

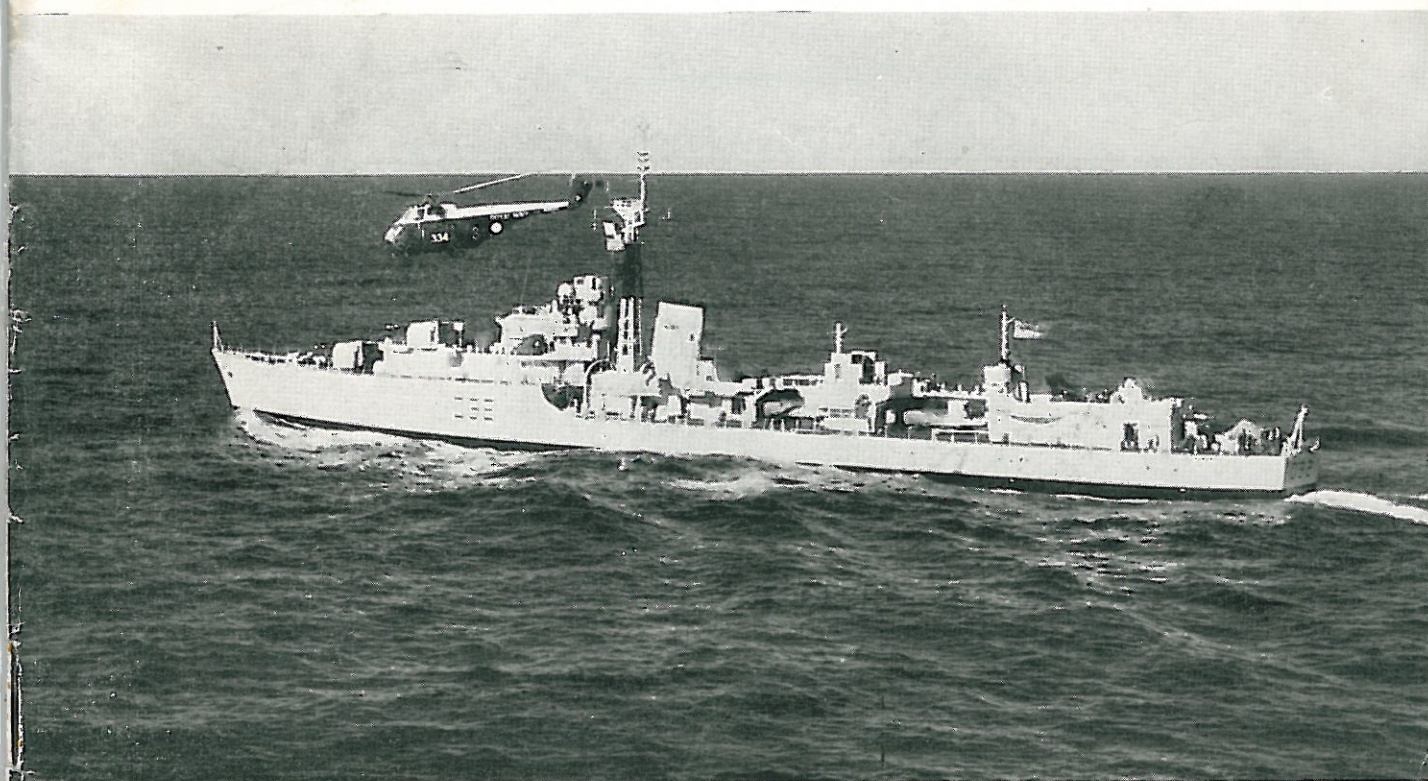
THE SEAMASTER



Vol. II

"QUI DOCET DISCIT"

No. 3

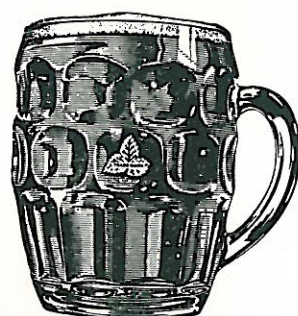


The T.A.S.I.'s view of Naval Notes and News

"Team Mates"

Autumn Number 1961

1/-



SIMONDS

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man-sized thirst

THE SEAMASTER

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

Volume 2. Number 3 "QUI DOCET DISCIT" Autumn Number

* * PATRONS * *

First Patron of the Association

VICE ADMIRAL N. A. COPEMAN, C.B., D.S.C.

Patrons of the Association

CAPTAIN H. L. LLOYD, D.S.C., ROYAL NAVY
Captain of H.M.S. Vernon.

CAPTAIN G. D. POUND, D.S.C., ROYAL NAVY.

CAPTAIN E. G. BLUNDELL, O.B.E., ROYAL NAVY

CAPTAIN R. W. MAYO, ROYAL NAVY

* * COMMITTEE * *

Chairman	C.P.O. H. Cundick
Vice Chairman	P.O. J. Graham
Secretary	P.O. A. W. Brown
Treasurer	P.O. R. W. Andrews
Committee	P.O. A. C. Cooke P.O. V. Connor
Editor	P.O. A. W. Brown

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Calling All Indoor Gardeners			

... EDITORIAL ...

The face of the T.A.S. Branch is changing daily, not only in equipment, but also in men. As the older sets and weapons disappear, so too are our older members disappearing into civilian life to start careers anew.

Many have gone before them, but most of the "Old Boys" keep in touch with those who still are serving. They do so through the Association and its magazine "The Seamaster".

Your magazine, Gentlemen. For *your* use.

It is a means of keeping long standing friendships alive. Please bear this in mind you "Old Salts" who are leaving us, and you "Young Salts" who still serve.

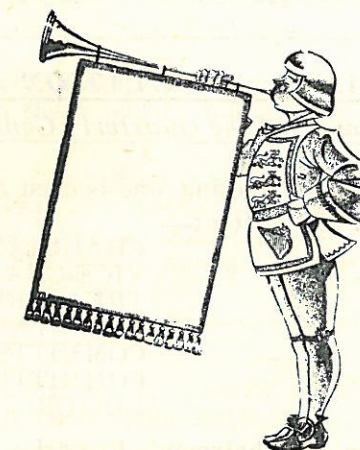
The pages of this magazine are open to all. Without your contributions it could not exist.

The Editor.

REPORTING to YOU

SECRETARIAT REVIEW

MINUTES OF QUARTERLY GENERAL MEETING



SECRETARIAT REVIEW

Things have been happening so fast in Vernon during the last three months that it is almost impossible to keep up with everything.

Members have been popping in and out of Vernon like the proverbial Jack in the Box. Some are here for a while, some passing through on P.C.T., some going on draft, and quite a few others bound for "Civvy Street". I'm sure that the good wishes of all members go to those who are retiring from Service life.

Courses are being shuffled around regularly, and we seem to have experienced a cut in the length of most. No lack of volunteers to take a class of U.C. Stars. No sea-time attached nowadays. Classes are commencing much too regularly for most of us, and Vernon's equipment is working at full blast. A look inside our two A.S.U.A.T's. reminds one of something out of Dante's Inferno.

Amongst our new members, we have none other than Lt. (S.D.) "Cock" Heron. He appeared one day after the change over from Osprey to Vernon of the Foreign Officers Training Section. A little bit of persuasion, and he coughed up his six bob like the good sport he is, and he has promised to become a regular contributor to the "Sea Master". He is still at Osprey, but now as C.B. Officer. During his spell as Audiometrician, he tells me he has seen the inside of 30,000 ears. Maybe he could answer the questions which often arise at sea or in an A.T.H.! I believe he is writing a book about the old A/S Branch, so, no doubt it will be of interest to many of us.

Quite a few members have answered the call for newsletters and articles for publication. But more are required — a magazine written by many, and not just a few, is our aim.

The Fifth Annual Dinner and Ball will be held on Friday, 24th November in Kimball's Ballroom, Southsea. Our Guest of Honour this year will be Commodore Hart, who at present, is Commodore Naval Drafting. Invitations will be despatched as soon as possible, and it is hoped that everyone possible will attend.

I had hoped to issue a "Who's Where" in this edition, but time unfortunately has defeated me. It will, however, be included in the next edition.

Articles for the next edition should be forwarded to reach me by 15th December, please. Let us make it our aim to make the "Seamaster" more newsy and interesting than ever before.

A. W. Brown, P.O.

T.A.S.I.'s. ASSOCIATION (1955)**Minutes of the Quarterly General Meeting held on Friday, 7th July, 1961.**

The meeting was opened at 1551, there being 29 members present.

Committee:—

CHAIRMAN	C.P.O. H. J. Cundick
VICE-CHAIRMAN	P.O. J. Graham
TREASURER	P.O. R. W. Andrews
SECRETARY	P.O. A. W. Brown
COMMITTEEMAN	P.O. A. C. Cooke
COMMITTEEMAN	P.O. V. Connor
EDITOR	P.O. A. W. Brown

Item 1. Chairman's Remarks.

The Chairman welcomed members, and stated that this would be his last meeting, owing to drafting commitments. He called for more interest to be shown by present members, especially when committee members are required. He felt sure that Officers concerned with the Association would be helpful to schemes and suggestions put forward.

P.O. Wood stated that promulgation of meetings and social events could have been better. Notices displayed on notice boards had a habit of becoming covered over. He suggested that all members be chitted up personally in future.

C.P.O. Macleod suggested that two Association Notice Boards be made, to be displayed upon prominently when an event was due.

The Chairman promised that promulgation would be better in future, the method to be employed to be decided in committee.

Item 2. Vice-Chairman's Report.

The Vice-Chairman stated that he was still short of volunteers to form a darts team. He suggested that, when the team was formed, it should be subsidised until such time as it could become independant. Suggestions for outings, etc., were still required to increase the Association's social life.

Item 3. Treasurer's Report.

The Treasurer produced a financial statement for the half year from January 1st to June 31st, reminding members that an audit was due. The statement showed the Association to be financially sound.

Item 4. Secretary's Report.

Lack of time had been the factor governing the Secretary's work, but he had been given a month off classes to concentrate on Association work. A new A.F.R. scheme had been launched and was showing a steady profit of just over £3 weekly. The Association strength today was 12 Life Members, 119 fully paid up members, 36 whose membership had lapsed, vide Rule 8, on 1st July, and 25 who were well over the six months allowance of time. Letters had been written. Rules 8, 9 and 10 were then read.

P.O. Wood asked the number of T.A.S.I.'s. serving. The Secretary replied there were approximately 180.

P.O. Wood suggested that Honorary Membership forms be distributed to members with the view to recruiting more T.A.S. Officers as Honorary Members.

Item 5. Editor's Report.

The Summer edition of "Seamaster" was in print, and a start had been made to the Autumn edition. Articles, letters, etc., were urgently required however. A new Editor was needed, as, at present, the post was being combined with that of Secretary.

C.P.O. Gauntlett thanked all contributors in the past, and hoped that they would continue to give P.O. Brown even greater support. The Editorial Committee had not been as successful as hoped. Only one article had been produced and one new advertiser achieved.

P.O. Wood suggested that N.A.A.F.I. and other Establishments be approached with a view to selling the magazine. A general discussion on the magazine followed.

Item 6. Annual Dinner.

The Chairman stated that a letter which the present Committee had been led to believe had been written, had in fact never been sent, and that now, it was too late to do so.

Proposed by P.O. Plumridge, Seconded by P.O. Dant, that Rear-Admiral G. I. M. Balfour, D.S.C. be invited to be the Guest of Honour at this year's Annual Dinner and Ball. Carried unanimously.

The date of the Dinner and Ball is Friday, 24th November, to be held at Kimballs.

Item 7. Selection of New Chairman.

P.O. S. E. Gladden was proposed by P.O. Cooke, seconded by P.O. Connor to fill the vacancy until the elections next February. As no other nomination was forthcoming, P.O. Gladden was unanimously voted in as the next Chairman.

Item 8. Any Other Business.

(A) C.P.O. Firbank proposed a vote of thanks to the retiring Chairman. Seconded by P.O. Wood, C.U.

(B) Suggested by P.O. Wood, that in lieu of Divisional Meetings, T.A.S.I. Association Meetings be held, in which "drips", suggestions or alterations to training, etc., be forwarded to the appropriate quarters.

(C) C.P.O. Cundick thanked the past Committee for their turn over, and the present Committee for their valuable assistance. He then introduced the new Chairman, P.O. Gladden.

(D) P.O. Gladden addressed the floor, saying that he hoped to give the Association a shot in the arm, with of course, the assistance of all members. Anyone with suggestions or drips should bring them to him for forwarding to the appropriate quarters.

(E) C.P.O. Macleod suggested that should the Committee decide upon Association Notice Boards, they should not only be prominent, but tidily as well.

(F) There being no other business, the meeting was closed at 1650.

On your marks for the Rat-Race

by PENCH

"What about doing us an article for the Seamaster?" Reg. asked. "What about?" I said. "About what its like outside," he suggested, "jobs and that". "Well, I'm no employment adviser." I told him. "I could only say what I have found out myself and from talking to 'Old Ships'".

Reg. leaned forward confidentially. "Look", he said, "I'm scared. I was pressed into the Andrew as a powder monkey, and never been ashore outside Portland Dockyard". "We e e l..." I demured. Reg. glanced significantly at the clock, creeping round towards noon, and made dark brown noises. How could I refuse? It was my first for years.

The first thing I noticed outside was that it gets a bit chilly round pay day. For the first time in history, Jack is adequately paid. Perhaps I was lucky to have had only three months of the '56 scale before I came out. I found that I am better off financially with my wages plus my little bit of pensh, than I ever was in the Navy, except for those last three months. It'll be different for you. However, I took a wrong

turning. The job I'm in is paying well, but since then, it hasn't advanced as much as some jobs I could have taken.

The Civil Service for instance. A highly respected profession this, especially amongst Civil Servants. The three R's and a little bit of flannel and you have a steady number for life, with prospects of promotion. (Forward El Taz) The enterprising lad can always run a profit-

On your marks for the Rat-Race cont.

able sideline too - and I don't mean what you think I mean! One chap of my acquaintance spends his quieter days toting a Clothing Club catalogue round a certain Dockyard Office, and has the skin to collect something like £15 per week from the Government. The snag about the Civil Service is that you have to take an appointment where it is offered, which isn't much good if you live in Dorset and they want you in Leeds. But it seems there are ways round that! One geezer I know was able to tell me what job he was getting before he sat the exam!!

Mention of the Dockyard reminds me to warn you. Stay away from it. Dockyard Maties hate the fact that a matelot gets a pension, and is invariably a darned sight more capable than they are. Furthermore, twenty years in the Dockyard won't bring you any more pension, though it will bring you a small gratuity, whereas, many jobs outside run pension schemes. Again, the Dockyard Unions have entrenched themselves behind a battlement of "skill". To them, all ex-matelots, except Tiffies, are unskilled, and will remain so. There are one or two rather idiotic anti-matelot variations to this, but in general, they will take you on only as a labourer. You will have a high degree of security, low wages, and practically no prospects of advancement.

If the call of the sea is too strong for you, however, there is one department in the Dockyard which will welcome you, and will pay you more than labouring. This is the Port Auxiliary Service which mans all the Yard craft. The basic weekly pay is better than the Dockyard, though the hourly rate is worse, and you are working in a world you know about. The main drawback with this one is that you are liable to be sent to sea, though for spells of more than a couple of days, it is usual to ask for volunteers. There are stacks of Chief Stokers and Stoker P.O.'s in the P.A.S., besides a number of T.A.S.I.'s known to you all, and they seem reasonably contented. They are given a job and trusted to get on with it, instead of being kicked from bollard to bollard.

Note: When pay is mentioned, watch that hourly rate. Wages often seem excellent, until you work out the number of hours you have to put in.

The G.P.O. is a popular job for ex-matelots too, though the waiting lists in naval ports are as long as your arm. The money is good and the uniform is provided. However, opinions on the job vary. To quote some:—

1. Ex Cox'n—Money for old rope mate.
2. Ex Chief—Too much drive, drive, drive.
3. Joe, an ex Chief, six feet two, and broad, collapsed on his round one day, scattering letters and packets to the four winds. "Doctor said I've to pack it up, too strenuous".
4. Ex P.O. (with a sideline) who had been promoted to Driver, was one day observed to be shifting furniture in his mail van for a client. However, think of the tax-free Xmas tips, and apply through the Regular Forces Employment Office.

The Prison Service seems to be an attractive job for ex Regulators. Half the prison staff at Dartmoor seem to be retired jaunties - - and probably half the inmates too. Recent Osprey members will probably have more up to date information of the Prison Officers Club than I. However, you may find congenial employment on the Security Staff of a large organisation of some kind, such as a hospital or factory.

Factory Police. A watchkeeping job, on which you can raise £12 to £15 per week. Then again, you may prefer to work in a factory itself. Two quotes on this:—

1. If anybody sees you stop, the foreman is there asking you why.
2. "I used to be able to do a bit of gardening in the evening, but I can't now. I have managed to make £15 per week, but only once, and no time to myself".

Mention of hospitals brings to mind three Old Ships, one of whom you know. He has a job of developing X-Ray photos, for which they trained him. An ex Crusher is an operating theatre attendant, and he tells me the job is a regular carve up. An ex Chief is a Dental Attendant in a Naval Hospital, trained by them, as he used to be a seaman.

Lots of matelots, especially Instructors, fancy their chances as representatives. This covers a very wide field, from the sales rep. who flogs Old Moore's Almanack from door to door, to Learned Counsel who represents you in court. You will start in the former category probably, unless you are one in a thousand who has the golden touch, Brother, you can prepare yourself for weary weeks of doorbell belting, and precious little in the order book. If you see a job advertised as £1,500 a year potential, training given, be careful. The training often consists of a couple of hours with a supervisor who is anxious to get away and knock up some commission on his own account, and the job is probably operated on a 'commission only' basis.

On your marks for the Rat-Race cont.

no basic salary. As an example, brush salesman (who rarely holds the job long) gets 35% commission. Remember, the higher the alleged potential and the commission, the higher the odds against you. I know one ex matelot with no qualifications, who can show £70 per week commission on his sales of Educational Books - but I can show you a hundred who didn't last longer than their savings. A Chief Writer reckoned that having spent his life reading A.F.O.'s he could make hay with insurance policies. He did to, to the tune of £1,500 a year; but he chucked it after three years and took a pub in Torquay.

An ex T.A.S.I., who manages a motorbike shop said "Selling isn't as easy as you think. There's a difference between expounding the mysteries of torpedoes to a class of more or less interested matelots, and cajoling fifty hard earned quid from a customer's pocket. You have to watch every word you say, because people are funny, and every wrong word costs you an order".

Reputable firms, who really want salesmen, as distinct from temporary order takers, will train you properly, however. Nu-Swift Fire Extinguishers for instance, advertise in the best papers for reps., and if it interests you, their Technical Director a couple of years ago was an ex Chief Stoker from Guzz Division. Sometimes you may find it a help to quote an advert from, say the "Times" rather than one from the "Daily Funny".

Something else which is booming at the moment and seems tailor made for the T.A.S.I., is radio and television repair. There just aren't enough competent men to go round. Competent is the operative word. I came across a bloke recently who has been living very comfortably off this racket for 30 years, yet he had to ask how the grid of a valve worked!! You don't believe it? I can assure you its true. The beauty of this job is that;

(A) you can work for yourself, if you can stand the worry.

(B) There is always plenty of overtime loafing, which you can pick up if you are anxious to

make a fortune before you work yourself to death. I know an ex G.I. who is prospering on T.V. repairs after taking a nine months course on it.

Don't rely on the Labour Exchange to fit you up with the job of your dreams. Watch the Sits. Vacant column in the local rag, and when you see what you want, get around there smartly, because plenty more people-experienced people-will be after anything worth having. I am told by an Old Ship (who is personal secretary to a millionaire) that many ex officers appear to send out hundreds of duplicated applications, setting out their qualifications and the sort of work they would like. There are worse ideas than that - after all, you only need one satisfactory answer.

In these affluent days, you don't have to take the first thing the Labour Exchange slings at you. You can afford to sit back on your fat gratuity and pension and wait till the job you want turns up. Remember, once you take a job, you have to find a plausible excuse for wanting to leave it, and a choosy interviewer can pick holes in darned near any excuse you offer. Also remember, that the 'nice' jobs call for you to wear nice clothes, which can make quite a hole in your income, whereas the not so nice jobs allow you plenty of scope in your dress, with consequent saving. Quite often, the small difference in wages doesn't cover the large difference in expenses, so it isn't necessarily the bloke who talks all "pink ginnish" who can flash the biggest wad.

Well, there you are. Maybe you'll find some snags in some of my data, because, what I have offered you is only what I have learned from personal experience, and from talking to Old Ships. But, if this has set you thinking, it has achieved its purpose.

Good luck to you. When you become a Managing Director, and require a Confidential Adviser to advise you, send for me. I've still got my eyes roving, even after five years!!

"Pensh"

THE ANNUAL OUTING, 1961

Nineteen Association Members departed from Vernon at 0830 on Friday, 23rd June, pleasure bent on their annual day off.

A pause at Rowlands Castle where we embarked a prosperous looking "Taff" Lloyd, then off to London. Breakfast was served on the coach at 0930, closely followed by Stand-Easy at 1000-1030 saw a stop for a "Natural Break".

1100 and Putney Bridge in view. An invasion hit the Kings Arms and it's genial host Mr Norman Little. Greetings exchanged, the age-old custom of "Up Spirits" was observed before sitting down to an excellent lunch. Only time for a quick filling of tankards afterwards, then, on our way once more, destination, the U.S.A.A.F. base at Wethersfield.

The London lunch-hour traffic, aided by continuous red lights, somewhat held up our progress, but by a bit of good driving, we arrived at Wethersfield at about 1430. There, to welcome and refresh us, were the Ladies of the Community Relations Office. It was reported that they almost filed a claim on a gold strike on our jackets!

Colonel Kelly, the Deputy Commander, officially welcomed us to Wethersfield, giving a brief history of the 20th Wing which is stationed there. He invited all members to remove, if they wished, their jackets and caps, and to make the outing quite informal. As we seemed to have chosen the hottest day of the year, this was willingly complied with. C.P.O. Cundick, our Chairman, replied to Colonel Kelly on behalf of the Association.

Lieutenants Strandhagen and Beckett, two very able guides, took us under their wings, and off we went on a tour of inspection. First stop, the Pilot's Ready Room, where we were shown the data boards, etc. by which the position of any aircraft in flight could be known instantly. The latest equipment for pilots was produced, and, after a bit of persuasion, "Cutts" Curtis was decked out in it. He finished up looking like something from Outer Space. Once a rather perspiring "Cutts" had been returned to his normal rig, and ensuring he returned the special helmet—he thought it would be very useful when riding that contraption he calls a combination—we moved on to the Inspection Hangar.

Sergeant Dame took charge of us there, and explained that after each 100 flying hours, the F.100's (Sabres) were brought in for what we know as Planned Maintenance. Six aircraft, in various stages of assembly, were in the Hangar on that day, so we split up into small groups and carried out a closer survey of the bits and peices. The "Bash Street Kids" had nothing on us that day!! There were TASI's on, under, in, emerging from, disappearing into, half-way up and likewise down those kites!! Considering the number of questions being asked, I'm sure the Maintenance Staff must have been glad to see us pass out of their sight and down to the airstrip itself.

A lonely Sabre jet stood there awaiting our arrival, and our two guides, who were pilots, gave us the pilot's view, explaining the switching on, taking off, flying and landing routines. One thing all wanted to know was how one sighted and fired the guns. I'm positive our two guides would make good fishermen. They certainly had plenty of patience in answering the same questions half a dozen times over. After seeing all the switches, levers, dials and gauges, I'll stick to TAS. It's easier. To think that some of our horrors have difficulty in switching on Type 164!

During this time, various aircraft were landing and taking off on the runway alongside us. It seemed rather peculiar to see a plane disappearing into the sky with large red flames coming from its blunt end. Having had that explained, off to the Engine Shop to see how this was caused. Lieutenant Krajeck, the Engineer, explained as simply as possible the theory of the jet engine, then took us on a tour of inspection. What massive monsters they are and yet, seemingly fairly simple. Imagine fitting one to a Mk. IX! !

Time was creeping on however, and we were due to pay a visit to the N.C.O's. Club. There we were very cordially welcomed by Master Sergeant Troy Helm, the President of the Club. Refreshment, in the form of ice-cold lager, awaited us, and soon, acquaintances were being formed all around. We were on time to see "Yogi Bear" on the "Goggle Box", but I'm afraid this was one night "Yogi" got the go by. As we were naval men, someone suggested we should have a tot of rum. No sooner said than done. That, Members, was RUM, 151 proof, guaranteed to curl your hair—stand fast, Charlie—and rot your socks.

ANNUAL OUTING - CONTINUED

All too soon, the time to depart came around and reluctantly, with many farewells, we bade "Adieu" to our hosts who had entertained us right royally that day, and set off for London and an evenings entertainment in the Kings Arms. There to meet us we found the two Tim Rileys, and various members of the R.N.A., Fulham. The revels lasted until mid-night, when, tired but happy, we trooped off to our coach for the long haul back to Pompey.

So, for another year, our Annual Outing was over, and now, back to the grindstone for another twelve months, and to hope to be participating in next year's day free of cares and toils.

A. W. Brown

HOWLERS

- Q. What is the principle tactical advantage of the S.C.M.?
- A. This piece of works enables the ship to do as it likes.
- Q. What is the principle tactical advantage of the S.C.M.?
- A. This is a device for varying the speed of the propellers.

* * * *

??? Do You Know ???

THAT Whilst we—from designers to operators—in the T.A.S. world have been congratulating ourselves on the development of Dunking Sonar and waxing eloquent on it's possibilities and progress, we have only just entered the field of fishing in great waters from the air.

It seems we still have a lot to learn from the family that gave us Radar, namely the bats. In particular the branch known to biologists as NOCTILIO LEPORINUS.

For decades it has been known that this species of bat, in their search for food, have caught fish from rivers and the sea. It was not until the last twenty years that the method they employed could be attributed to their sonar transmissions.

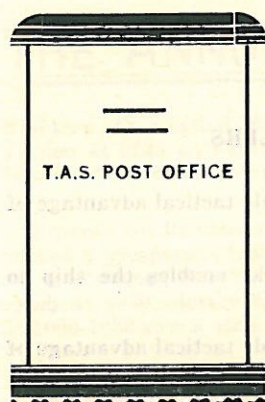
We know that there is a distortion of sound waves as they pass from water to air, and vice versa; the point is—does that bat? If so, how does he allow for it? Experiments carried out by P. Bleodell in the early '40's brought him to the conclusion that it was merely a matter of chance that the bat was able to catch anything at all, and it could'nt maintain a good average.

However, a research team recently left Harvard University to study NOCTILIO LEPORINUS in its natural environment on three locations:—

Barro Colorado Island in the Panama Canal Zone; a shallow fresh-water pool in the upper reaches of the Chaxgres River near Santa Rosa; and in Trinidad.

Methods of detection vary among the branches of the bat family. Those that intercept and trap mosquitoes use pulse lengths of seventy five feet. Others use a modulated pulse frequency. In all methods, however, a standard procedure prevails: the transmission speeds up just before the catch is made. Having detected the prey with long transmission intervals, the range is closed and contact is maintained and the exact location is precisely fixed by speeding up the transmission interval. In the case of the NOCTILIO LEPORINUS, an electronic detector was used by the research team to study the contact procedure. It was discovered that at no time did a bat fail to make a catch after speeding up it's transmissions

Shades of trained seals!! Are we now to house a team of bats in our respective ship's belfrys??



OVER ALL FROM LETTERS

Dear Buster,

Many thanks for your letter and the Association Blazer Badge, the Postal Orders for which, please find enclosed.

Our four days in Pompey stretched out to a week, so I was quite happy. It was decided to dock us and patch up the holes in the bottom, so we had to miss our run ashore in the Isle of Skye. The extra time at home suited me much better.

We put in at Campbeltown for a couple of nights, and did a couple of Casex 7's before we left the area for Iceland.

We took over patrol last Friday, and until today, we have had nothing but fog. At last, however, the sun has come through and we can now see the trawlers we are protecting. Our main diet of course, is fish. Each day we get fresh supplies from the trawlers, cod, hake, haddock, halibut, conger eel and many more species from deep down below, but as yet, no "snapping crabs" from 2,000 fathoms!!

We are due back in Rosyth for two days next Monday, so I guess that means a run ashore to the "City". Afterwards, off to Amsterdam with all its night life and what have you.

Not a great deal of news at the moment, not much T.A.S. activity, but still plenty to do acting as "Mother" to the Cadets.

So long for now, and hope to see you around somewhere. All the best to all Members.

"Smudge" Smith,
H.M.S. Venus.

Dear Sec,

Many thanks for sending on the last edition of Seamaster.

We, in the Trainer, here at Sea Eagle, are

as busy as ever with NATO courses, etc., coming through. Seem to get less time for maintenance between courses nowadays.

We now have synthetic Radra fitted. I took quite an active part in installing it, as I had most of the wiring to do. Surrounded by nearly 400 coloured wires at times, all to be sorted out. However, I'm glad to say, they all finished up in the right place.

Recently I have had the job of designing a conversion unit, with the aid of a few gear wheels, an "M" type transmitter and receiver, to enable an A.R.L. Plotting Table drive to be fed onto the R.A.F. G.P.I. (Ground Position Indicator). This is an idea for a Vertical Plot for Frigates' and Destroyers' Ops Rooms. I had a trip to sea in "Undaunted" last week giving it its first sea-trial, and all went quite successfully. We are now awaiting the final reports to see if the idea will be accepted. What it does, in fact, is to reproduce the picture given on the L.O.P. on a larger scale onto a vertical flat, giving the Captain or O.R.O. a clearer picture of the disposition of the ships and convoy, or whatever exercise is taking place.

I had a pleasant trip in "Undaunted", seeing Fred Flack, who is now a Chief, and also the Buffer, and S/Lt. Spindloe. Apart from them, I haven't seen any other TASI for some time now, as when a ship does come in I'm usually up to my eyebrows in work. Don't get a chance to pay a social call.

S/Lt. Hillman has left us now, we have Lt. (S.D.) O'Brien in his place as P.D.O. and T.A.S.

I guess that is all for now. My kind regards to all I know at Vernon. I'll probably be back that way soon. Best wishes to all Members.

Dennis Stubbings,
H.M.S. Sea Eagle

LETTERS continued

South Africa

Since I last wrote, things have gone along much about the same out here in South Africa. Seasonally, we have now moved into our winter, which really cannot be compared in any way to the standard of U.K. winters. We do get the cold mornings, cooler evenings, and of course, shift into blue suits, but apart from that, we cannot grumble. The rains which should be prevalent at this time of year have stayed away.

H.M. Ships have been paying us quite a few visits over the past few months. In February, we had a visit from 'Victorius' along with 'Blackpool', who were both on their way to the Far East. During their ten day stay in Cape Town I was able to spend many pleasant hours in the company of Tom Marchant and Jock Macleod. I have had a letter of confirmation since they left that both have recovered and have caught up on lost sleep. During the ships' stay, both my wife and I were very pleased to be able to enjoy a Cocktail Party aboard both ships, given by the respective Chief and Petty Officers, with the added feature aboard 'Vic' to have a conducted moonlight trip around the flight deck.

Shortly after the departure of 'Vic' and 'Pool', it was the turn of 'Protector' to put in for a short stay at Simonstown on her way home from Penguin Land. Their football team gave us all a very impressive display against an Afrikander eleven, ending in a defeat for us running into double figures. In the evening, however, our lads had their revenge during the Darts match held in the Bar. The result of the Beer Drinking Competition was never declared, except possibly by the debris remaining the following morning.

'Lynx' has now left the station, and made a triumphant exit by winning the 'Cock' the day before she sailed; this being the first time it has been won by an R.N. Ship in eight years. In view of the terrible weather conditions in which the races were pulled, and the fact that 'Lynx' was the only R.N. Ship participating I think she deserves all her praise.

In May, the ceremony of laying up the Queen's Colour was held in the Chapel of St. Michael in 'Afrikander', and I had the honour to be Chief of the Colour Escort. This was a very impressive ceremony which was well supported by the families, and also by many notables including Sir John and Lady Maud, Sir John being the U.K. High Commissioner in South Africa.

I know all the members of the Association will wish to join me in congratulating the present F.T.A.S.O., Cdr. Featherstone-Dilke, on his promotion to the rank of Captain, an appointment which has been obtained since I last wrote to the magazine.

One person I regret I was unable to contact during the stay of 'Vic', was the Rev. Basil Watson, her Chaplain, and as I'm sure many members will remember, is an ex-Chaplain of 'Vernon'. One very much remembered character (I hope he'll excuse the phrase) I did have the pleasure to meet on the 'Vic' was none other than "Spearo" (Diver I), who, apart from his diving duties, had the honoured position of keeping "the muck" from the ship's side.

'Leopard' has now replaced 'Lynx' on the station, and should be with us until the completion of "Capex". Again, it was good to see several old faces on board, known, not only from 'Vernon', but also from the lecture rooms of 'Osprey'. It has been suggested, after a day on the demolition range with 'Leopard's' demolition team, that the T.A.S. and Cookery branches should work even closer together. I must admit that I have seen a Chef having hard times on board, but to see a Chef trying to prepare a meal over an open stove, half way up a mountain, with charges, cordtex and P.E. going off around him, beats the band. We did however, promote the said Chef into the "Big Time" by letting him detonate an electric run, and so all ended happily.

At this point, I haven't a lot more news to add. We, in 'Afrikander', are preparing for the C-in-C's inspection, who, as I have mentioned before, is our own First Patron, Vice Admiral N. A. Copeman. He, as I'm sure all members will know, has recently received his Knighthood.

I still feel very strongly with respect to the 'Seamaster'. As Jim Curtis mentioned in his last letter, it needs a lot more to make it more "Tasish", which after all, is surely its main aim in life. As a further suggestion, which I hope this time will be included in my letter, and not put in as an Extra on a later page, as was the last one, Why can't we have a list of T.A.S.I's who have qualified, and also S.D. Qualifiers, both completed and on course? I for one, have been more than impressed by the copies of the 'Communicator', which I have read during my stay out here. This, in my opinion, is a super publication, and I'm sure a few pages could be taken from their book to put our people on the right road. I have very little T.A.S. material to write about in the job I have, but surely, no matter how little, if its T.A.S., its good.

Sorry to end up with a drip, but I'm sure there is more T.A.S. news than appears in

LETTERS continued

print at present. Just one last thing before I wrap up. Could it be published in the current edition of the magazine the date by which the Editor requires letters for the next copy of 'Seamaster'?

I hope all members had a very pleasant summer leave.

Wishing all members the very best,

Ron Feasey,
H.M.S. Afrikander

EDITOR'S NOTE:

Thank you Ron for your letter, and the points you have raised have been noted. However, running a class full-time, carrying out the duties of Secretary and editing the magazine, and trying to do all three jobs fully, requires stamina bordering on the miraculous. May I quote you the saying "The impossible I do immediately, miracles may take a little longer". Please try to be patient, and I will do my very best.

* * * *

My dear Brown,

What a pleasant surprise seeing you after almost seventeen years. Yes, I do remember you now - a very "subdued" diminutive figure furtively passing the sentry at Nimrod "B" around 1943 - I was Officer of the Day (Permanent then for two months). I had just been told "Have a rest from sea! !!" Hence my being on the Stone Frigate when you came.

You see, it is difficult to recall ALL the corns I had dealings with way back during my forty odd years in the branch. They obviously know me, but I haven't the filing-card memory today of remembering all of them. I have many happy memories of the 'Scoundrels' who helped to 'thin out' my one time mop of hair. What times they were.

Probably you are one of those 'Corns'. I wish we had more similar chaps with us today. . . . We old buckets always think that OUR generation were the best! Perhaps we live too much in the past. Nevertheless, the Esprit de Corps was extremely ripe in the "Ping" branch from the '21 when I was first 'inoculated' with Hydrophone-cum-ping.

I know practically no-one now, in Vernon or Osprey, for that matter, of my vintage, but I still hear from many old boys. As I had the

honour of 'educating' some 2,000 nozzy pingers from the time I became an S.D.I. and later a Staff A/S Officer, i.e. from 1935 onwards, the business of answering 'old boys' mails is still considerable, but I enjoy every word they write.

Now it seems I've been 'netted' again by you rascals. Well, it was a nice catch, and I trust I shall be able to make some small contribution to your very well run magazine. I did in fact, become one of the Founder Members of the original S.D.I.'s Association, but I see it has now been absorbed by Vernon's effort, the Sea-master.

Reading material written by Carl Hayman (I had him as a youngster - and Tim Riley, I saw him through the portals of Osprey as a kid)! ! ! I begin to realise my age more vividly. They come, they go, but it seems "Cock" goes on like a babbling brook.

Before concluding however, I feel I must pay tribute to your efforts. Your work will be hard, your hours long, but your reward plentiful, when time permits you to look back in retrospect. You can then say, as I can now, "Well, my name's in the Pingers' Hall of Fame. At least I did my bit to keep the Branch where it should so rightly be - ON TOP, for all to see and read about".

I suppose now I 'belong', I shall be expected to 'contribute'.

Well Young Brown, here's my first effort, or, perhaps better than that, suppose I "word up" something for your perusal, correction, approval and editing?

For the moment I must leave you, and with this sincere wish, that you FORGET (Temporarily) Work! ! Take that well earned rest with the wife.

A very happy Summer leave to all, and I hope the weather is kind to you.

Yours, etc.,

"Cocker" Heron,
Lt. (S.D.) A. A. Heron, R.N. Rtd.

* * * *

The last days of the Jewel in the Dartmouth Squadron were drawing to a close. The ship's company spent half their time ashore tasting the last of the pleasures of Dartmouth and the other half getting the ship up to inspection standard for Captain F's at Portland. This was followed by a few days in Amsterdam. All the usual things that happen to jolly jack happened there. Whilst on a walk outside Amsterdam, a car passed me, then drew up.

LETTERS continued

"Sprachen sei Deutch?" a voice asked.

"Nein", say I in real Dorset.

"Englander?" says the voice.

"Yer" says I.

"Please to tell me where the place is that the ladies are on show for seamen".

Now, it so happens that I had heard of Canal Street, so I was able to help.

Back to Dartmouth and enough Customs Officers to go through a Carrier with a fine toothed comb. Next day we took on board 30 C.C.F. Cadets for a cruise to the West, and to finish up in Bantry Bay for our regatta. This was not to be however, as apparently the "Locals" object to being drunk out of beer by matelots, as seemingly has happened in the past. When it was decided to hold the regatta at Portland, loud cheers issued forth from the C.P.O's Mess, to be quickly drowned by the groans of the other 99 of the 100 ship's company. It seems that I was the only Portland native on the ship. After a nice long cruise to Falmouth (two days) we arrived in Portland just in time for me to catch the trot boat, and a pleasant trip to Weymouth Pier. The next two days were taken up with the regatta, Cadets on the first day and the Squadron on the second. On the morning of the Squadron regatta, I, being second in command, landed with the C.C.F. armed with bag meals and swimming trunks we set off to march up the hill to the Borstal. At least, the Cadets did. The C.C.F. Officer and I waited for transport as far as Osprey. Our excuse, we wanted to arrange a programme of interest for them in the afternoon. The Officer responsible wasn't available, but on further advice we rang the Helicopter Station (heliport is now considered a dirty word) and were told to report there at 1430 and they would lay on a visit for us. Getting transport to the top of the hill, we found the well disciplined cadets lying in untidy heaps all over the place, and smoking their heads off. A look around the football pitch in the big hole, then off along the cliffs towards Church Ope cove. Reg. however, lost his way, and we finished up on the railway lines. Nothing else for it then but a cross country hike. After a swim and some sea food (herrings in sandwiches) a walk as far as the Mermaid. By bus then to the Police Station, then down to the Helicopter Station for our ninety minutes show. They did us well with films, a demonstration and a walk around. The boys were quite happy, and I think a bit of recruiting was done.

Thank you Staff.

Time to go back to the ship, and for yours truly, time to go home, with a sub. of course. The boys were ready for their nautical beds long before "Pipe down". This was not to be however, as Jewel had won the Cock once again, and the C.C.F. were used to repel boarders until 4a.m. This was unknown to my sub. who decided to turn them out early for P.T. No wonder they looked like a crowd of zombies when I came off shore.

That night we pointed our bows westwards for Plymouth to enter harbour at the head of the Squadron, proudly showing off our paying off pennants, and to steam to our Navy Day billet, behind the coal dump.

Reg. Norley.

* * * *

Dear Ed.,

Here at last is the letter I promised you some little time ago. My only excuse for not compiling it sooner is laziness.

As most of you know, we commissioned at Portsmouth in November, 1959, and are due to pay off at the end of the year when the ship comes in for refit. Since commissioning we have steamed nearly 90,000 miles, and have visited quite a few places, amongst them, Gibraltar, Malta, Algiers, Naples, Aden, Colombo, Singapore, Subic Bay, Hong Kong, Trincomalee, Le Havre, and our latest visit from which we have just returned, Oslo. Quite a round trip. Who said Carriers never go to sea? Our Oslo trip was in place of our run to America and Canada, which was called off because of the Kuwait crisis.

We have a large T.A.S. Staff on board, about fifty, and most of those who started the commission as U.C. and U.W. Basics have all been starred. We also carry a squadron of A/S Helicopters, and though the U.C's are not part of the ship's organisation, we still have carried out a fair amount of training with them.

Our T.A.S.O., Lt.-Cdr. Longworth, leaves today to take up his new appointment as S.T.A.S.O. to F.O.2., F.E.S., and has been relieved by Lt.-Cdr. Dunn. As for the rest of us, no draft chits have appeared yet.

Well Ed., that's the lot for now, so all the best to everyone wherever they may be.

George Elgie,
H.M.S. Hermes.

LETTERS continued

Dear Buster,

I hope things are going alright with the Association. I know only too well what you are up against. Have you got an Editor yet? It will be a pity if the magazine has to cease due to lack of interest.

Well, now for the next edition some news of H.M.S. Crossbow's recent activities.

The Commissioning Ceremony took place on the jetty at Chatham, and you can guess we were all wondering just what sort of commission we had let ourselves in for.

The trip down to Portland was uneventful, but from there on we really started to buckle down to the work-up. Seven weeks hard graft, and all the usual nausea, including in this case, the fact that all the Seamen P.O's were away sick or on compassionate leave, leaving the G.I. and myself to carry the weight. One short weekend was all we were allowed, and on completion, we sailed to Pompey for a well earned seven days leave. That seven days passed all too quickly, then we sailed for northern waters, namely, Iceland. Six weeks later, after the usual incidents with gun boats, etc., we arrived in Rosyth. Our stay there was short lived, as we were due to pay a visit to Trondheim. The prices of all goods (including beer) was very dear, so we were not sorry to leave there and sail for Chatham and General Service leave.

The programme on sailing from Chatham, was exercises on the way to America, with a visit to Washington. However, the trouble in Kuwait found us steaming in another direction, until we arrived in Gibraltar. During this time of course, we kept the boys on the ball with plenty of tapes and squid drill. Due to leave Gib and sail for Malta on Monday, but once again this was not to be: some clown on board pinched the local Flag Officer's barge when returning from shore and done considerable damage. We are now stuck here until after the court martial next week.

This brings me up to date with my news, until next time.

I would like to say that on a visit to Vernon just before we sailed, I was annoyed to hear that the magazine might have to fold due to lack of interest, and that all was not well with the Association. It is up to us chaps at sea, as well as those at Vernon, to see that we keep up the ideals and bonhomie of the Association.

Bill Lissamer,
H.M.S. Crossbow

SUCH is LIFE!

Selling vacuum cleaners from door to door, a salesman had the pleasure of talking to one housewife who cordially invited him into her living room and listened most attentively to his patter. He felt sure he had made a sale, and when finished, sat back confidently. She excused herself for a minute, left the room and returned lugging a tape recorder. "Look", she said matter of factly, "would you please repeat what you have just said? My husband also sells vacuum cleaners, but your line is much more convincing than his".

A milkman had this note left for him by one of his customers: "Will you please let the dog out, put up the clothes line, hang clothes in clothes basket and light papers in incinerator? Thanks a lot. No milk today".

Another milkman found this note awaiting him on one doorstep:

Dear Milkman,

Starting today leave 1 Jersey Mondays and Thursdays but none on Saturdays, then leave one thick cream on Tuesdays and 1 Yoghourt on Wednesdays with 1 quart of Jersey. Then leave 1 quart of Jersey on Friday with the thick cream, for the weekends leave 2 Jerseys and 1 yoghurt on a Saturday and 1 thick cream on a Sunday. Please alternate this for me. If the thick cream falls on a Saturday leave 1 Jersey with it then. Empty bottles are in the garage. Climb through the side window. Garage is locked.

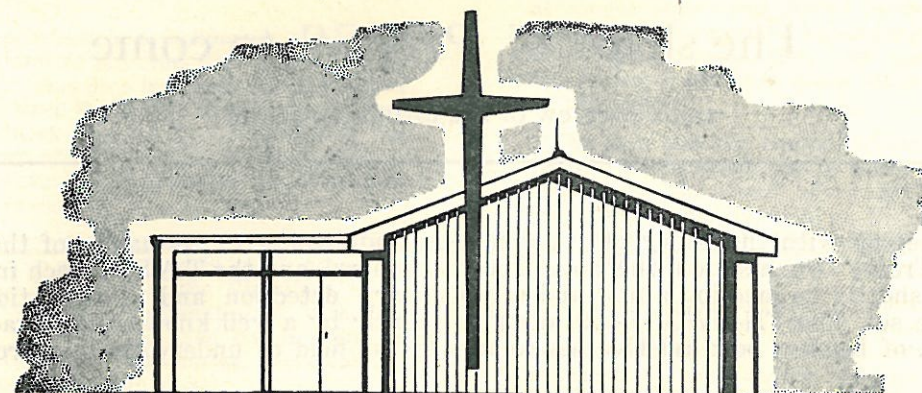
The car park owner called the three attendants together. "Look boys", he said, "We haven't had one single complaint about a dented wing all the week" he paused to let his words sink in. "Now tell me," he bellowed, "how can we make any money leaving that much space?"

Man leaving pet shop with a young puppy: "Come on little fellow, you're going to change someone's mind about fitted carpets".

Woman to Customs Official closing her bags: "Does that mean you give up?"

If animals were treated with the degree of inhumanity to which women subject their feet, there would be an outcry from all the humane societies in the country.

It's a wise man who profits by his own experience, but it's a good deal wiser one who lets the snake bite the other fellow.



When I first heard that I had a draft to Vernon I was quite delighted, partly because I had for long heard well of the Establishment and partly because of old memories of 1937-39 when, as a young curate, I used to visit here my brother, who was doing his long "T" course at about that time.

I may say that I have been in no way disappointed by the kind and friendly way in which I have been received.

Unfortunately, even more than with my predecessor, it is again a case of "Hail and Farewell", as I am destined to join the 'Protector' at the end of September.

I have enjoyed our Church and Social life here and have been especially impressed by our monthly "Parish Communion", which is a Service I have not come across in any ship I have previously served in.

As with both my predecessors, I have been much occupied with 'bricks and mortar', but this really should be the last time for years before this theme looms so largely in our Parish life.

Now at last our new stained glass windows are in and, thanks to the speedy and excellent work of both our own 'Chippies' and the Navy Works people, everything is complete and all

is set for the Dedication on the 17th September by the Chaplain of the Fleet, The Venerable Archdeacon John Armstrong, O.B.E., Q.H.C., L.T.H., R.N.

I should mention that many of you, on viewing the new windows, will think that they are in the wrong order. This is not so. I am assured by the designer of the windows that there is no special order for the Cardinal Virtues, which he has placed on their artistic merits.

The symbolism of the windows is fairly easy except for 'Temperance'. I could not see why the figure should be holding a large torch. I am reminded by the designer that he is also holding a bowl of water with which the flames of intemperance may be quenched.

Bill Richardson,
Chaplain.

In Memorium

It is with the deepest regret that we announce the death, in a swimming accident, of Chief Petty Officer Fred Stone, T.A.S.I., in Malta on Sunday, 8th October, 1961. The Sympathies of the Association are extended to his widow and family.

The shape of *PINGS* to come

and a preview of the ultimate A/S set

In keeping with the policy of standisation of equipment in the navies of the North Atlantic Treaty Organisation, the Royal Navy in general, and the T.A.S. Branch in particular, will shortly be meeting a new and revolutionary detection and classification anti-submarine set. The FN-UWC/-7-109, designed jointly by a well known Dutch radio firm and C.I.E. of Dublin; both relative newcomers to the field of underwater research.

General Description

Basically the set comprises a transmitter and receiver, each being contained in a portable water-cooled cabinet. The transmitter is normally mounted on rails running fore and aft along the bridge centre-line. This unique position being found, during harbour trials, to be the optimum for all-round accessibility, for maintenance, and for the replacement of bulky components. The effect on conning was considered to be negligible during these trials.

Location of the receiver is similarly unorthodox. In ships with contra-rotating propellers it was found that the optimum position for the receiver is close to the port plummer block, where shaft speed (a necessary input to the Own Doppler Differentiator) can be fed into the receiver by a reliable and relatively inexpensive bicycle chain, and where receiver self-noise is nullified by shaft tunnel resonance.

The Transdite/Recept Relay, (S/R Key) may be sited adjacent to either transmitter or receiver, or for that matter almost anywhere in between providing the ambient harmonic repression is not greater than 4.6 d.b.

The Transducer, mounted in a non-retractable nickle-sodium plated dome measuring 100m.m., and sited approximately thirty three feet seven and one eighth inches from the stern, is supported in quadraxial gimbals, the two pairs of diametrically opposed stabilisers cancelling out inter-cardinal movement in quadraplane when the ship is docked for tilt test; azimuth stabilisation being provided by tiller bar. The Transducer itself is of the conventional nickle-iron type.

Maximum output, with transmission-selection to "Narrow/Long", is 1,750 Micro Watts. This is completely undetectable by even the most sensitive submarine hydrophones outside the N.A.T.O. tolerance of 90 k-metres.

Operation of Set

Before operation a count down of preliminary checks must be made to ensure efficient use of this sophisticated set, (later trials indicate that most of these checks have no real significance, but they are included in this article pending further conclusive trials).

It is first necessary to switch on the main 2,000 volt pilot-relay grid bias supply and adjust the transmitter back-wash diode leak to 150 meg-o.h.m.s./amp. (indicated by the thin red line on the monitor radiation meter).

The omni-vibrator local oscillator trigger must be pressed whilst keeping the anticipated target range accurately strobed, using the infra-sonic hand wheel.

The trigger must be released immediately the carbon-arc-ring modulator fires. Failure to do so usually results in the propagation of a non-detectable multi-frequency spectrum displaying expotential re-activation properties.

The receiver is switched on by manipulation of the Single Pole Bulgin, Wafer type U.C. F./1-307 2amp switch marked "Receiver On/Off". The receiver must now be left to warm up for two or three hours before tuning to the current mode of transmitter frequency.

Tuning is achieved by intermittently transmitting on the medium-wave band using the Ultra-sonic Telegraphy foot-push, whilst at the same time continuously manipulating in random clock-wise, and anti-clock-wise directions the hetrodyne and band-pass tuning dials until a note is heard. If the note is audible it should be considered acceptable, the dials should be locked and the receiver switched off to conserve power until two or three hours before a submarine contact is expected, when it should be switched on again, and tuning procedure repeated.

The shape of *PINGS* cont.

Unlike previous A/S equipment, this set is operated locally, i.e. from the receiver compartment. This does introduce administrative difficulties since Engineer's Rounds of the Port Plummer Block must be synchronised with the change over of asdic operators. This problem is not, however, insurmountable since there is only one operator.

This operator, (preferably a U.C. (B), young and fit enough to gain quick access to the P.P.B.S.) known as the Classifier, is in constant telephonic communication with the T.A.S.C.O. in the A.C.R., and sits in front of the S.N.S.U.C.L.B.—(Submarine, Non-Submarine, Unclassified, Lamp Box).

The Echometric Reciprocating Nonentical Integration Emitter, (E.R.N.I.E.), is fed with hand wheel setting of Target Slant Range, Range Rate, Bearing, Bearing Rate, Course, Speed, Depth and Type,—(Nuclear/Non-Nuclear/Snort/Surfaced/Dived), and drives the para-metric uni-selector, accurately selecting which lamp of the three in the S.N.S.U.C.L.B. will burn. Immediate and accurate classification is thus ensured providing the settings have been correctly applied.

The A.C.R. equipment comprises an Asdic Plan Display, (Perspex State Board), a telephone and a chair. In R.N. Ships it is expected that a secondary set—A/S 3005D.N.X.—will be fitted for detection, protection and attack purposes. This wholly British invention, considered to be the ultimate in A/S sets, is discussed below by Seamaster's special fact finding correspondent.

A PREVIEW OF THE ULTIMATE A/S SET

A/S 3005D.N.X.

No figures are available yet for this dynamic set, they will be released later, but the overall conception from the laboratories that gave us the 128, 134 and 129, is stupendous in it's scope, and breath-taking in it's simplicity.

It will revolutionise A/S warfare if it is ever introduced into submarines. At present, however, it is proposed to install it in surface ships only, as a protection against detection by submarines.

At present, A/S sets emitting ultra-sonic transmissions may be detected by their prey, and so A/S contact can be avoided by the target. The D.N. set prevents this by the

elaborately simple process of ionisation. Used at ranges from 3,000/30,000 yards, it makes the surrounding medium impenetrable to ultra-sonic sound waves. Thus any target within those ranges will be unaware of the presence of the hunter.

The fact that the normal detection apparatus will be rendered utterly useless is considered to be an added advantage, since the submarine, being unaware of the hunter, will not attack it. Ergo, - - the hunter will not have to attack IT!!

Although some methods of ionisation have been tried, none have proved so successful as the electrolosys/static principle. Here a charge of 2,000,000 volt/amps is discharged at synchronometric intervals from two ships working at different P.D. One ship being positive and the other being negative. The result over the ranges mentioned has been so successful that the experimental ships being used have not been detected for three months. (There has been no response to the request of T.A.S.(P) for more volunteers, in spite of the added incentive of 28 days re-engaging leave).

A little thought on the part of the reader will enable him to realise that this detector-negator can be applied to practically any defence project. In fact it has been suggested that, when completed, the plans (with instructions on how to read them) should be made available to all nations. Thus in the event of another D.O. (difference of opinion) the D.N. may be operated by each country, so making them attack-less, and so protect them from each other indefinitely!

Methods will, of course, have to be developed to turn off the D.N. This will involve the negation of the negator and ionised atoms. Reference to any good scientific journal on the subject will convince the searcher that he has had his chips.

Apparantly it involves the question:—
"How to put an Atom-Bomb together—after the fission chain has been initiated"??

Auntie CLARA

This yarn is true in every respect. It has not been divulged to a large number before in order to save the feelings of the innocent victim. Since this incident happened over three and a half years ago, it is now probably safe to tell, since few people will believe it anyway.

'Happy' Day was an Ordinary Seaman U.C. 3 who had, if half his yarns were true, lived such a full life of adventure that made the life of Ernest Hemingway seem like that of a Trappist monk!

As far as the science of Underwater Warfare went to hear 'Happy' talk, Captain Walker was little more than a taxi driver! There was nothing that 'Happy' had not, at some time or other, acquired a full knowledge of. In fact, he was an absolutely normal Ordinary Seaman.

At the time the 'Auntie Clara' incident happened, 'Happy' was serving on board H.M.S. Loch Killisport, in the Persian Gulf, together with about 100 other bored, sweating and slightly sun-touched matelots. Nothing had happened to disturb the screaming monotony of the heat laden commission during the six months the ship had been in the brassy furnace of the Gulf. The Asdics had been used regularly every day, on rocks, wrecks and suchlike exciting contacts. 'Peggy' Neale and the U.C.1 were beginning to get very bored with trying to keep things going in the humidity which played havoc with the insulation.

In June, the ship was, as usual, ploughing its uneventful patrol line off the Dibai Coast when something blew up in Iraq. Forty eight hours later the ship was anchored in Sitra anchorage, Bahrein, frantically storing, fuelling and practising landing parties. This seemed to be it! Lower deck was cleared and the ship's company were told that the Persian Gulf frigates were to hold themselves in readiness to evacuate any British subjects from the trouble area. Loch Killisport would remain at anchor in Sitra until the various units of the Far East Fleet, which had been diverted, arrived. These units would consist of the 'Newfoundland', 'Cossack' and a couple of other vessels - among them, a Fleet Supply ship.

The ship buzzed with activity for the first day, hummed with suppressed excitement for the second day, murmured with gossip for the third day, and succumbed to the monotony of the heat on the fourth day.

It was at Tot-time on the fourth day that 'Peggy' overheard 'Happy' holding forth to an interested crowd of Junior Seamen on the subject of Human Torpedoes and Midget Submarines - a subject on which of course, 'Happy' was fully at home, since, to quote him verbatim: "My old man told Cameron straight, he did", and a few minutes later "So Plaiice turned to me and said", but you get the idea, don't you?

When the hands turned to, 'Peggy' dashed up to the A.C.R., and shook a very reluctant U.C.1 from his afternoon siesta.

"Stalky" he said, "I've got an idea for taking 'Happy' down a peg or two".

"Stalky" was never his best after Tot-time. "Huh? What's the time? What did you say?" "Look Stalky, can you get 'Happy' up here this afternoon, and rig that set so that it sounds as if you are hearing a Russian Spy talking on an Underwater Telephone?"

Slowly Stalky surfaced and then, as the idea caught on, a grin spread across his ugly mug - he too had overheard 'Happy' on the subject of midget submarines.

"You mean as if someone on shore was talking to a Russian submarine on the bottom out in the anchorage?" he reflected for a minute. "No, 'Happy' would never swallow that. Its too Dick Bartonish".

Peggy looked disappointed, "I don't know, Happy would never admit he didn't understand anything". Stalky got up, "O.K., we'll give it a try. Get him up here at two o'clock, and when you hear it on the speaker, act scared, as if its something you and I only are supposed to know about. Then call me in the Instrument space, and we'll play it off the cuff from there".

Auntie CLARA cont.

To cut a long story short, the scheme succeeded beyond their wildest dreams. The garbled and disjointed voice which Happy heard over the speaker was difficult to interpret: the voice's callsign "Auntie Clara" was followed by some meaningless jumble, then the words Newfoundland and Cossack. More meaningless jumble followed, and the message concluded with the words 1100 tomorrow, - Off.

Stalky and Peggy had to let him in on it. He 'Happy' Day, was in on a secret which only Stalky, Peggy, the Captain and C. - C. knew about. Happy was entranced. Just think, a top secret spy catching ring, and he was in the thick of it. Happy KNEW it must be authentic. Hadn't a very worried looking U.C.1 bawled his sweeper out for permitting an outsider in he A.C.R. when an Auntie Clara message was due? Stalky and Peggy were normally as thick as thieves, and for Stalky to kick Peggy to death like that! ! ! Then, of course, to top it all, he had been taken down to the Captain's cabin and told gruffly to "Wait there, and don't speak to a soul". The worried looking U.C.1 had knocked on the door and entered after hearing the command to enter. The murmur of voices behind the closed door was heard and then Stalky came out of the cabin saying "Yes sir, I will certainly do that".

"Right Day" said Stalky, "I've spoken to the Captain and told him about you finding out. He's not very pleased, but we've got to work you into our watch system. Auntie Clara calls every forenoon at 1100, and sometimes at 1400, but Peggy and I have been keeping four on, four off since we got here. Anyway, you've got the middle tonight, be up the A.C.R. at midnight and don't forget, NO-ONE on the ship knows anything about it, so you can't get make and mends or anything".

Happy kept an uneventful middle watch, having relieved Peggy at midnight, (Peggy only just beat him to the A.C.R.) and was relieved by Stalky at 4.15a.m. (Stalky never was very good at getting up). As soon as the A.C.R. door closed behind the tired Happy, Stalky put off the light and slept.

But, as Robbie Burns wrote, "The best laid schemes of mice and men gang aft agley".

At 10.30 next forenoon the Gunner was supervising the storing of the ship from a lighter alongside, when he was flabbergasted to see O/Sea. Day put down the case of 'Herrings' in he was carrying and make his way up the lad-

der to the boat deck. Upon querying this sudden wildcat strike, the Gunner was even more amazed to be told "Very sorry sir, I have to go to the A.C.R.". A direct order was then issued by an apoplectic Gunner and was disobeyed with the same "Very sorry sir, I'm afraid I can't explain, but I must go to the A.C.R.".

After this, there was nothing for it but to take Happy in front of the Officer of the Day.

"Nothing to say sir" said Happy cheerfully. He was alright, the Captain would squash it as soon as he heard.

The First Lieutenant was made of sterner stuff. "Well Day, this is a very serious offence. You must have some reason".

Happy grinned secretly to himself. "Nothing to say sir. I'd like to explain to the Captain".

The First Lieutenant was non-plussed. He also was a man of resource. "Stand over for five minutes". The Cox'n echoed the First Lieutenant.

"Swain" said the First Lieutenant reflectively, "Ask the M.O. if Day has had any sun stroke trouble, and come straight back and let me know".

Five minutes later, the M.O.'s answer being negative, Happy was sentenced to Captain's Report.

On the afternoon that Captain's Defaulters was being held, Stalky and Peggy decided to clean into No. 10's and spill the beans after Happy had had his interview with the Captain. From their vantage point on the Squid deck, every word at the Captain's table could be heard. The Captain listened gravely to the First Lieutenant, the Officer of the Day and the Gunner, and finally turned a cold eye on the luckless Happy standing stiffly to attention in front of the table.

"Well Day, what have you to say? I warn you, since you refused to present any defence until I saw you, it had better be good".

Happy swallowed, this wasn't working out right at all. Of course, he brightened, the Captain wouldn't say anything with everyone around. He took a deep breath. "Can I speak to you privately please sir?"

The Captain hesitated a second, then, "Very well. Clear the table!" All concerned with the case retired out of earshot, and the hidden listeners on the Squid deck turned purple with suppressed mirth.

Continued on page 19

Electricity in *SMALL* Packages !!

A LADY wears on her wrist a watch that has no main spring and has never been wound. But it has been keeping time since January, 1956 with the astonishing accuracy of 99.998 per cent. The secret—inside the conventional looking case is a tiny dry-cell battery, smaller than a shirt button, that runs the watch electrically.

A gentleman wears a new all-in-one Danish made transistor hearing aid, so tiny that it fits entirely within his ear. The unit will shortly be available in Britain; again, the secret is a button sized battery, with power to amplify sound 400 times.

These are just two of the newest and most remarkable uses of electric power in small packages. Miniature batteries—basically the same as torch cells, only smaller—are today powering tiny motors in pocket tape-records, cine-cameras, no-flex wall clocks, electric razors, toy trains and cars. And in combination with transistors, these batteries are giving us such electronic marvels as pocket radios and even radio transmitters that can be carried in a hat.

The lady's wrist watch is the product of a French firm. Others are being made in the U.S.A. and Switzerland. It took four years of research to develop the battery for it—a little gold plated button guaranteed not to leak and corrode the watch. The motor is so small that its components can be observed only under a magnifying glass. Theoretically, it would run for twenty years on the amount of electrical energy that would light a 100 watt bulb for only one minute. The battery in the lady's watch needs replacing only once in two years.

The all-in-the-ear hearing aid looks about the size of a man's thumbnail and weighs only half an ounce. In an incredibly small space it packs three transistors, each about as big as a match-head, plus 78 other sub-miniature parts, including the battery. A miniaturized version of the so-called "mercury" battery, this cell has an operating life of 50 hours.

The pocket-sized transistor radios of today are, in a way, a throwback to the earliest days of broadcasting. A transistor is just a bit of synthetic mineral, much like the crystal with which the school boys 40 years ago built low-powered valveless radio sets. But these rudimentary crystals had no amplifying power; the sound could usually be heard only through earphones. Then came radios with loudspeakers, which depended upon bulky batteries to provide amplifying power.

Now, with the small transistor radios, we're back to crystals and batteries, but with immensely amplified power, clarity and long life. And some manufacturers have ready for introduction larger, table-model transistor radios which, they predict, will eventually replace the plug-in variety.

In the U.S. one manufacturer has just placed on the market an all-transistor pocket radio using two pen-light sized cells which can be re-charged up to 200 times (through a mechanism built into the carrying case) for an advertised total life of 10,000 hours. To re-charge, you need only plug the set into the case and the case into the domestic current overnight.

Today's miniature techniques are making possible all sorts of variations of the small, personal transistor radio. Atlantic City, New Jersey, has experimented with receiving sets built into the peaks of policemen's caps, just behind the badges. Powered by one pen-light cell and one miniature battery stowed in the cap's lining at the back, and with an aerial that bends from front to back across the cap's top, these sets have a range of 25 miles.

Electricity in small packages, cont.

Recently the U.S. Army Signal Corps devised a helmet on similar lines which may enable infantrymen to be wired for two way sound.

Have you ever wondered how T.V. performers in some shows can be heard so clearly as they wander upstairs and down, with no microphone or trailing wires in evidence? The answer is a battery-powered broadcasting device so small it can be concealed in the subject's clothing.

Short-range broadcasting has also found highly useful application in "silent" paging systems for factories, shops and hospitals. In the Western Infirmary in Glasgow, for example, several doctors carry in their jacket top-pockets transistor receivers tuned to their individual wavelengths. When there is a call for one, the switch board operator presses a button opposite the doctor's name on a transmitter set, and broadcast to him, and to him only. Up to fifty doctors can be reached from the one transmitter, and the operator can speak to them all at once if she wishes to. The system, one of the most advanced in the world, was developed by the British Communications Corporation Ltd., in London.

One of the most intriguing uses for the battery-powered motors is built into the new 16 m.m. cine-camera. A photo-electric cell reads the amount of light in the area towards which the camera is pointed, just as it does in an exposure meter. After that, however, it transmits the information to a motor which opens or closes the lens to provide proper exposure.

Near at hand are revolutionary new ways of developing battery-power. The idea of drawing energy from the sun through photo-electric cells and converting it into electricity through a battery has been proved possible. It has been demonstrated in a laboratory, too, that the heat of a human body can be collected in a "heat battery" powerful enough to run a small radio receiver. There is even a possibility that atomic power may be harnessed in small batteries that will have extremely long life and be "as safe to carry as a door key". One American company has actually demonstrated a tiny atomic cell, about the size of a cough drop, which it proposes to adopt to power a wrist watch.

The industries answer to these dazzling new ideas is to keep on making dry cells smaller and smaller, and constantly more powerful and longer-lived. Already Britain is making dry-cell batteries as small as any in the world. There increasing use promises not only to do away with the principle of spring-wound energy, but also to free us from our dependence on the electric cord.

Who knows but one day we may produce a pocket-sized transistorised Asdic set to be issued to all U.C's.

Auntie CLARA

Happy looked furtively around. "Well Day, I'm waiting". the Captain's voice was grim. Happy leaned confidentially across the table. "It was Auntie Clara sir". he said in a conspiratorial whisper. The Captain took a pace back. Was the man mad? Perhaps dangerous. Could be sunstroke. "Er, yes Day, all right". The Captain paused. "Your Auntie Clara you say?" thinking to humour him. Happy got desperate. This wasn't working out at all. The first glimmerings of suspicion rose in Happy's breast.

"You know sir, Auntie Clara on the Asdic, the spy sir, the Russian" Happy's voice trailed off.

Was that a slight twinkle in the Captain's eye, instantly suppressed?

"Stand over, Coxwain" he said. "Send for the T.A.S. Officer, A.B. Neale and the U.C.1."

We were told afterwards, after the biggest dressing down I have ever received, that the Captain related the story in the Wardroom that night, and concluded by saying, "And that story gentlemen, will be worth a double gin in any ship in the Fleet - - if they believe me".

And I hope they did, 'cos its true. Ask Happy Day! ! !

"Stalky"

Calling all Indoor Gardeners

HOW many of us I wonder have some indoor plant or other in the house. Possibly it was something that caught your wife's eye as she was walking through one of the major chain stores and she simply couldn't resist it. Whatever you may think or say, indoor plant growing has been going on for centuries. Nowadays, however, in place of the aspidistra and stiff palm of our ancestors' era, new, exciting, colourful forms which can climb the walls or be grouped together to form a decorative cluster in our rooms, may be obtained.

The only other type, however, which will really settle down indoors and become part of the family are the foliage pot plants, the miniature trees and the cacti. Flowering plants are usually with us for a short time and are really happier in the greenhouse, in the case of flowering pot plants, or, the garden when bulbs are grown in bowls. Very warm conditions are unnecessary for house plants. Because the light and humidity indoors are less than in the greenhouse in which they are raised, the temperature requirement is correspondingly less. Thus, never place pots close to and in direct line with a fire or radiator. The basic need is for a fairly constant and moderate temperature, not exceeding 75F. The minimum temperature should be 60F. for delicate varieties and 45F. for the hardier foliage plants. Another important factor is that as the temperature increases, so does the need for more frequent watering and moist conditions around the pot.

Pot plants differ greatly as regards their need for light, varying from the full sun requirement of Geraniums to the deep shade in which Fittonias are able to thrive. As a general rule, good light, but not direct sun, is required. Another rule is that coloured plants need more light than green ones. Electric light is too weak to have much effect on growth, but even brief exposure to artificial lighting at night might speed up flowering of some plants or delay the appearance of blooms of others. Fresh air, of course, is necessary, and is provided by opening either a window or door of the room in which the plants are growing, especially in mild weather. This helps to make the stems stronger and more resistant to disease, and the traces of gas fumes, tobacco smoke and stuffiness, which may be harmful to the plants, are removed from the room.

For healthy growth, full-sized flowers and proper leaf development, the roots of pot plants must obtain adequate supplies of nitrogen, phosphate, potash and the trace elements of the soil. J.I. potting composts contain enough of these nutrients to keep the plants growing well for several months after potting or re-potting, but once the supply has been exhausted then extra feeding is essential. This is because, unlike garden plants, the roots of the plants in pots are unable to spread out into fresh soil and reach further supplies of nutrients. Plants which derive most benefit from fertilisers are vigorous foliage plants, and flowering plants when they are coming into bloom.

Solid fertilisers are sometimes used for feeding indoor plants, but the danger with these is that the distribution in the soil is uneven, which will have a bad effect on root growth. It is generally agreed that the easiest way of feeding pot plants is to use a liquid fertiliser. A few drops added to each pint of water, not only waters the plant, but feeds it also.

Calling all Indoor Gardeners continued

The time to feed your plants is during the growing and flowering season; March to October for foliage and most flowering plants, and also during winter for winter flowering types. Do not feed plants during the resting periods when they are not growing or flowering, as forcing them to grow at this stage results in weak, spindly stems and poor coloured leaves.

Plants which are sick due to over-watering should not be fed—allow them to recover first. Feeding a plant that is sick only makes matters worse. More plants wilt and die from over-watering than from any other cause. Those daily dribbles of water soon turn the soil into a soggy, airless mass in which the roots cannot survive. The time to water is when the soil is on the dry side, but before it has completely dried out. As a guide, the surface of the soil should be dry and the pot when tapped should give a ringing note as compared to the dull thud of a well-watered pot. An occasional droop of the leaves will do no harm to most plants, but never make plants beg for water, because then the soil is definitely too dry. The leaves of woody plants, such as Azaleas and Heaths should never be allowed to wilt.

During the Spring and Summer, watering will be necessary two to four times a week, depending on the plant, liveliness and size and type of pot. Most pots can be watered from the top, using a small watering can. Tap water is suitable for nearly all plants, but rain water may be used. Never water in the full sun or splashed leaves will be scorched. When watering, fill up the space between the top of the soil and the rim of the pot, and allow the surplus water to drain away. Do not leave water in the container or saucer in which the pot is standing.

Plants such as African Violet, Gloxinia, Cyclamen and others which do not like water on their crowns or leaves should be watered from below. Immerse the pots in water up to the level of the soil, and leave them to soak until the surface glistens. Then remove them at once and return them to their growing quarters. In Winter, growth slows down and may stop. Over-watering must be avoided in this resting period, and until new growth starts in the Spring, watering two or three times a month is generally sufficient.

Now that we know a little about the care of pot plants, let us consider in this edition some of the more common foliage plants. All plants have their botanical name which is unknown to most of us, but I have included it along with their more commonly known name. Foliage plants may not be as spectacular as their flowering cousins, but they are much more likely to stay attractive all the year round and possibly thrive better under average room conditions.

ADIANTUM (Maidenhair Fern). Small flimsy leaves on thin stems, Difficult to grow, must be kept in partial shade. Needs moist conditions, frequent watering (no water on foliage) and no draughts.

CHLOROPHYTUM (Spider Plant). Tufty, grass-like green and white foliage. A good hanging plant. Needs plenty of light, but little sunshine. Water often in Summer, infrequently in Winter. Feed during the growing season.

CISSUS ANTARCTICA (Kangaroo Vine). Hardy adaptable climber. Treat as for RHODI- CISSUS.

CODIAEUM (Croton). Shrubby plant with coloured leaves. Very difficult to grow in most rooms. Avoid draughts and direct sun light. Water freely and stand pots in moist peat. Syringe regularly.

COLEUS (Flame Nettle). Brightly coloured foliage, grown for temporary display. Needs light, plenty of water, and regular feeding in the growing season. Pinch out the tips to produce a bushy plant.

Calling all Indoor Gardeners continued

CYPERUS (Umbrella Plant). Short-stemmed, strap-like leaves. Easy to grow and likes partial shade. Give as much water as possible. Stand the pots in water-filled saucers.

DRACAENA (Dragon Plant). Erect plant with long, narrow leaves. Easy to grow, but needs Winter warmth. Give plenty of water in Summer and syringe leaves regularly. Feed throughout the growing season.

FATSHEDERA LIZEI (Fat-headed Lissie). Hardy leathery-leaved specimen plant. Treat as FATSIA.

FATSIA JAPONICA (Japanese Aralia). Useful for unheated rooms. Needs partial shade and cool conditions. Pinch out tops to keep plant bushy. Give plenty of water in Summer. Wash leaves regularly and feed during growing season.

FICUS ELASTICA (Rubber Plant). Erect specimen plant, with large shiny leaves. Quite adaptable but cannot stand cold. Avoid draughts and over-watering. Sponge leaves occasionally and feed during the growing season.

FICUS PUMILA (Climbing Fig). Quick growing, shade loving climber with small closely packed leaves. Fairly hardy and can survive cold. Never let the soil dry out and feed during the growing season. Avoid draughts.

FITTONIA. Small shade loving plant with distinctive veined leaves. Treat as for MARANTA.

GREVILLEA ROBUSTA (Silk Oak). Specimen plant with feathery, silvery leaves. Hardy and adaptable. Needs cool, light and airy situation. Water freely during the Summer.

HEDERA (Ivy). Very popular and adaptable climber, ideal for shady spots. Keep variegated types in the light. Keep moist when growing, water freely in the Summer, feed during growing season and syringe leaves occasionally.

HELXINE SOLEIROLII (Mind Your Own Business). Carpeting plant with trailing stems and closely set tiny leaves. Hardy and adaptable. Never let pots dry out. Keep in water-filled saucers in shade.

MARANTA (Arrowroot, Prayer Plant). Small, shade loving plant with decorative blotched leaves. It is difficult to grow. Avoid draughts and provide warm, humid conditions. Water very sparingly in Winter.

MONSTERA DELICIOSA (Swiss Cheese Plant). Climbing plant with large perforated leaves. Easily grown, but warm conditions are required in Winter. Avoid draughts and dry conditions. Water freely in Summer, keep soil moist in Winter. Feed during growing season and syringe leaves occasionally.

PANDANUS (Screw Pine). Plant with long, narrow, white-striped leaves, arranged in a spiral. Need warm condition, especially during Winter. Keep in small pots in a light spot, water freely in Summer and spray leaves occasionally.

PEPEROMIA (Pepper Elder). Ornamental leaves plant. Winter warmth necessary and syringe occasionally. Avoid draughts and hot, dry conditions. Use tepid water when watering and keep the soil nearly dry during the Winter.

PHILODENDRON SCANDENS (Sweetheart Plant). Climbing plant bearing shiny, heart-shaped leaves. Very adaptable if kept warm during Winter. Place in a shady spot. Avoid draughts and dry conditions. Water freely during Summer and keep the soil moist during Winter. Feed during growing season and syringe leaves occasionally.

RHOICISSUS RHOMBOIDEA (Grape Ivy). Hardy, adaptable climber. Grows almost anywhere indoors. Water very sparingly during Winter and feed during growing season.

Calling all Indoor Gardeners continued

SANSEVIERIA TRIFASCIATA LAURENTII (Mother-in-Law's Tongue). Erect plant with thick, fleshy leaves. Requires little attention apart from plenty of water in Summer and Winter warmth. Water very sparingly in Winter. Keep water off leaf bases and feed during the growing season.

SAXIFRAGA SARMENTOSA (Mother of Thousands, Strawberry Geranium). Round marbled leaves, long stolons producing young plants. Very easy to grow. Keep moist in a cool, shady spot.

SCINDAPSUS (Ivy Arum). Variegated leaved climber. Adaptable, but needs Winter light and warmth. Avoid draughts and dry conditions. Water freely during Summer, keep soil moist in Winter. Do not handle foliage. feed during growing season and syringe leaves occasionally.

TRADESCANTIA ANDZEBRINA (Wandering Jew). Small leaved easy growing trailer. Striped varieties need light. Remove any green shoots. Give plenty of water in Summer. Feed during growing season.

Possibly this article may influence one or two members to buy a few of these plants, and if so, the growing hints should come in handy. In the next edition of "Seamaster" I intend to list and give hints for the successful cultivation of some of those beautiful pot flowers one sees for sale in florist windows. Till then, good growing to all indoor gardeners.

Eric B.

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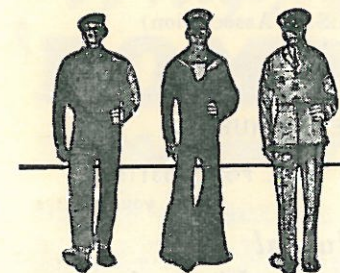
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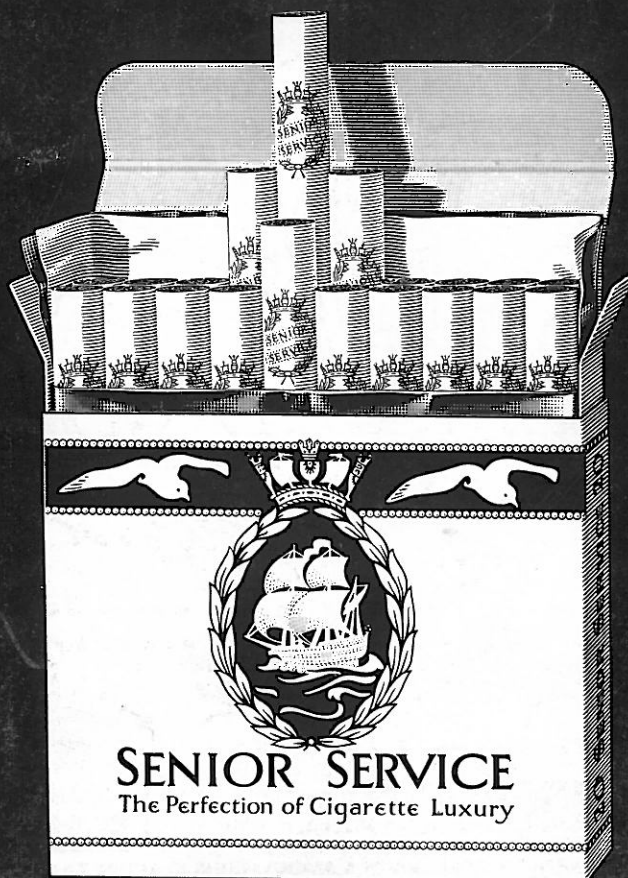
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