "Underwater" to contain a wide range of subjects affecting both Branches. A new gadget called, "The Signal Injector" is hoped to be in general use in the Fleet by the end of the year to stimulate interest and attention in the Junior ratings.

S.D. Candidates. There is a shortage throughout the Navy and a severe shortage in this Branch. It is more worthwhile than ever to become an S.D. officer today, with the status and responsibility. As senior ratings make sure that no young hopeful is deflected from this aim.

Before I sit down, thanks to C.P.O. Riley as Chairman. It is a pleasure to work with him in this matter as well as others. I am pleased to welcome C.P.O. Abery as the new Chairman, and glad to know the Association goes from strength to strength.

Chairman. I now call upon C.P.O. Abery to take the chair, lead the Association and conduct the remainder of the Association business.

New Chairman (C.P.O. Abery). C.P.O. Riley has raised the status of the Association in the last year, and I would like to propose a vote of thanks to him.

This proposal was replied to from the floor with hearty applause.

C.P.O. Firbank was re-elected as Treasurer.

Due to pressure of work C.P.O. Hayman had to retire as Editor and P.O. Gauntlett had volunteered to take his place as editor.

C.P.O. Abery. We have all got to put more interest in the magazine ourselves and help all we can.

Any other business.

Proposed by P.O. Dyke, seconded by C.P.O. Goldsmith that retiring members of the Committee should be presented with a pewter pot, suitably inscribed.

The members of the Committee felt honoured that this proposal should have been put forward, but felt that the honour of serving on the Committee was sufficient reward for their services.

The proposal was then put to the floor and was rejected by them, 2 votes for, 22 against.

Blazer Badge. It was pointed out by the Secretary that only two designs had been submitted and that these would be shown in the June issue of the magazine for the perusal of and criticism of members before any further action was taken.

The new Chairman closed the meeting by saying, "A sincere vote of thanks to C.P.O. Riley from both myself and the floor."

There being no further business the meeting was closed at 1204.

Is Your Name Here?

PRIZEWINNERS IN OUR XMAS DRAW

192 F. Buxey ("Glenwood")	£10
2935 A.B. Taylor (Vernon)	£7 10
871 D. T. Annis (Chantry, Ipswich)	£5
1805 P.O. Coade (Victorious)	£2
394 Lt. Clarke (Vernon)	£2
1754 C.P.O. Holme (Vernon)	£2
993 M(E)1 Sheppard (Rowner, Gosport)	£2
1021 Mr. Canham (Colchester)	£2
2113 J. Howarth (Old Vic)	£2
2543 Mrs. Watson (St. Albans)	£2
935 Mrs. Sellar (Tain, Scotland)	£1
1919 J. Stopp (Southsea)	£1
1849 P.O. McCallum (Victorious)	£1

Full addresses are held in Association Office

page eight

Can You Help?

"U 333" SUNK WESTWARD OF THE SCILLY ISLES

SIR,—My brother, Lieutenant Hans Meyer, was killed in the submarine "U 333", which was sunk in the North Atlantic on 31st July, 1944 by H.M. Ships *Starling* and *Loch Killin* westward of the Scilly Isles, position 49° 39'N and 07° 38'W.

I should be very interested to hear from anyone who was serving in one of these ships at that time and who can remember any details of the action.

Yours faithfully,
GERHARD MEYER
(Kapitänleutnant).

Long Course T.A.S. - 1959

Friday 4th March, 1960 saw the disbanding of the 1959 Long Course T.A.S. as a corporate body. They have become individuals once again.

To attempt a brief description of the course is virtually impossible. A written timetable so many weeks A/S material, so much torpedo control, so many tactical games - would give a description of the course which would be equally untrue as some examination results reflect the ability of the pupil. Sufficient to say that in fifteen months we covered every aspect of T.A.S. concerns, some in greater detail than others, and some we didn't even realise existed. Most of us now feel we have a real background on which to base our future efforts in this, our chosen field.

Lt.-Cdr. N. S. Phillips has been our guide and mentor throughout and seems to have borne up admirably under the strain, although perhaps he did grow a little thinner on the top during 1959.

There is a small notice in the Long Course Office which reads, "I'm not very bright myself, but I have a good staff," and in this case the staff consisted of Lt. G. Bartholomew and C.P.O. C. Firbank. These two worthies had the unenviable task of being between the devil and the deep blue sea. They still have their sanity, and I have been directed to report that there is absolutely no foundation in the rumour that Lt. Bartholomew's transfer to the administration block, two thirds of the way through the course, was caused by a misinterpretation of daily orders under the heading of "Shelter Stations".

Most of the course now depart from 'Vernon' to take up new appointments but quite a few are remaining within the stone boundaries and are to join the instructional staff. I trust the drafting authorities will not be flooded by requests from T.A.S.I's wanting a sea job.

But it is to you the T.A.S.I's that we would like to address the most important part of this contribution to your Magazine. We wish to express our deepest thanks to all of you who have in any way been responsible for our instruction during the course. We apologise for trying your patience, fraying your nerves, fiddling idly with the equipment, asking silly questions, dozing off after lunch and destroying both your appetites and plans for a quiet evening at home. Thank you for imparting your knowledge to us (we're occasionally pleasantly surprised to find how much we've remembered) and for the manner in which you have imparted it. Your co-operation has contributed greatly towards the enjoyment of the course. Perhaps it is rather unjust to select individuals but a special word of thanks to C.P.O. Firbank for all he's done for us and his loyalty to the course in all things. Also to C.P.O. Uncles who together with C.P.O. Firbank steered us through those trying days of A/S material and operating. We marvelled at their patience.

I thank you all again and our best wishes for the continuation of the success of the T.A.S.I's Association and its very fine Magazine "Seamaster".

LIFE HONORARY MEMBERSHIP

Officers with Long Course T.A.S. Qualifications and Officers on Special Duties T.A.S. List are eligible to enrol as Honorary Members or Life Honorary Members of the T.A.S.I's Association.

Subscription 6/- per annum.

Life Honorary Membership may be contracted on payment of £3 subscription, enquiries to:—

The Hon. Secretary,
T.A.S.I's Association Office,
21 Building, H.M.S. Vernon.

page nine

Association Notes

With the new Committee and our funds quite stable it is time to look to the future. In my short time as Secretary I have discovered some startling facts.

The first is this, you are leaving the Committee to run your Association. This should not be, take more interest, "stir it up" if you like but at least let us see you all taking a more active part.

We would like to organise more social life, outings etc., but it is up to you to give us the ideas and places you would like to visit. Put pen to paper and write to us. Let it be funny, frivolous, far-fetched or even furious, but at least let us hear you. This applies equally as much to you members who are outside now, don't forget you are still members.

A point which not many members seem to be aware of is that you can become a life member

for a donation to the Association of £5, don't let that startle you, it is the best way to pay and then you needn't get reminded that you are in arrears.

You will see a big improvement in the magazine and it can be even better with your help and support.

I think it is a good idea to change the name of the Annual Diner, as there will be a great number of our elderly members going outside in the next two or three years and they, coming back each year to the dinner, will make it a truly re-union of members.

This is short and sweet and to the point and I only hope it has made you want to write and "tick me off" that will be a start in the right direction.

W. Lissamer, P.O.,
Hon. Secretary.

Why Vernon?

H.M.S. "Vernon" commemorates the name of a British Seaman who entered the Navy in 1700 at the age of 16 and was eventually struck off the list of Admirals in 1746. He was not one of the most famous or successful of our Admirals but was nevertheless, a blunt, well intentioned, honest and very popular officer whose chief service fault was that he could not always control either his tongue or his pen. He was beloved by the lower deck and during his command he did a great deal for the health of his crews and introduced "Grog" into the Service. "Grog" is a mixture of rum and water and derives its name from Admiral Vernon's sea-going coat and breeches of grogram (a mixture of course silk stiffened by gum).

Only one truly R.N. vessel has been christened "Vernon" when launched. The first three ships to carry the name were privateers.

The fourth ship of the name was designed by a Captain Symonds, R.N., in 1832 and after being an active ship in various fleets for 16 years, she was laid up at Chatham. Nineteen years later she was towed to Portland and there used as a floating jetty for coaling. Her figurehead can be seen opposite the administrative building.

During this period Mines and Torpedoes were introduced into the Service and being weapons, H.M.S. 'Excellent' was responsible for training in them and in their development.

As a consequence the resources of 'Excellent' were strained and to ease the tension, the old hulk "Vernon" was towed from Portland to Portsmouth and became the home of Mining and Torpedo instruction under 'Excellent'.

By 1876, the Mining and Torpedo Sections had become sufficiently large and important to become a separate command as "Vernon". From then onwards 'Vernon' has played a very important part in Naval development.

Mining and Torpedo, and also Electrical expansion, was so rapid that the single hulk 'Vernon' became too small for her work and other hulks were added, the names of them including 'Acteon', 'Ariadne', 'Donegal', 'Marlborough' and 'Warrior'.

The old hulks remained in use until 1923 at which time it became obvious that their days were numbered and a suitable site on shore was sought. The present site was obtained from the Army and 'Vernon' moved ashore to its present location in 1923. Its Motto — "Vernon Semper Viret".

During the last war, frequent bombing caused such destruction that certain departments of the establishment were forced to be evacuated to Roedean School near Brighton, and to various other country house and large buildings over Hampshire.

The bomb damage is still apparent but an extensive programme is in full swing.

The Navy and the Electric Fluid

*'That I may tell pale-hearted fear it lies,
And sleep in spite of thunder'*

Alacrity has always been an essential quality of a good seaman and it goes without saying the greater his knowledge of impending weather conditions, the more efficient his business on the waters is likely to be.

Executive officers in the Royal Navy in the late eighteenth and early nineteenth centuries were expected to be greatly endowed with meteorological premonition and their subordinates with outstanding degrees of nimbleness when faced with electrical storms.

In those days, and in particular on certain stations, one of the most dreaded hazards to the wooden ships was lightning. Although a few scientists knew quite a lot about it, they were an ineffective minority in the face of the mass of superstition and ignorance of seamen, including Their Lordships at the Admiralty. In 1820 many ships carried copper chains for use in this emergency. These chains were stowed away in appropriate lockers until, in the opinion of the officer of the watch, the moment had arrived when lightning was likely to strike. At this point, he would give the command to the bo'sun, who in turn would order the hands to fish out the safety chains, scale the rigging and make fast one end of each chain to each masthead. The trailing chains were laced through the rigging and their ends lowered on hempen ropes into the sea.

They had to be pretty lively about it. Even so, sometimes the lightning struck before the officer expected it. At other times it struck before the evolution was completed. In the one case the mast would be splintered and probably set on fire, in the latter case, the seamen tricing the chains would be struck together with the mast and rigging. They were usually dead before they hit the deck. Sailors who were struck on deck or below deck were sometimes maimed and often killed. Their shipmates would vouch that the bodies of the men so killed stayed warm for several days and that their flesh fell away from their bones; black spots indicated where the electric fluid had entered their bodies. Many such old wives' tales were staunchly believed on the messdecks and there is little reason to suppose that more intelligent views were held in the wardrooms or in higher quarters in Whitehall.

There was no formal drill laid down for ships' companies when their vessels were struck by lightning. The emergency was handled according to the ingenuity and seamanship of the captain and his officers. It was, however, common practice to cover the guns with hammock cloths and to put wet swabs on the pumps

and magazine doors. Every piece of exposed metal was considered to be a potential source of danger. The wet swabs and hammock cloths were, of course, useful when the ships had been fired, as they frequently were. In those days there must have been very few naval officers who had not experienced lightning striking a ship in which they served. His Royal Highness Prince William, who later succeeded to the throne as King William IV, was no exception. His command, the frigate *Pegasus*, was struck and her mainmast toppled in Cork in December, 1787.

Between 1790 and 1850, two hundred and eighty of His Majesty's ships were struck. One hundred and seven of them were ships of the line, "first-raters", of 74 guns or more; eighty-two were frigates; seventy were sloops; and the remaining twenty-one were a miscellaneous collection from bomb ships to a sheer hulk.

Ships of the merchant fleets were also damaged, though the records of these have been much more difficult to trace; but between 1810 and 1854 it has been estimated that nearly a hundred were damaged beyond repair or lost completely. At that time their value, with their cargoes, was assessed at £2,000,000; a large sum of money, especially in the first half of the nineteenth century.

When dealing with ships of war the monetary value of disabling damage takes a relatively unimportant place; even the tragic loss of lives and limbs of seamen assumed a secondary consideration in the eyes of the Board of Admiralty in the years under review. The paramount effect was that lightning could, and did in fact, cripple or seriously weaken squadrons of the Fleet engaged in war.

During the Napoleonic War, between the battle of Cape St. Vincent in 1797 until Napoleon's surrender in 1815, one hundred and seventy British men-of-war were disabled by lightning and more than half were sail of the line. Most were damaged at tactical moments. A few minutes only was sufficient to render the

powerful squadron under Sir John Borlase Warren virtually useless ten hours after it had sailed from Port Mahon into the Western Mediterranean to retain the French fleet in Toulon. Six vessels were line-of-battle ships. Captain Chambers White, the Flag Captain in the *Renown* (74 guns) said afterwards: "The whole squadron sustained as much damage in spars as would have occurred in action with the enemy and we were obliged to return to Mahon for a refit".

Admiral Warren suffered another setback a few months later while he was policing the same waters. Lightning struck three of his line-of-battle ships, *Alexander*, *Dragon* and *Renown* (all of 74 guns) disabling them and forcing them to withdraw for refitting.

Other admirals on this station experienced similar calamities, and when Admiral Pellew, later the first Lord Exmouth, was Commander-in-Chief in the Mediterranean, he had half of his fleet put out of action by lightning during one storm on 2nd September, 1813.

The West Indies station had the worst record for lightning storms, but the long and gruesome list of deaths, blindness and burning came from all quarters of the world. During the twenty-five years of war and the twenty-five years of peace which followed Waterloo, more than a hundred seamen were killed or died of their burns; over two hundred and fifty were injured so badly, many of them being blinded, that they were compelled to leave the Service as invalids. A greater number received less serious injuries.

The cost of a mainmast of a "first-rater", made of Riga spars, was about £1,200 but this did not include the topmast, crosstrees, trussel-trees, rigging and sails. Furthermore there was the cost of transporting masts and spars to foreign stations where most of the damage was done. There was also the even greater cost of keeping men-of-war in idle commission in distant harbours, sometimes for months, waiting for spare masts and rigging to reach them, but, as stated previously, the major factor was the weakening of the nation's sea power at crucial times.

The effect of lightning was unpredictable. Sometimes masts and spars would be shattered and pieces flung for great distances, often they were burnt and there are also records of little apparent damage being done. One British frigate, *The Guerriere* (36 guns) was struck by lightning in March, 1811, but the mainmast appeared to have escaped damage. In August of the following year she was off the Gulf of St. Lawrence when she encountered the American frigate *Constitution* (94 guns). In the en-

agement *The Guerriere* had her foremast shot away. As the mast fell to the deck it fouled the mainstay which parted and the mainmast was toppled without warning and without a shot to weaken it. At the subsequent court-martial it was reported that the mast was weakened by lightning in the previous year and needed only the shock of the foremast crashing into it to bring it down. On another occasion, *The Dictator* (64 guns) was struck off Martinique. Some damage was immediately evident, the mast was split wide open. Two days later the smell of smouldering wood led to the discovery of burning at the figurehead which was cut open to reveal "a nest of fire inside it".

No one presumes that My Lords of the Admiralty were not concerned with the effects wrought by lightning in the Fleet, but they certainly seem to have been tardy in dealing with the problem scientifically. Tardy is an understatement when one learns that it took the inventor of the lightning conductor twenty two years to sell it to them and more than thirty years to get them to pay for it. This is all the more surprising because the inventor, Sir William Snow Harris, had good reason to expect better consideration from their Lordships. He had already invented an improved compass which had pleased them and the mariners who had to use it. But his lightning conductor was a different matter: sailors knew a lot about compasses but the control of lightning was a problem that they did not, or would not face. After all, did not the old ladies of Plymouth where Snow Harris had lived and conducted his experiments, state that the place had suffered far more lightning storms and thunderbolts than usual since the doctor had been messing about with his fixed copper tubes!

It was not the old ladies of Plymouth alone who provided the lunatic element opposed to the scientist, there existed a number of naval officers with equally odd ideas. One, a Lieutenant Pringle Green, said that "since lightning conductors had been introduced to the vineyards in Switzerland the electricity has been attracted down in such quantities that the whole country has been set on fire and canals have had to be cut in all directions to afford water to extinguish it". The lieutenant cited other instances of disastrous damage induced by lightning conductors.

Another gentleman put forward his theory of what would happen in any ship which had a fixed lightning conductor and copper bottom. His term for the result of lightning on a vessel so equipped was "a lateral explosion". The lightning would strike the masthead and run down to the keelson inside the ship. How would

it get out? It wouldn't, because, said this theorist, it couldn't. There it would remain, a thunderbolt flying about in all directions inside the ship's bottom trying to get out. Just think of the damage it would cause before it would explode because it could do nothing else!

Against these fantastic stories was the scientific weight of the Royal Society and, principally, the statements of Professors Faraday and Wheatstone. Snow Harris was himself a Fellow of the Royal Society to which he was elected in 1831. Previously he had, at the invitation of the President, Sir H. Davy, delivered a valuable paper on "The Relative Powers of Various Metallic Substances as Conductors of Electricity". He was also a Fellow of the Royal Society of Edinburgh, to which he also communicated several accounts of his experiments and discoveries. In 1835, he was awarded the Copley medal by the Royal Society in recognition of his work on the laws of electricity of high tension.

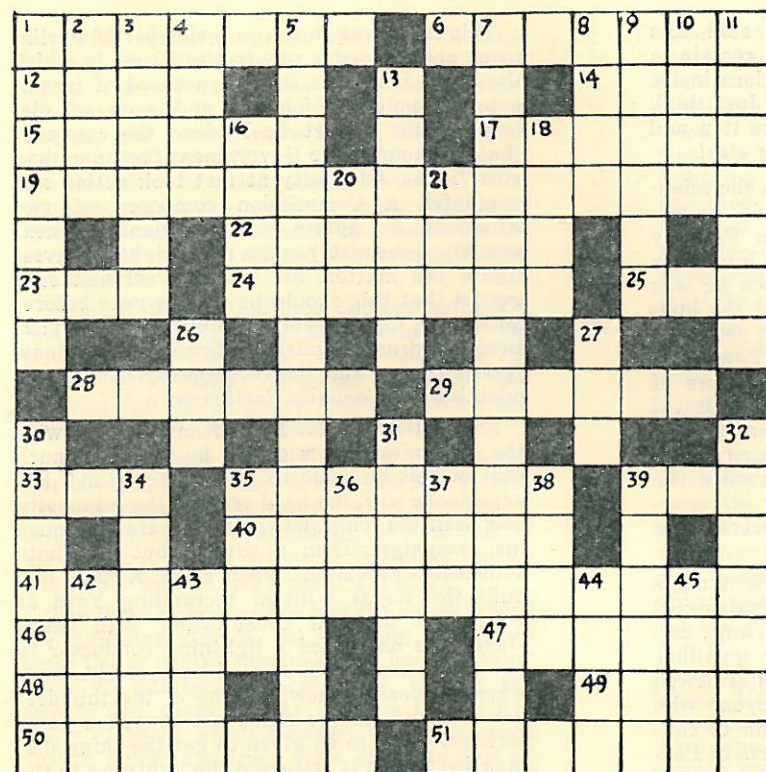
Snow Harris did not rely on scientific opinions to press the Government to adopt his safeguard for ships. He spent years in patient work collecting evidence and data of the appalling damage wreaked by lightning. He interviewed retired naval officers and, indeed, anyone who might, directly or indirectly, help him to convince the Board of Admiralty. Members of Parliament, ambassadors, peers, business men and scientists were persistently approached by him. It was through the recommendation of one ambassador that the Czar ordered the Russian Fleet to fit Snow Harris Lightning Conductors long before the Royal Navy got them as compulsory gear.

He did his best to explode some of the nonsense generally believed, by conducting an experiment in Plymouth. The *Caledonia* was lying alongside and Snow Harris rigged his conductor in the vessel. He then sent an electrical charge down the mast and used it to fire a blank charge in a howitzer a hundred feet away. The Admiralty were represented in force among the spectators and although they appeared to be impressed they took no further action. By 1830 only a dozen ships were fitted with fixed lightning conductors of Snow Harris design merely by way of experiment. That was ten years after its efficiency had been proved beyond doubt. Ten years later, in 1841, the Admiralty started experimenting with a cheaper and dangerously fragile conductor put forward by a Mr. Edye who had stolen Snow Harris's own plans. This conduct made Snow Harris very angry and he complained to the First Lord, the Earl of Minto, who replied in "a caustic, dry and scarcely civil letter".

This reply was shown to a member of Parliament and started a row in the House in which the First Lord was soundly accused of incompetence, political jobbery and even of dishonesty. Sir Robert Peel added the comment that he thought the Government "meaner than most". The Admiralty at last took action and appointed a Commission composed of two Admirals, a Captain R.N., a scientist (inexplicably a chemist!) and a shipwright, to investigate the matter. Sir Robert Peel had suggested that this should be done a year beforehand. The Commission's findings were emphatically and unanimously in favour of the Snow Harris design and the recommendation for its adoption was equally forthright.

Snow Harris must have been gratified with the Commission's findings, but not so much that he felt he could let the matter stand. His experience with the hard crust of the Admiralty had been too long and too bitter. He continued his campaign. Then a curious but fortunate coincidence occurred. Sir John Rennie had built the Royal William Victualling Yard at Devonport and, in consultation with Snow Harris, he had fitted a lightning conductor to one of the two tall granite chimneys. This fact, when it became known to one of the thunderbolt diehards in the dockyard, caused a panic stricken order to be given to get the thing dismantled before it attracted the lightning to the yard. Rennie and Snow Harris were powerless to prevent the order. Before the workmen could get down to the job, a lightning storm struck Devonport. It damaged the hulk *Sans Pareil* and struck both chimneys. The one with the lightning conductor was unharmed, the other was shattered from the top to the roof of the storehouse some sixty feet below. The engineer and scientist were jubilant. Rennie affirmed that the ruined chimney had not a particle of metal in it, and he lent his powerful persuasion to Snow Harris's claims.

The inventor, who had spent his own and his wife's entire personal money over the years on his experiments and efforts to get the Admiralty to accept the device was awarded an annuity of £300. He was obliged to accept it. Later he received a special award of £5,000 and a knighthood. He was awarded a special gold medal at the Great Exhibition and enjoyed the confidence and congratulations of Her Majesty the Queen and Prince Albert. The Royal Yacht and royal palaces in London and the Isle of Wight were fitted with his conductor. He was also asked to pronounce his views on the need "to secure the fabric of the new Houses of Parliament against the danger from lightning".



ACROSS

1. If Ron gets a pass he'll be in the church (7)
6. Assaults (7)
12. Part of a coral reef (4)
14. White horses? (4)
15. The engineer's tree. To rest under? (6)
17. A card game (6)
19. "Halt Trapped Beer". Anag. Publican's work (6, 3, 6)
22. Arm covers (7)
23. Perch (3)
24. Sweet sixteen? (7)
25. Falsehood (3)
28. "That one—which is death to hide" (6) Milton
29. Persistently annoy (6)
33. Goes into one of 22 across (3)
35. Descriptive of a cloudless night sky (7)
39. Time to berate if you lose a bet (3)
40. Strategy
41. A deaf and dumb person usually is this (4, 2, 3, 6)
46. Stimulate to action (6)
47. An additional wing (6)
48. Life and soul of the party? Slang (4)
49. Extremity (4)
50. Sea nymphs (7)
51. States emphatically (7)

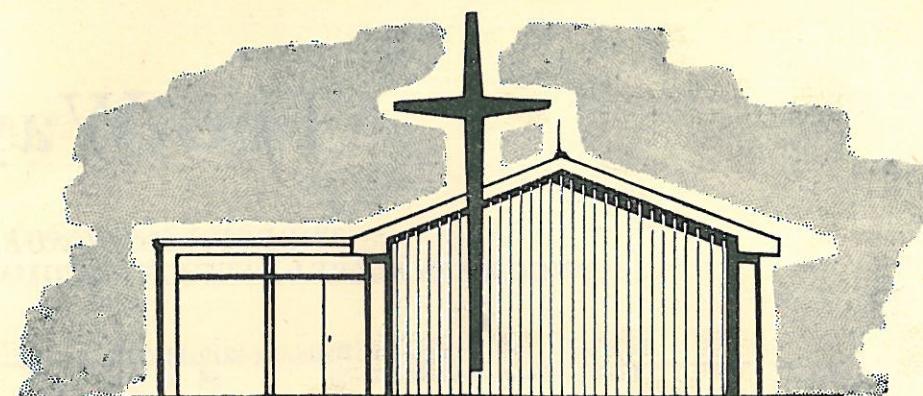
THE SEAMASTER CROSSWORD

purely for your amusement

by
"Southern Beam"
(Solution on page 28)

DOWN

1. Station assistants (7)
2. Length by breadth (4)
3. Knocked (7)
4. Slide (4)
5. Used by the seamstress—6, 3, 6
7. Came after the lady in the velvet gown?—3, 6, 2, 4
8. A long way away from safari (4)
9. Horse pen (6)
10. The shrew (4)
11. Heated metal (7)
13. Hasten in Greece (6)
16. A haven (4)
18. Something for the doctor, or the solicitor (4)
20. Used by the golfer in teeming rain (3)
21. Evan's girl friend? (3)
26. Aged (23)
27. A barrier (3)
30. Ladies aspire to its height (7)
31. Forming a spark (6)
32. Evergreens (7)
34. Utensil (6)
35. Northener (4)
36. Be ill (3)
37. One circuit (3)
38. Timeless 24 across (4)
39. Make me fond of (6)
42. Girl with the banner? (4)
43. Serious (4)
44. Before, prefix (4)
45. Outlet (4)



One of the great and wise schoolmasters of France (I believe it was the father of General de Gaulle) used to give his boys leave from school on Saturday nights to go to Confessions. What they did of course was to date their girl friends or have a glass or three of vino. This was brought to the attention of the Old Man on one occasion by a bright young promotion-seeker on the staff. "Mon Dieu", said he, "I know perfectly well what goes on. Haven't you realized though, what a triumph it would be for us if any of them did use their freedom to do their duty?"

It is sometimes said that an Englishman's religion is having a Church to stay away from. But we can also exercise our freedom, as many

A FULL CHURCH

have been doing here, to choose otherwise. It has in fact been a great encouragement to us all to have had the full Churches we have been experiencing these past few months. I hope that you will always feel free to use the Vernon Chapel if you are not otherwise committed locally.

Advertisers probably don't read this particular article in the Journal! It might be of interest to them, however, that passing reference

to the specific use of our Church collections last term brought in unsolicited cheques of 3 guineas: 2 guineas and 2 pounds. As a result of this and other generosity we were able to double the target. In the event we sent £100 to the Refugee appeal which is now giving two children in Hong Kong the chance of a year's technical training. On their behalf I thank all our contributors for their kindness.

Our charity this term is nearer home. We are purchasing a piece of equipment for a local school which has a specialist class for deaf children. It is being attended by the son of a T.A.S.I. whose deafness was only confirmed when the boy went to school. He has brought home to me some idea of the tragedy of deafness among children. This can be mitigated and largely remedied by the skilled use of modern equipment. What we are planning to give is a type of audiometer: a machine that will enable a child to see the volume of voice he is using. It is equipment which the State does not yet provide and which, from my visit to

the school, I could see would be of immense value. It should commend itself, I think, as a characteristic gift from a branch in which the sense of hearing is of such importance. They could always make use of two of them!

On two occasions I've greatly enjoyed being a guest at your annual dinner and this has made me feel very much identified with the Association. So much so in fact

that I'm encroaching on your instructional preserves and giving a public lecture on the very elementary (my dear Watson) theory of Asdics. B.B.C. T.V. It is the programme Sunday Special. I'm most grateful to my teachers and hope that I won't let them down too badly. I have an ulterior motive of course, but my intention is to give a bit of a chuck-up to those who have made life so extremely fascinating and enjoyable in Vernon.

I shall look forward to meeting some of the sea going members of the Association in my next appointment. Meanwhile, Mr. Editor, may I thank you for the hospitality of your columns while I've been privileged to

be your Chaplain. . . . Hospitality has not been confined to columns either . . . There are many friendships which I shall always value, not least that of the youngest T.A.S.I. who so courageously helped out at 24 hours notice in the Cathedral drama at Christmas. To one and all my gratitude then for this very happy commission. There will always be a remembrance in my prayers as St. Paul used to say of those for whom he had had a real care.

Basil Watson,
Chaplain, R.N.

The Way the Money Goes

TORPEDO ANTI-SUBMARINE INSTRUCTORS' ASSOCIATION (1955) INCOME & EXPENDITURE ACCOUNT FOR THE PERIOD 1st JULY, 1959 to 31st DECEMBER, 1959.

To cost of 1959 Dinner and Ball	210 11 4		By Subscriptions (including re-joining fee)	85 12 6	
Less Tickets sold	88 5 0	122 6 4	Less paid in advance	6 14 0	78 18 6
Printing and Stationery		191 11 6	Proceeds form Auxiliary Fund Raising		230 19 6
Postage		12 19 9	Proceeds from Christmas Draw		23 12 2
Telephone		19 0	Advertising in Journal		58 5 0
Travelling Expenses		1 3 2	Commission		7 18 10
Treasurer's remuneration		18 0 0	Dividends received		2 13 3
Donation-World Refugee Fund		3 0 0			
Audit Fee		6 6 0			
Bad Debts written off (1958 Advertising)		17 10 0			
Bank charges		10 6			
		374 6 3			
Balance being Excess of Income over Expenditure for the half year		28 1 0			
		<u>£402 7 3</u>			<u>£402 7 3</u>

SICK FUND FOR THE PERIOD 1st JULY, 1959 to 31st DECEMBER, 1959.

To Balance carried fw'd. 31/12/59	4 7 0	By Balance brought forward 1/7/59	4 7 0
-----------------------------------	-------	-----------------------------------	-------

BALANCE SHEET 31st DECEMBER, 1959.

Sundry Creditors	6 6 0	Typewriter as last Account	1 0 0
Subscriptions paid in advance	6 14 0	Investments at cost	
Sick Fund	4 7 0	£116 Imperial Chemical Industries Ltd. Ordinary Stock	207 14 6
General Fund		£200 5% Defence Bonds	200 0 0
Balance at 1st July, 1959	652 10 5		407 14 6
Add Excess of Income over Expenditure for the period to date	28 1 0	Sundry Debtors	48 8 2
	680 11 5	Cash at Bank	227 7 4
		in Hand General Fund	8 18 5
		Sick Fund	4 7 0
		Postages Account	3 0
	<u>£697 18 5</u>		240 15 9
			<u>£697 18 5</u>

News from all Quarters

AUSTRALIAN NEWSLETTER

There are many wonderful things in Australia in town and country, but the most striking thing a U.K. visitor "Down Under" sees, is the efficient housing plans for the would be home owners.

These homes are very modern in design - 80% being of wooden construction, bungalow type and having extensive amenities. Building blocks are usually 50 feet by 130 feet. By co-operation with furnishing retailers these houses can be purchased fully furnished if desired for an additional weekly payment. Some can be obtained on a minimum deposit of £100A, and weekly repayments are approximately £8 10 10. This may appear high, but few wage earners receive less than £16A weekly, and most, considerably more. The working week is 40 hours, and not 44 hours as in U.K. Flats are extremely difficult to obtain, and a modern self-contained flat in a good residential area varies from £8 to £9 10 0. weekly. It should, therefore be the aim of every intending migrant to buy a home. There is at present a large choice of individual designs. Obtaining money from banks and insurance companies for home finance is very difficult.

Weather Extremes The weather generally is very much hotter and dryer than in the U.K., and in most states temperatures of 100°F or over are recorded every summer. However, this is offset by the number of swimming pools and beaches and large shady garden areas which are very pleasant. Winters can be very cold and wet, and another point worthy of mention is that there is no twilight, so that in midsummer it is dark by 8 p.m.

Price Survey Spirits and wines and cigarettes are much cheaper than in U.K. A bottle of the very best Australian Sherry — very good — sells at 12/6A (25% less at sterling rate). Brandy 1/- a nip. Scotch 1/6 a nip. Cigarettes of the better quality equivalent to 2/5 sterling for 20. Butter 3/5 lb. Sugar 7d. lb. Bread 1/1½d (2lbs.). Ladies' Nylons (cheapest) 9/-. Ladies' Shoes £2 15 0 (medium price). Men's Shoes £2 10 0. Good quality Men's Trousers £5. Ford "Zephyr" £1,040 approx. Petrol 3/- gallon. Insurance and third party £16. License 7/6. Train travel 175 miles £3 2 0 return. Air travel 350 miles £7 2 0 single.

Generally speaking, clothing, confectionery and cosmetics are considerably higher in price. Meat, vegetables, fruit, slightly lower, with a much better choice of fresh meats and fruit.

Televisions and refrigerators (a must) are expensive.

Welcome to Australia. . . . !

S. B.

OSPREY LETTER

We have so much work going on in this place that we do not realise that it is time to write. P.O. Lew Dover has reached the great outside, and P.O. Butler has taken his place in our hearts. The number of cars leaving is getting serious. When one misses the bus it is a dodgy chance of getting a lift now.

C.P.O. Curtis has at the time of quoting a class of Chillians. His Spanish is good, even the Chillians understand it. To me it reminds me of the Commander when I was a boy.

Either he used to speak to us in Spanish, or the Spanish use the same word when you hit your thumb with a hammer.

The big item this term is the Training Officer's new dog. The word is going round that it is to be trained as a T.A.S.I. Finder-outer. On this point we are all trying to make it our best pal, but it just looks at us with a sly smile as if to say "You wait 'till I am trained".

Life in the Training Department goes on at a steady rush. There is not all that trouble to get it across. It seems that you are able to coax and insult in any lingo.

C.P.O. Norley.

EASTERN LETTER

It is not until one leaves the "Vernon", that the value of the Magazine is really appreciated, as it is good to read of friends and the news of "Vernon".

The ship is doing a long refit at Singapore. H.M.S. Terror is where we are staying for its duration. You can well imagine, it is a welcome change from the confines of a destroyer.

Just recently we have had a real congregation of T.A.S.I.'s here at Singapore. Fred Pink and P.O. Valentine from H.M.S. Solebay, Pop Gladwish from H.M.S. Finistere. Tubby Harrison on H.M.S. Cavalier, Topsy Turner from H.M.S. Belfast, and Shorty Mason on H.M.S. Lagos.

The First Destroyer Squadron have sailed for Australian waters.

During a three week spell at the Maldive Islands we saw Taff Rowlands doing a job for the Cable Company. It is a small world.

Whilst there, our demolition team did a couple of jobs for the R.A.F., the most interesting one being cutting up a crashed four-engined Hastings aircraft, into movable sections so that the cranes could move it clear of the runway. This provided valuable practical experience for our team, and was successfully carried out without doing any damage to the runway or buildings, much to the R.A.F.'s surprise.

C.P.O. G. Evemy, T.A.S.I.

"Boots, . . . Boots, . . . Boots."

It all began when the following signal was received from the Flag Officer Flotillas:—

To: F6

From: F.O.F.

"(1) It is intended that the 6th Frigate Squadron shall carry out Sherpa activities over the weekend.

Parties to be landed at the following points:—

(a) Portmahomack. (b) Loch Erribol.

(2) Parties will be landed as required, destination Ullapool.

Those landed at Loch Erribol will climb "Sugar Loaf" mountain en-route.

(3) Further information regards rig, etc., will be forwarded."

The signal was received with amazement. We knew we were as good and in many ways better than the R.M. Commandos, but did they have to ask us to prove it?

Equipment, rig required, etc., was duly signalled.

"Undine would win the test" was added by F6, "Teams will consist of the following:—"

Thinking that F.6 had lost his sanity we saw, "C.P.O.'s team required" yes we know that Chiefs are Britain's trained killers but surely that couldn't mean us.

Well, after much discussion, it was agreed that the Chief's team who would "volunteer" were, Squadron T.A.S.I., an E.A., O.A. and our Chippy.

We decided that the trip from Portmahomack on the east coast of Scotland to Ullapool, 63 miles, was for us, reasonable country and no mountain to climb; but this sleeping out under the stars, what if it rained? The kit we were taking consisted of; Boots, Gaiters, Weather proof leggings and a jacket. A haversack (which weighed 60lbs. when loaded) containing tinned food, a hunk of cheese, bacon and some chocolate. We were now ready.

The rest of the mess had a wonderful time telling us just what could happen in the wilds of Scotland, but by now F.O.F. would just have to let us go. We were keen enough although secretly we felt that 63 miles was possibly a little too much.

Plenty of socks and foot powder should keep the Oriental Corrosion at bay, we fervently hoped.

An officer briefed us on survival in the wilds. etc. Now what could happen to Britain's trained killers?? Did they not know that Chiefs did not let things happen to them?? We would show them. On the Friday morning we landed from H.M.S. Ursa, 25 of us, in teams of 4. The odd man out was a Sub Lieutenant who acted as starter and set the teams off at 15 minute intervals.

The Chief's team from Undine claimed first place, after all F.6, Leader, and all that. I had a 60lbs. pack on my back and a small woollen cap to keep my (bald) head warm.

The main thing in our minds was to get away from the others as quickly as possible in order to thumb a lift. After 5 miles of steady progress we met a builder's lorry and after a few words with the driver he agreed to take us on to Tain, so far so good. Tain was reached at 0900, distance covered 14 miles in two hours and after a cup of coffee (helped down with a little spirit we thought wise to include in our provisions) we were elated. A discussion took place with the Cafe owner as regards the best way across Scotland.

The map we had being marked by him with the A.A. recommended hotels, but were we not expected to go from A to B by the quickest route? Well we could not remember. It was decided that what we had to do was to be in Ullapool by Monday morning before 0900 when the ship would sail for Londonderry. A bus was taken to Ardgay railway station, which was reached by 1200. Opposite the station was a fantastic wooden refreshment centre operated by a character named Murdo Murdoch who was about 60 years old. In the centre of the room was a wild west type heating stove, wooden chairs and tables of the same period. Here we studied the map again over liquid refreshment. The route lay along a river called Oykel, to a place of the same name, thence along a burn for 12 miles across country to Ullapool via Collieston. By this time Murdo Murdoch overcame his curiosity and took part in the conversation. He knew by now that we were navy types. "Take the train to Lairg, a bus goes to Oykel once a day from there". What sensible people the Scots are.

Further liquid refreshment was taken with Murdo, he deserved it.

Lairg was made by 1400, far north of the intended route but we felt that no one could

page nineteen

possibly be this far from Portmahomack. The bus we found outside the station was a new one on us. The rear half of the single decker bus was a steel wire mesh compartment into which was loaded mail, milk, newspapers, etc. for delivery to remote Crofters en-route.

The passengers of this vehicle included the Parson on his way to visit his flock, an R.A.F. type going on leave, two hikers and we four "Sherpa's". The route lay through some of the finest scenery I have ever seen. The Forestry Commission were trying to replace the trees which had suffered the ravages of war. They seemed to be doing a good job.

Oykell Bridge was seen in the distance but we left the bus about three miles from the village deciding to take a look at the river and make a fire, cooked a meal of bacon and beans which tasted exceptionally good. The fire out, we made off down the hillside toward the hotel and arrived there about 1830. The Oykell Bridge Hotel, unknown to us at that time, was the H.Q. of the salmon fishing on the river and many "Barons" were up from London. We explained to the Proprietor that we were navy and on our way to Ullapool via Collieston, sleeping rough. "Have a wash and clean up then, I'll have a meal ready for you", he cheerfully said. Those of you who have not had a Scottish high tea should try it at the first opportunity, it's really something. During the meal the Landlord came in to tell us that some more of our party had arrived and were in the bar. With trepidation I peered through and there resting were four of the Ursa's team looking as if they needed the rest. I joined them, they were amazed to see me looking so obviously refreshed. I questioned them carefully and discovered they had come along the banks of the river Oykell. After refreshing themselves, they intended to press on to Collieston, where they had heard of a shepherd's hut on the hillside, then on to Ullapool.

I also learned that the Sub Lieutenant was ahead of them and had no intention of stopping, but then, he was a National Serviceman.

A short while later the Ursa's team moved off and no sooner had they passed over the hill than it began to rain heavily, we felt that a reappraisal of the situation was called for. After discussion we approached the landlord re accommodation for the night and this could be arranged if we slept in the old granary. We inspected this and found that it consisted of six cabins with two tier bunks in each and after putting our gear in the cabins we returned to the bar. There we joined the Salmon Fishers and after a jovial evening, turned in and slept the sleep of the just.

page twenty

The next morning we set off early up over the sheep tracks and by noon had reached the shepherd's hut. On looking in we found that Ursa's team had slept there and left a note for the owner thanking him for the shelter. They had also left some food for him which I thought would leave the Navy's name in high standing.

Our troubles were just beginning. The heavy rain of the previous evening had left the burn in full spate and the fording we had in mind was now about five feet under water. We sat down to a meal and to study the situation but it didn't look any different even after powdering the feet. To retrace our tracks back to the hotel (about 12 miles) seemed to be the only solution, so, shouldering our packs, back we went to the Oykell Bridge. After an hours march the rain started again which did not assist us any and the hotel was made about 1500 by four wet and weary Chiefs. With a few much needed pints inside of us and a change of socks the landlord offered to drive us half way to Ullapool in his car. This was readily accepted. On the way we passed Sugar Loaf Mountain and observed several other Naval types struggling across the brutal countryside. Alas too soon the time came to say farewell to our host and once again we set off with our destination almost 13 miles off.

The next five miles were covered in just over an hour which was considered very good going and that a rest and meal was called for. Our feet by this time were beginning to feel the pinch (if you know what I mean) but there was no escape for us this time.

On the whole however, we were very cheerful and much more so as we came down a hill, a phone box was sighted. This was surely a means of obtaining a Taxi!. There were no dissenters in the party as to the course of action needed, we phoned, and within 30 minutes it arrived bless him. We left the Taxi at the local pub in Ullapool and could see the squadron still in the bay. In the pub we found many members of the squadron who hastened to inform us that the Sub-Lieut. was awaiting the ships arrival at 0900 that morning. So it seems that National Service has something.

When the marks were totalled it was found that the Ursa had won the trophy thanks to the Sub-Lieut. We had a very enjoyable trip, we had seen something of Scotland which we might never have seen and proved that though sailors feet are very soft compared with the Army's the Navy can still get there.

Gerry A.

Queer Story

Two men sat quietly at the table, one casually flicked through a magazine whose glossy pages flashed in the bright overhead lights, the other sat with folded arms apparently lost in thought. The reader opened a page headed, "Horoscopes". He grunted, snorted and then his finger travelled down the page to the column headed, "Cancer, the sign of the Crab" 23rd June to 23rd July, and this is what he read.

"This is your lucky month, by nature Cancerians are loving and devoted, artistic and apt to avoiding personal danger. At the first sign or sound of trouble, you close up in your shell and scuttle sideways. Because of this undoubted flair, you will be able to avoid consequences when things do not go exactly as planned.

This year will be one of triumph for you. Everything you turn your hand to will prosper. In matters of business, law or love, an outstanding future is assured. When the moment of decision comes all you have to do is take a few steps and launch out into your future. If you feel the ground is uncertain under your feet don't worry, somebody quite capable will be attending to it just at the right time. Your ideas and activities will upset many, and only one will drop you.

At the vital time you will be given excellent advice by someone well qualified to do so and you are advised to accept it. If however things don't work out quite as you wish don't worry, it won't happen again.

You may not be aware of it, but your type can easily make headlines in the news. The best hour of the day for you to make any serious advance is 9a.m. Whatever you do hold your head up when you take the plunge....."

The other man stood up suddenly as the door opened. Framed in the doorway stood the prison governor and chaplain.

"It's time to go" said a voice, the young man flung down his magazine and walked out those last fatal steps to the gallows.

Carl Hayman.

Portlands' Pied Piper

The time of the operation was to be at the darkest hour. This was a well run operation. The darkest hour was after all the bars had shut, so all hands were happy except for the junior rates, who had to wait 30 minutes for the C.P.O's and the P.O's to shut their bar.

The reason for the operation was, the "Osprey" was over run with rats. (Yes, they do send them on draft, but, the ones that I mean are the four legged ones, and they were due for a shift).

The Commander and his A.D.C. got organising. The system was for all hands (sailor type) to act as beaters and beat from the boundary towards the gash dump. (Now the tennis courts)

One hand, (Bunts type) was to man the ten inch signal lamp, then situated on the inshore station (S.D.H.Q.) and at the signal from the Commander was to illuminate the centre of the gash dump. The hands (trusted type) were to be issued with weapons of various kinds and to be ready at the dump to blast away at the signal. The hands (sailor type) enjoyed the ramble through the bushes in the dark, more so us good looking ones. "Commence, commence", was given in a quiet voice by the Commander (This must have upset the furry beast and lovers all over the island of Portland and the Nothe Gardens). The hands (sailor type) made their way towards the gash dump,

gently bashing the bushes and buildings as hard as they could. By the rustlings and squeaking that went on ahead of us we knew that the rats were going in the correct direction. As the sailors got nearer to the place of execution their kind hearts wavered at the murder of the poor little rats, (for they had so much in common). The circle was completed round the gash dump, the hands (trusted type) had their weapons at the ready, The Commander gave the standby then "Lights".

On came the lights and all the hands (sailor type) flinched at the thought of bloodshed that they were about to witness. There was a loud sigh of relief, for there in the centre of the circle of big beefy tarpots, with all there guns trained on him was a "One in number, Mouse". Tiny little field type.

Reg.

page twenty-one

For The Ladies

KITCHEN WORDS

Mantelpiece is believed to have started in Italy, where pegs were fixed on a ledge over the fireplace on which the coachmen hung their wet clothes to dry. In those days the cloaks were called mantels, and the shelf over the fireplace is still called a mantelshelf or a mantelpiece, although we no longer hang our mantels upon them.

Pearl Barley is not so called because it looks like little pearls, but really comes from PEELED barley — the outer shell has been removed before you buy it.

Charwoman you still hear people talking of doing their chores, although it is mostly used by Americans. The Elizabethans spoke of "chares". Alas, soon the race will be as extinct as the word.

Lemon Sole has nothing to do with lemons. The name comes from a French word — "Limande" which means a flat fish.

Coconut "Coco" is a Spanish baby-word for an ugly face.

Lumber Room is believed to derive from "Lombard" room — the place where pawn-brokers stored pledges.

Gingham is a Malay word that means striped.

Mangle appears to be connected with the Dutch word "mangonel" which means an engine of war — and how fearsome the old wooden mangles appear compared with our light modern ones.

So you see when you are talking "Kitchen English" you are really making use of quite a number of foreign languages. Perhaps that will teach our children to respect their mothers more!

If you have enjoyed reading our Magazine why not place a regular order for yourself or your friend? Complete the form below and send it to:

The Hon. Secretary,
T.A.S.I's Association, 21 Building,
H.M.S. Vernon, Portsmouth.

The charges are 1/- per copy plus postage, or 5/- per year.

ORDER FORM

Please send copies of the Seamaster to:—

Name

Address
(Block letters please)

I enclose Cheque/Postal Order value
Cheques or Postal Orders must be crossed and made payable to the
T.A.S.I's Association.

Copies of our front cover photo can be obtained from the Secretary price 1/6d.

Articles and letters for publication must reach the Editor not later than June 8th 1960. Unusual photographs are welcome.

Ne Exeat

We hadn't been in "OSPREY" long before we met Freddy, a rather bluff, big built Leading Seaman. Mention his name and much groans would be emitted by all Submarine Detectors present.

Freddy was a cheerful soul who charged around "OSPREY's" buildings and huts like a rather amiable bull, with equally devastating effect. He would light upon a group of young sailors doing some outside painting, "That's not the way", he would roar, snatch the nearest brush and plaster the paint on, saying between sweeps, "This is the way", "Across, up and down, finish off, and don't forget the hair strokes." He would then throw the brush into the pot and stalk off, muttering "Seasick lot of clots". In his wake would stand a silent group of sailors sadly looking at all the paint that Freddy had sprayed onto the glass, the brickwork and the ground.

He had a job as Table instructor in an Attack Teacher, where in the course of time we met him. Standing above the shimmering square of expensive glass table top he roared at us, "See that notice"? "It says classes are not to lean on the table top, so keep your grubby fingers off". "If I catch you doing this", he leant slightly forward and put both elbows on the table top, "You'll be for it".

A sharp crack came from under Freddy's foot as he said it, and the box he stood on collapsed. So did Freddy, into the table top and the crash was awe inspiring.

Freddy was Leading Seaman of the mess in "Whipsnade", a collection of huts where the parade ground is now. The hut radio was work-

ing badly and a young S.D. was trying to fix it. Freddy breezed through the door and immediately took charge of the situation. The sailor quickly departed to the Canteen below. The duty watch fire party next helped Freddy by putting out the fire, started by a blazing radio set!

My first meeting with Freddy had far reaching effects for him. I sat in the mess one evening with my pal Sammy. We felt hungry and decided to have some herrings in tomato sauce warmed up. We got a fanny of hot water, stoked up the wild west stove, till it blazed furiously and had just got the tin out of the shelf when in barged Freddy. "What are we on?" he demanded in his usual curt way, "Herrings in? Good! Now you leave this to me, we'll have a decent drop of grub for a change". Sammy politely handed him the un-opened tin. Freddy popped it into the boiling water and sat down to watch. Sammy and I exchanged puzzled glances and quickly decided to leave Freddy to it.

We had hardly got to the Canteen door at the bottom of the steps, when a shattering bang split the night air. We ran back to the hut. Sammy and I, and many others that had come running on hearing the noise, dissolved into helpless laughter when we saw Freddy. Seated like an Eastern Potentate, swaying a little dazedly, he was covered from head to foot in red tomato sauce as was that end of the hut. He had forgotten to puncture the tin and it had exploded. Perhaps this is what cured him, because he is certainly a changed man today, and there is NE EXEAT from that. !

Carl Hayman.

Prince Philip Said ...

Proposing the toast of the Outward Bound Trust.....

For some reason it is perfectly respectable to teach history and maths., electronics and engineering, but any attempt to develop character and the whole man seems to be viewed with suspicion. All the more remarkable because the great men of history and the great

communities of history have all had an exceptional strength of character and spiritual awareness. Even so, the ignorant find it easy enough to make fun of their achievements.

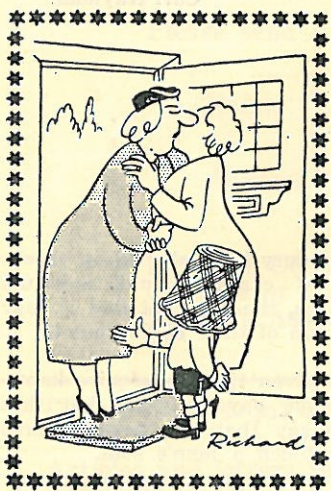
It may take a given time to acquire knowledge or to become physically fit, but that doesn't mean to say that you need a three year syllabus to touch a man's soul.



The turn of the century was probably made by a woman driver.

I've read so much lately about the ill effects of smoking I've given up reading.

The man who is too big for the little job eventually finds himself too little for the big job.



UP SPIRITS

A T.A.S.I. had a row with his wife, and stalked out of the house. She heard nothing of him for fifteen years, and then one day he walked in as though nothing had happened.

His wife entered from the scullery. "Where have you been?" she demanded hotly. "Out", was the reply.

A doctor tells us of his attempts to get the physical history of a patient. The man's wife answered every question the doctor asked. Finally the doctor requested that she leave the room, but after she had gone he found that her husband couldn't speak. Calling the wife back, the doctor apologised for not realising that the man had aphasia—loss of speech—and couldn't speak a word.

The wife was astonished. She didn't know it either!

It is more blessed to give than to lend and it costs about the same.

Insurance keeps you poor all your life so that you can die rich.

There are men who wish that fire insurance covered old flames.

Half-way through Christmas lunch, the newly-married husband said to little wifey: "Why didn't you stuff the chicken, darling?" "I didn't have to, dear," she replied, "It wasn't empty!"

The best way to make children good is to make them happy.

Many a small boy is the kind his mother wouldn't want him to play with.

Out of the mouths of babes comes words father should never have said in their hearing.

UP SPIRITS

It was on the sun drenched beach just outside Bangkok that it happened. Some of us had gone out for the day with our hosts on a "Grippe" run. The beach sloped steeply down to the surf, and we all decided to have a swim. One after another we dashed down the beach and dived into the water.

"Pedro" was the last, started his run. Just before he reached the water, he took off in a perfect swallow dive. Unfortunately the water had receded and "Pedro" skidded the rest of the way on his nose.

The moral of this story is, always look before you leap, alternatively beer is best—left alone if taking to the water.....

Women's styles alter every year, but their designs remain pretty much the same.

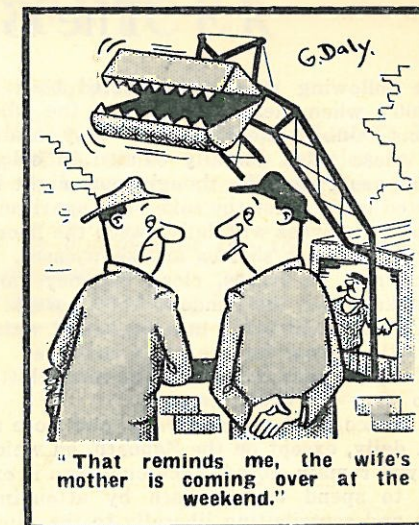
Experience is a comb which Nature gives to men when they are bald.

A committee should consist of three men, two of whom are absent.

The editor of a small town weekly was severely criticised because of an error appearing in his paper, and in the next issue he had this to say about it:

"Yes, we know there were some errors in last week's paper. We still further agree that there were some errors in the issue of the week before, but before bawling us out too unmercifully about it we want to call your attention to these facts: In an ordinary newspaper column there are 10,000 letters, and there are seven possible wrong positions for each letter, making 70,000 chances for transpositions. There are 48 columns in this paper, so you can readily see the chances for mistakes. Did you know that in the sentence, 'To be or not to be,' by transpositions alone, 2,759,022 errors can be made? Now aren't you sorry you got mad about that little mistake last week?"

Everyday do a little more than they expect you to do, and they'll soon expect you to do more.



A device which haunts me, as it haunts everyone else who has ever seen it in action, is the Ultimate Machine—the End of the Line. Beyond it there is Nothing. It sat on an engineer's desk driving people mad.

Nothing could look simpler. It is merely a small wooden casket the size and shape of a cigar box, with a single switch on one side.

When you press the switch, there is an angry purposeful buzzing. The lid slowly rises, and from beneath it emerges a hand. The hand reaches down, turns the switch off, and retreats into the box. With the finality of a closing coffin, the lid snaps shut, the buzzing ceases, and peace reigns once more.

The psychological effect, if you do not know what to expect, is devastating. There is something unspeakably sinister about a machine that does nothing—absolutely nothing—except switch itself off.

There is no sadder or more frequent obituary on the pages of time than "We have always done it this way."

The Good Old Days

(The following rules were posted back in the 1800's when men held most of the office positions. Unbelievable as they may sound today, these rules actually existed in offices about 90 years ago. We thought you might be interested in them for the sake of comparison).

1 Office employees will daily sweep the floors, dust the furniture, shelves and show-cases.

2 Each day fill lamps, clean chimneys and trim wicks. Wash the windows once a week.

3 Each clerk will bring in a bucket of water and scuttle of coal for the day's business.

4 Make your pens carefully. You may whittle nibs to your individual taste.

5 This office will open at 7.0a.m. and close at 8.0p.m. daily, except on the Sabbath, on which day it will remain closed. Each employee is expected to spend the Sabbath by attending Church and contributing liberally to the cause of the Lord.

6 Men employees will be given an evening off each week for courting purposes, or two evenings a week if they go regularly to Church.

7 After an employee has spent 13 hours of labor in the office he should spend the time reading the Bible and other good books while contemplating the Glories and building up of the Kingdom.

8 Every employee should lay aside from each pay a goodly sum of his earnings for his benefit during his declining years, so that he will not become a burden upon the charity of his betters.

9 Any employee who smokes Spanish cigars, gets shaved at a barber shop, or frequents pool and public halls, will give me good reason to suspect his worth, intentions, integrity and honesty.

10 The employee who has performed his labors faithfully and without fault for a period of five years in my service, and who has been thrifty and attentive to his religious duties, and is looked upon by his fellow men as a substantial and law abiding citizen, will be given an increase of 2d. per day in his pay, providing a just return in profits from the business permits it.

BE WORTHY OF YOUR HIRE

We have printed the following for our many friends in the Engine room—E.R.A's, Mechs., and P.O.M.(E)'s.....It may remind them of past adventures in the Far and not so far East.

DE RULER FOR MAK START TOUR-BEEN

De firs ting is for commence de hoil pomp. Wen de prasshur his hokay den commence de tour-been.....hopen de trottle valve pretty slow, so de steam what his turn to water come oudt de little hole on de bottom. When de water ain't no more, plug de lille hole by shot de valve, den hopen de trottle some more, when de tour-been his start for turn over (not de hole tour-been, just de rotor) den shot de trole valve.

Now's de time for look see hif you hear someting. Hif you don hear someting wen you look good, she his ho-kay for mak go more fast. Look de hoil prasshur, look de water, look de steam, look evrtng' ad hif she's ho-kay,

took him to do top speed. Now hif she ain't blow opp she his ho-kay for put hon de load.

Try firs de Hoxciter to see hif she is work. Poot won han on de wire and de odder han on de tour-been. Hif your arm feel lak you fast aslip de hoxciter his ho-kay.

Now evertng is ho-kay for de load, sh shot de switch han latter go. Hall de time de hengineer must walk around de tour-been han look for someting.

Hif you no fine someting dots good, but look hanyway so de baas tink you goud hengineer hanyway.

P.S. No. 1 Don forget some wackum.

P.S. No. 2 Run lak hell hif she blow opp!

Report submitted by Mr. Ali Minium.

THE PETTY OFFICER

The 2nd edition of *The Petty Officer* is ready for distribution.

This is the magazine of the Petty Officers' Shool at H.M.S. Royal Arthur. It costs 1/6d. (plus 4d postage) and consists of 64 pages of photographs, cartoons and articles by and for Petty Officers. It is of special interest to those who have done the Leadership Course at Corsham.

Be sure of your copy this year. ORDER NOW by completing the form below and then forward it to the following address as soon as possible:—

The Editor, The Petty Officer, H.M.S. Royal Arthur, Corsham, Wilts.

Please send a copy of *The Petty Officer* to:—

Name
(Block letters please)

Address

Cheque or P.O. value 1/10d. (made payable to the Editor) is enclosed.

Signed
(Note:— Receipts will not be sent)

MEMBERSHIP

Dear Reader,
The Committee and Members of the T.A.S.I's Association sincerely hope that you enjoy reading this issue of the Magazine.

It has been decided therefore to insert this slip so that you can take advantage of keeping up with events wherever a T.A.S.I. is borne. We will only be too pleased to keep you on our mailing list for the four copies each year should you decide to become an Hon. Member.

Please complete the form below and return it to the Association Office either by hand or post, we will do the rest.

LIFE MEMBERSHIP

Life Membership may be contracted on payment of £5 subscription, details from Hon. Treasurer.

I, Rank
wish to be enrolled as an Honorary Member of the T.A.S.I's Association (1955). I enclose 6/- (six shillings) for one year's subscription.

Full Postal Address

GREETINGS AND FAREWELLS

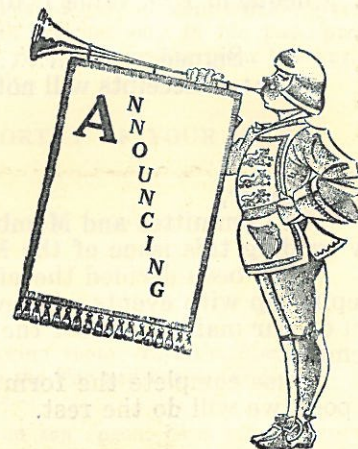
	From	To	Date
P.O. J. Adams	Vernon	Dundas	Jan. '60
P.O. P. Lambert	"	Undine	April '60
P.O. W. Thompson	"	Blackwood	Feb. '60
P.O. D. Manders	"	H.M.S. Londonderry	June '60
P.O. D. Dyke	"	Chaley	March '60
C.P.O. W. Parkin	"	Solebay	June '60
P.O. W. Russet	"	Llandaff	April '60
P.O. A. Preston	"	St. Vincent	March '60
P.O. L. Formoy	"	Yarmouth	March '60
P.O. J. Flack	"	Undaunted	April '60
P.O. S. McCombe	"	Malcolm	May '60
P.O. V. Tweedie	"	Graham	March '60

NEW MEMBERS

274	Mr. Gardiner (Portsmouth)	
275	P.O. C. Willis (Vernon)	P/JX856803
276	P.O. Balster (Tyne)	P/JX160866
277	P.O. K. Burley (Vernon)	P/JX835843
278	P.O. K. Roberts (Vernon)	P/JX760196
279	P.O. A. L. Watts (Vernon)	D/JX799537
280	P.O. J. Tweedie (Vernon)	D/JX581344
281	P.O. J. Townsend (Vernon)	P/JX661268

HONORARY MEMBERS

H42 S/Lt. Calan (Scorpion)



Solution to Crossword Puzzle on Page 14.

Across—1. Parsons; 6. Attacks; 12. Oral; 14. Foam; 15. Repine; 17. Ecarte; 19. Tapped the barrel; 22. Sleeves; 23. Rod; 24. Teenage; 25. Lie; 28. Talent; 29. Harass; 33. Arm; 35. Starlit; 39. E.R.A.; 40. Chicane; 41. Hand or lip reader; 46. Incite; 47. Annexe; 48. Oner; 49. Tail; 50. Nereids; 51. Asserts.

Down—1. Porters; 2. Area; 3. Rapped; 4. Slip; 5. Needle and thread; 7. The beggar in rags; 8. afar; 9. Corral; 10. Kate; 11. Smelted; 13. Athens; 16. Nest; 18. Case; 20. Tee; 21. Eva; 26. Old; 27. Dam; 30. Fashion; 31. Arcing; 32. Laurels; 34. Mincer; 35. Scot; 36. Oil; 37. Lap; 38. Teen; 39. Endear; 42. Anne; 43. Dire; 44. Ante; 45. Exit.

For your Life Assurance requirements - - -

make contact with the
Colonial Mutual

(Recommended by the T.A.S.I.'s Association)

Our Local Representative

MR. J. G. OLD.

60 PARKSTONE AVENUE,
SOUTHSEA.

TEL. PORTS. 33115

is at your service

Colonial Mutual

Life Assurance Society Limited

(INCORPORATED IN AUSTRALIA, 1873)

Head Office:— 1 St. Paul's Churchyard, London, E.C.4.

Branch Office:— 22 Carlton Crescent, Southampton.

For Uniform and
plain clothes of Distinction



Branches at
22 RAILWAY STREET,
CHATHAM

12 TAVISTOCK ROAD,
STOKE, DEVONPORT

14/15 CASTLETOWN,
PORTLAND

81/82 QUEEN STREET
PORTSMOUTH

CATALOGUES AND PRICE LISTS SENT ON REQUEST

UNIFORM SPECIALISTS

Officers' Outfits, and Petty Officers' and Ratings' Uniforms, and Civilian Clothes made on our premises by craftsmen.

Complete Outfits or Single Items of the best possible Quality at Strictly Competitive Prices.

EXPERTS IN PROMOTION OUTFITS

Naval
&
Civil

E. Whitaker
& Sons Ltd.

Tailors
&
Outfitters

28, MILITARY ROAD, CHATHAM
Telephone: Chatham 42829

99, Commercial Road,
Portsmouth.
Telephone: 21947.

78, Cornwall Street,
Plymouth.
Telephone: 64810

TRAFALGAR SERVICES CLUB PORTSMOUTH

This Club with the homely atmosphere, whose doors never close, extends a warm welcome to all Naval personnel.

Restaurant, Bedsitting Rooms, Single Cabins, T/V Theatre, Lounge, Writing Room, Locker Rooms, Baths and Showers.

Going to Portland with a Class?
Why not bring your wife?

THE PORTLAND ROADS HOTEL

Special terms for Service Personnel
Children according to age

Portland's largest fully licensed hotel, overlooking Portland Harbour and Warships. All bedrooms are fitted with hot and cold water and interior sprung mattresses.

No petty restrictions — Children welcome
Licensed Restaurant — Lounge with T.V.

Garage accommodation
Access to rooms at all times

To ensure a booking please write early enclosing a deposit. The Proprietors, Mr. and Mrs. G. Baxter guarantee a friendly atmosphere to all and in particular to members of the Association and their families.

NAAFI

and YOU



At the push of
a button . . .

. . . a cup of hot soup, a carton of fresh dairy milk, a cup of coffee or a packet of cigarettes.

In camps and barracks all over the world Naafi's 24-hour Automatic Sales Service makes these and many more goods available to the customer at the push of a button. Naafi has already installed well over 2,000 slot machines and the number—and the variety—continues to grow. One more example of Naafi's aim to keep in step with the Rocket-age Services.

IMPERIAL COURT, KENNINGTON LANE, LONDON, S.E.11
The Official Canteen Organisation for H.M. Forces.

Uniforms by Bernards

Over many years Bernards have Cut and Tailored from splendid cloths. Uniforms that truly do express perfection in craftsmanship. Such Uniforms are available ready to wear or tailored to special measures; for cash or Allotment account, and full details of Bernards Service will be gladly given on request.



Remember—

You really do buy better at Bernards

C. H. BERNARD & SONS LTD.

6—8 QUEEN STREET, PORTSMOUTH

Telephone: 23535

And at 33 Branches Head Office, Harwich, Essex.
Members I.N.T.A.

The Royal Sailors' Home Club QUEEN STREET, PORTSMOUTH

Accommodation for you and your wife

Double Room — Hot and Cold Water

11/- per night, or £3 6 0 per week

(No facilities for children)

Booking in advance is desirable

Other Amenities

Family Lounge — Guest Lounge with

Cocktail Bar and Television Room

Service Cafe & Cafeteria open from

6.15a.m. to 11.30p.m.

Baths — Billiards — Hairdressing Saloons

Wedding Receptions and Small Parties Catered for

Coach Booking Agency — Week-end Travel

Coaches leave the Club 4.30p.m. Friday and 12.30p.m. Sat.

Further information please apply:—

Secretary-Manager (Mr J. W. Baldock)

Telephone: Portsmouth 24231, 24232



For happy moods...

"POMPEY" XXXXX

The Aristocrat of Dark Ales

BREWED AND BOTTLED BY

BRICKWOODS

ASSOCIATED WITH THE PORTSMOUTH & BRIGHTON UNITED BREWERS LTD.

