

CORONATION REVIEW OF THE FLEET



BY

HER MAJESTY THE QUEEN
AT SPITHEAD ON MONDAY 15TH JUNE 1953

OFFICIAL SOUVENIR PROGRAMME PRICE 2/-

Published under the Authority of the Commander-in-Chief Portsmouth



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OFFICIAL SOUVENIR PROGRAMME
OF THE

Coronation Review
of the Fleet

BY

Her Majesty The Queen

AT SPITHEAD, 15th JUNE, 1953

Sheena Forquo.

PUBLISHED UNDER THE AUTHORITY OF THE
Commander-in-Chief, Portsmouth

EDITED BY INSTRUCTOR CAPTAIN R. E. SHAW, C.B.E., B.SC., A.D.C., R.N.

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HER MAJESTY THE QUEEN



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When we look back on the deeds and the traditions of generations gone, when familiar emblems and ceremonies remind us of great or humble tasks excellently done—then a natural pride makes it imperative to keep the standard high and make the present worthy of the past.



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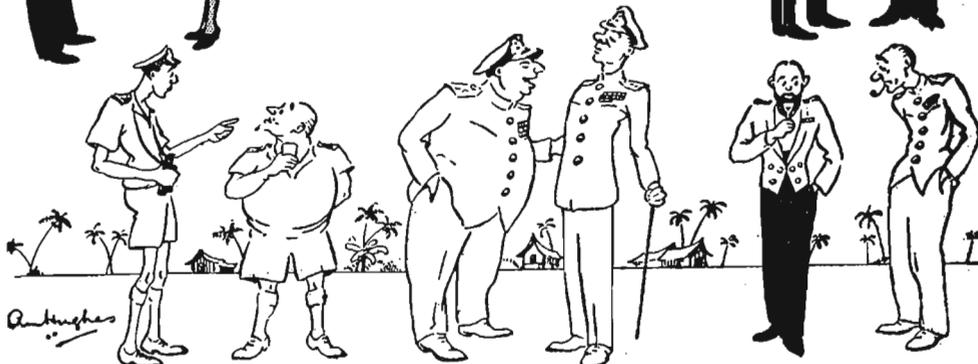
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Commander-in-Chief, Portsmouth

Admiral Sir George E. Creasy, K.C.B., C.B.E., D.S.O., M.V.O.
Commander-in-Chief, Home Fleet, and Commanding Review Fleet at Spithead

Vice-Admiral J. A. S. Eccles, C.B., C.B.E.
Flag Officer Air (Home)

Vice-Admiral E. M. C. Abel Smith, C.B., C.V.O.
Flag Officer, Royal Yachts

GENERAL PROGRAMME

(For Plan of Anchorage see pages 32 and 33)

TUESDAY, JUNE 2nd

Coronation.

MONDAY, JUNE 8th

H.M. Ships begin to assemble at Spithead.

WEDNESDAY, JUNE 10th

Birthday of H.R.H. The Duke of Edinburgh. Ships dress over-all and a Royal Salute is fired at noon.

Foreign Warships begin to assemble at Spithead.

Certain H.M. Ships are open to visitors.

THURSDAY, JUNE 11th

Official birthday of Her Majesty The Queen. Ships dress over-all and a Royal Salute is fired at noon.

Certain H.M. Ships are open to visitors.

FRIDAY, JUNE 12th

The assembly of the Review Fleet at Spithead is completed on this day.

SATURDAY, JUNE 13th

Afternoon Display of Naval Aircraft at R.N. Air Station, Lee-on-Solent.

SUNDAY, JUNE 14th

Evening The Board of Admiralty embark in H.M.S. *Redpole*.

Her Majesty The Queen arrives by car and embarks in H.M.S. *Surprise* at South Railway Jetty, being received on the jetty by the Lord Mayor of Portsmouth and the Commander-in-Chief, Portsmouth. Ships dress over-all.

Royal Salute is fired by the Naval Saluting Battery on the Royal Standard being broken in H.M.S. *Surprise*.

H.R.H. The Duke of Edinburgh later arrives informally by car, and embarks in H.M.S. *Surprise*.

MONDAY, JUNE 15th**Review of the Fleet**

- 8 a.m. Ships dress over-all.
- Morning Her Majesty The Queen receives the Board of Admiralty and certain Senior Officers on board H.M.S. *Surprise*.
- 1 p.m. Her Majesty The Queen holds a luncheon party on board H.M.S. *Surprise*.
- 2.35 p.m. Her Majesty Queen Elizabeth The Queen Mother, H.R.H. Princess Margaret and other members of the Royal Family arrive by train and embark in H.M.S. *Surprise*.
- 3 p.m. Preceded by Trinity House vessel *Patricia* and escorted by H.M.S. *Redpole*, H.M.S. *Surprise* leaves South Railway Jetty for Spithead.
- On approach of, and by signal from, H.M.S. *Surprise*, a Royal Salute is fired by the Fleet at Spithead.
- 3.30 p.m. H.M.S. *Surprise* enters the Review lines and Her Majesty The Queen reviews the Fleet. The ships in the procession proceeding through the lines are :
- | | |
|---|---------------------|
| <i>Patricia</i> (Trinity House) | } Government Guests |
| H.M.S. <i>Surprise</i> (Royal Yacht) | |
| H.M.S. <i>Redpole</i> (Admiralty Yacht) | |
| H.M.S. <i>Starling</i> (Board of Admiralty Guests) | |
| H.M.S. <i>Fleetwood</i> (C.-in-C. Portsmouth's Guests) | |
| H.M.S. <i>Helmsdale</i> (Lord Mayor of Portsmouth and Mayor of Gosport) | |
| s.s. <i>Orcades</i> | |
| s.s. <i>Pretoria Castle</i> | |
| s.s. <i>Strathnaver</i> | |
| m.v. <i>Brading</i> | |
| m.v. <i>Southsea</i> | } Admiralty Staff. |
- 5.10 p.m. (approx.) H.M.S. *Surprise* anchors at the head of E line.
- 5.35 p.m. The Fly Past by Naval Aircraft takes place.
- Her Majesty Queen Elizabeth The Queen Mother and some other members of the Royal Family disembark to return to London.
- 6.30 p.m. Her Majesty The Queen holds a Sherry Party on board H.M.S. *Surprise*.
- 8.30 p.m. Her Majesty The Queen dines on board H.M.S. *Vanguard*.
- 10.30 p.m. The Illumination of the Fleet begins.
- 10.40 p.m. Firework Display begins.
- 11 p.m. H.R.H. Princess Margaret and other members of the Royal Family disembark on completion of the firework display.
- 11.15 p.m. (approx.) Her Majesty The Queen returns to H.M.S. *Surprise*.
- 12 midnight The Illumination of the Fleet ends.

TUESDAY, JUNE 16th

- 8 a.m. Ships dress over-all.
- 8.30 a.m. Preceded by Trinity House vessel *Patricia*, and escorted by H.M.S. *Redpole*, H.M.S. *Surprise* weighs and returns to harbour. A Royal Salute is fired by the Fleet.
- 9.20 a.m. Her Majesty The Queen, accompanied by H.R.H. The Duke of Edinburgh, disembarks to return to London by train.
- A Royal Salute is fired by the Naval Saluting Battery when the Royal Standard is struck in H.M.S. *Surprise*.
- The Board of Admiralty disembark and return to London.
- The Fleet starts to disperse.



In the air, as well as at sea, Vickers contribute to the power of the Royal Navy. Supermarine Attackers formed the first British naval jet squadron to go into service, and the latest aircraft carrier, H.M.S. Hermes, is now fitting out at Barrow.



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Ships attending the Review from Fleets and Commands

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H.M.S. Surprise Frigate performing the duty of Royal Yacht for Her Majesty the Queen

ADMIRALTY YACHT

H.M.S. Redpole Frigate performing the duty of Admiralty Yacht

HOME FLEET

BATTLESHIP

H.M.S. Vanguard (Fleet Flagship)

AIRCRAFT CARRIERS

H.M.S. Eagle
(Flagship, Heavy Squadron)
H.M.S. Indomitable
H.M.S. Theseus

H.M.S. Implacable
(Flagship, Training Squadron)
H.M.S. Indefatigable

CRUISERS

H.M.S. Swiftsure
(Flagship, Flotillas)

H.M.S. Sheffield

FAST MINELAYER

H.M.S. Apollo

SHIPS OF THE "DARING" CLASS

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H.M.S. Duchess

H.M.S. Defender
H.M.S. Decoy

DESTROYERS

H.M.S. Agincourt
H.M.S. Aisne
H.M.S. Barrosa
H.M.S. Corunna

H.M.S. Solebay
H.M.S. Cadiz
H.M.S. St. James

H.M.S. Battleaxe
H.M.S. Scorpion
H.M.S. Crossbow

FRIGATES

H.M.S. Venus
H.M.S. Verulam
H.M.S. Virago

FLEET TUG

H.M.S. Reward

MEDITERRANEAN FLEET

CRUISERS

H.M.S. Glasgow
(Fleet Flagship)

H.M.S. Gambia
(Flagship, Flotillas)

FAST MINELAYER

H.M.S. Manxman

DESTROYERS

H.M.S. Barfleur

H.M.S. St. Kitts

FRIGATES

H.M.S. Mermaid
H.M.S. Cygnet

H.M.S. Maggie
H.M.S. Wrangler

H.M.S. Wakeful
H.M.S. Peacock

SUBMARINE DEPOT SHIP

H.M.S. Forth

SUBMARINES

H.M.S. Sanguine
H.M.S. Sentinel

H.M.S. Talent
H.M.S. Teredo

H.M.S. Token

OCEAN MINESWEEPERS

H.M.S. Fierce
H.M.S. Chameleon

H.M.S. Rifleman
H.M.S. Plucky

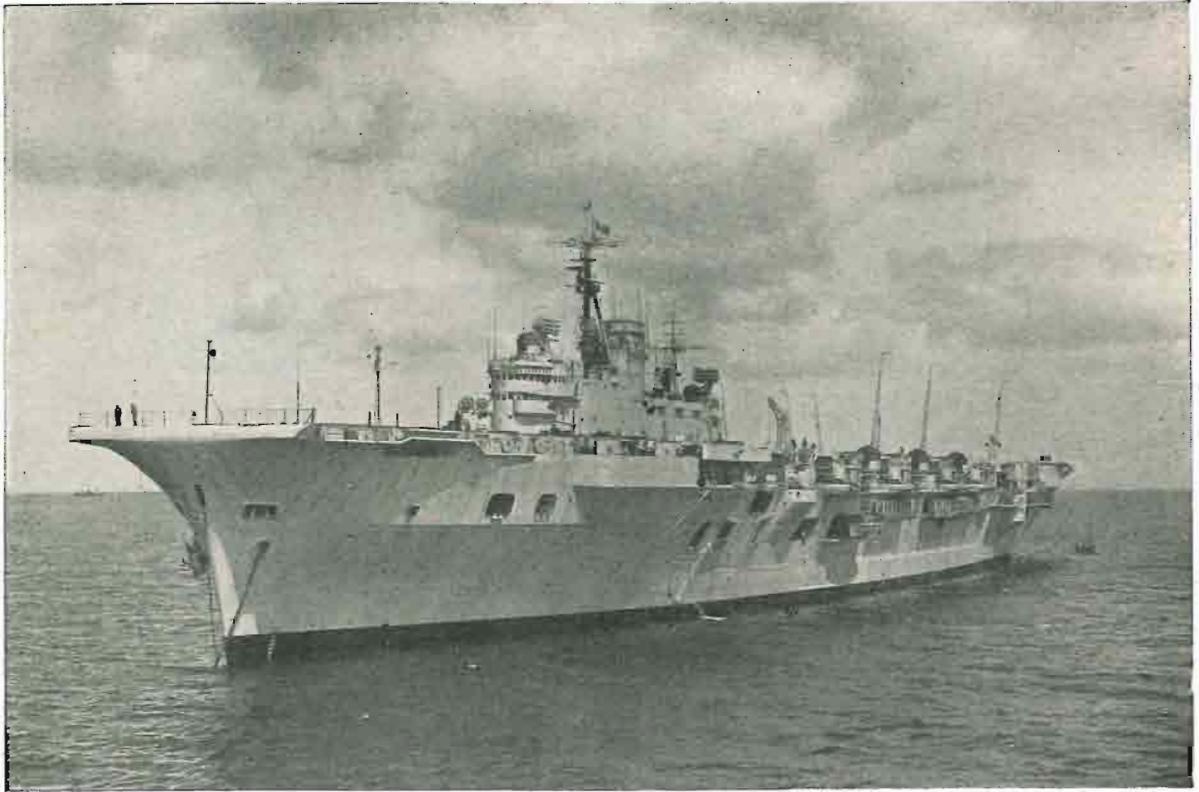
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H.M.S. Totem

H.M.S. Artful
H.M.S. Sea Devil
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H.M.S. Seascout
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H.M.S. Cleopatra

SUBMARINE DEPOT SHIP

H.M.S. Adamant

DESTROYERS

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H.M.S. Jutland

H.M.S. Camperdown

FRIGATES

H.M.S. Start Bay

H.M.S. Bicester

H.M.S. Melbreak

OCEAN MINESWEEPER

H.M.S. Orcadia

TRAWLERS

H.M.S. Coll

H.M.S. Switha

H.M.S. Wiay

LANDING CRAFT

L.C.T. 4039

L.C.T. 4044

HOME COMMANDS

PORTSMOUTH

AIRCRAFT CARRIER

H.M.S. Perseus

AIRCRAFT DIRECTION VESSEL

H.M.S. Boxer

DESTROYERS

H.M.S. Zephyr

H.M.S. Myngs

H.M.S. Finisterre

H.M.S. Contest

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H.M.S. Hedingham Castle
H.M.S. Leeds Castle

H.M.S. Tintagel Castle
H.M.S. Brocklesby
H.M.S. Helmsdale

H.M.S. Starling
H.M.S. Fleetwood
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H.M.S. Reclaim

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MINELAYER

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TRAWLERS

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H.M.S. Fetlar

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LANDING SHIP (TANK)

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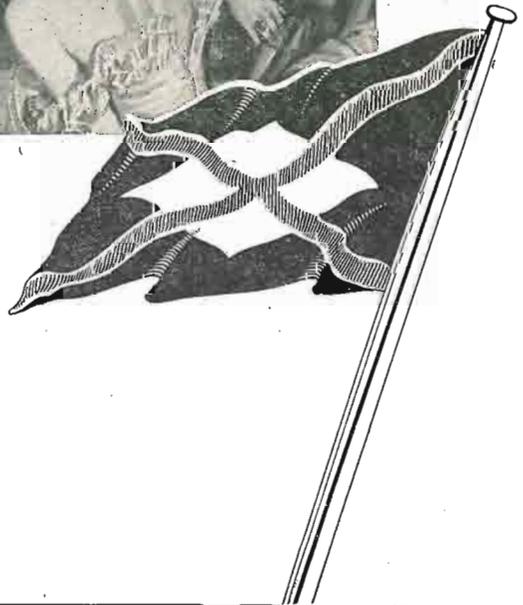
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1567

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H.M.S. Devonshire

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H.M.S. Crispin

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H.M.S. Protector

H.M.S. Roebuck
H.M.S. Relentless
H.M.S. Tenacious
H.M.S. Rocket

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H.M.S. Termagant
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H.M.S. Knaresborough Castle

H.M.S. Loch Ruthven
H.M.S. Burghead Bay
H.M.S. Caistor Castle
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TRAWLERS
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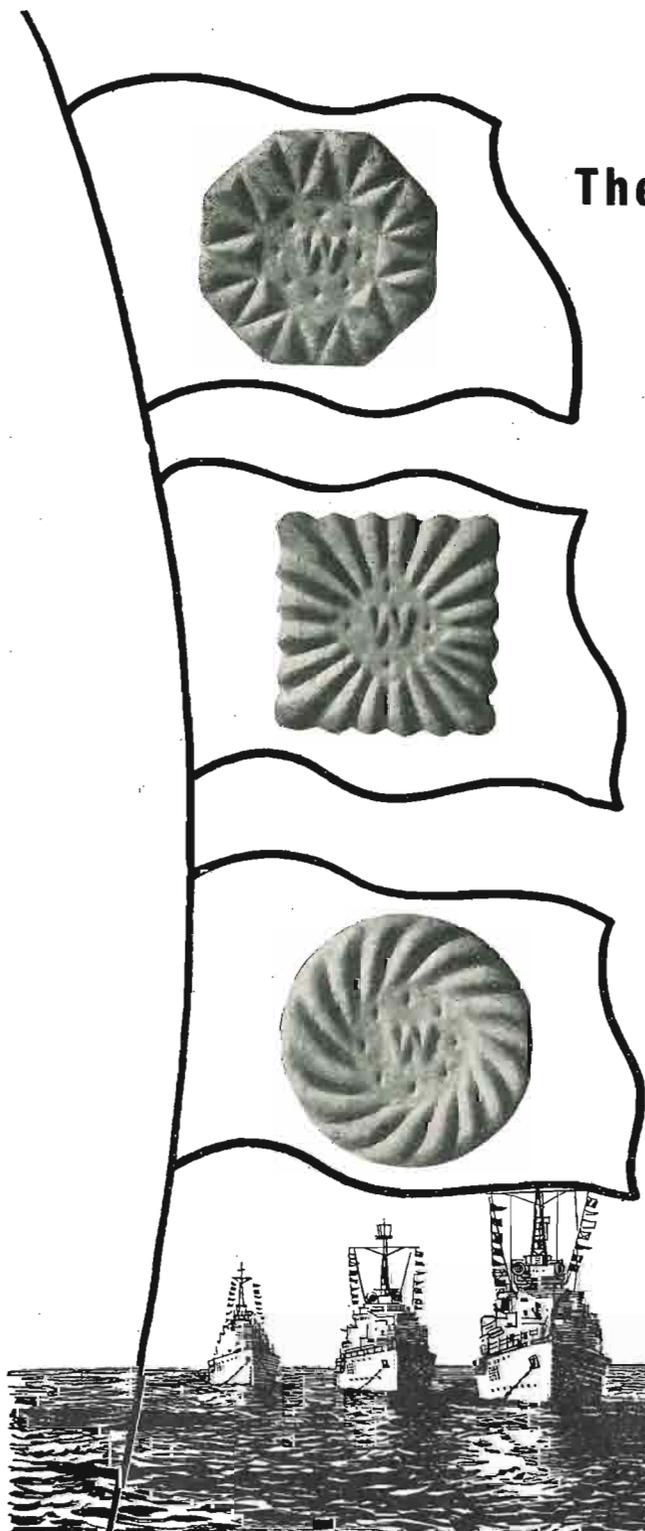
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H.M.S. St. Mungo
H.M.S. Killiecrankie
H.M.S. Humber

M.M.L. 2220

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H.M.S. Blackburn



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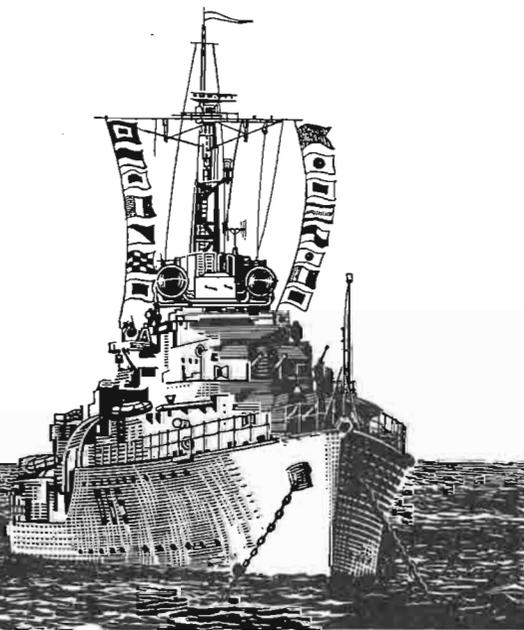
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(Flagship)

H.M.C.S. Ontario

DESTROYER
H.M.C.S. Sioux

FRIGATES
H.M.C.S. La Hulloise
H.M.C.S. Swansea

ROYAL AUSTRALIAN NAVY

AIRCRAFT CARRIER
H.M.A.S. Sydney

ROYAL NEW ZEALAND NAVY

CRUISER
H.M.N.Z.S. Black Prince

INDIAN NAVY

CRUISER
I.N.S. Delhi
(Flagship)

DESTROYER
I.N.S. Ranjit

FRIGATE
I.N.S. Tir

ROYAL PAKISTAN NAVY

FRIGATES
H.M.P.S. Zulfiqar
H.M.P.S. Jhelum

List of Naval Air Squadrons

FRONT LINE

800 Fighter (ATTACKER)
802 Fighter (SEA FURY)
803 Fighter (ATTACKER)
804 Fighter (SEA FURY)
806 Fighter (SEA HAWK)
809 Night Fighter (SEA HORNET)
812 Anti-Submarine (FIREFLY)
814 Anti-Submarine (FIREFLY)
815 Anti-Submarine (AVENGER)
820 Anti-Submarine (FIREFLY)
824 Anti-Submarine (FIREFLY)
825 Anti-Submarine (FIREFLY)
826 Anti-Submarine (FIREFLY)
849 Reconnaissance (SKYRAIDER)

CANADIAN

V.S. 881 (AVENGER)
V.F. 871 (SEA FURY)

AUSTRALIAN

817 Anti-Submarine (FIREFLY)

R.N.V.R.

1830 Anti-Submarine (FIREFLY)
1831 Fighter (SEA FURY)
1832 Fighter (SEA FURY)
1833 Fighter (SEAFIRE)
1840 Anti-Submarine (FIREFLY)
1841 Anti-Submarine (FIREFLY)
1835 Fighter (SEA FURY)

TRAINING

705 Air/Sea Rescue (DRAGONFLY)
719 Anti-Submarine (FIREFLY)
728 Fleet Requirements (SEA HORNET)
736 Fighter (ATTACKER)
737 Anti-Submarine (FIREFLY)
738 Fighter (SEA FURY)
750 Anti-Submarine (FIREFLY)
759 Fighter (METEOR)
766(A) Fighter (SEAFIRE)
766(B) Anti-Submarine (FIREFLY)
771 Fleet Requirements (FIREFLY)
781 Communication (FIREFLY)
796 Anti-Submarine (FIREFLY)



CORONATION SPECIAL



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Ships other than Warships

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(Commodore)

Eddy Bay
N.A.V. Amherst

Olna
Black Ranger

TRINITY HOUSE

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T.H.V. *Argus*
T.H.V. *Kihna*

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Lighthouse Tender *Pharos*

H.M. CUSTOMS CRUISER

Vigilant

COMMISSIONERS FOR IRISH LIGHTS

Lighthouse Tender *Granuaile*

OCEAN WEATHERSHIP

Weather Explorer

CANADIAN GOVERNMENT

Icebreaker *d'Iberville*

MERCHANT NAVY

Alca
Amsterdam
Andes
Borodino
British Sailor
Caltex Bahrain
Clan Shaw
City of London

Copsewood
Dilwara
Empire Windrush
Falconer Birks
Gospport
Hildebrand
Irish Coast

Crofter
Magrix
Kenya
Milo
Orcades
Pretoria Castle
St. Briavels

Samaria
Singularity
Sir Archibald Page
Strathmaver
Ben Hittinger
Velletia
Whitewing

FISHING FLEET

Ernest Holt (Ministry of Agriculture and Fisheries)
Ocean Sunlight
Red Hackle

Lady Lou
Loch Leven
Princess Royal
Yardley

Brenda (Scottish Home Dept.)
Wave Sheaf

ROYAL NATIONAL LIFEBOATS

No. 899 (Campbeltown)

No. 901 (Ramsgate)

No. 915 (Flamborough)

Margate

Foreign Warships

BELGIUM *LUITENANT TER ZEE VICTOR BILLET* (Frigate) Commodore G. Timmermans, D.S.C.; Lieutenant de Vaisseau (1st Class) J. P. M. G. Pesch.

BRAZIL *ALMIRANTE BARROSO* (Cruiser) Capitao-De-Mar-E Guerra Fernando Muniz Freire Junior.

DENMARK *HOLGER DANSKE* (Frigate) Captain H. Römeling.

DOMINICAN REPUBLIC *TRUJILLO* (Destroyer) Commander Rafael B. Richardson Lightbourne.

FRANCE **MONTCALM* (Cruiser) Vice-Admiral N. Mariani, C.B.E. Capitaine de Vaisseau M. C. B. Marchal.

GREECE **NAVARINON* (Destroyer) Vice-Admiral P. Lappas; Commander D. Soutsos.

ITALY **AMERIGO VESPUCCI* (Training Ship) Vice-Admiral Gastone Minotti: Captain L. Sotgiu.

NETHERLANDS **TROMP* (Cruiser) Rear-Admiral F. T. Burghard; Captain C. W. T. Baron von Boetzelaer.

NORWAY *NARVIK* (Destroyer) Commander C. O. Herlofsen, D.S.C.

PORTUGAL *BARTOLOMEU DIAS* (Frigate) Captain F. Q. M. Dias.

SPAIN **MIGUEL DE CERVANTES* (Light Cruiser) Rear-Admiral Don Pedro Nieto Antunez; Capitán Don Fausto de Saavedra Collado Marqués de Viana y Coquille Conde de Urbasa and Grandee of Spain.

SWEDEN **GOTA LEFON* (Cruiser) Rear-Admiral S. H. Ericson; Captain C. G. A. B. de Mare.

THAILAND *POSAMTON* (Minesweeper) Commodore Luang Charn Chayasak; Lieutenant Commander Sondhi Bhunyachai.

TURKEY **DEMIR HISAR* (Destroyer) Rear-Admiral Tacettin Talayman; Staff Commander Cemal Tursten

UNION OF SOVIET SOCIALIST REPUBLICS *SVERDLOV* (Cruiser) Captain (1st Rank) O. I. Rudauov.

UNITED STATES OF AMERICA **BALTIMORE* (Heavy Cruiser) Vice-Admiral J. Wright; Captain G. L. Caswell.

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A.D.V. AIRCRAFT DIRECTION VESSEL
B. BATTLESHIP
CR. CRUISER
D. DESTROYER

D.C. SHIPS OF THE "DARING" CLASS
FR. FRIGATE
FST.MN.LR. FAST MINELAYER
R.S. HEAVY REPAIR SHIP
L.S.H.(S) LANDING SHIP HQS.
MN.LR. MINELAYER

M.S. MINESWEEPER
NT.LR. NETLAYER
O.M.S. OCEAN MINESWEEPER
S.M. SUBMARINE
S.M.D.S. SUBMARINE DEPOT SHIP
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Aisne D. Commander J. R. G. Trechman.
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Astute S.M. Lieut.-Comdr. R. W. Garson.
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Barrosa D. Commander T. W. Best.
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781 Squadron	Lieut.-Comdr. D. L. Stirling.	849 Squadron	Lieut.-Comdr. J. D. Treacher.
771 Squadron	Lieut.-Comdr. R. Pridham-Wippell.	738 Squadron	Lieut.-Comdr. H. J. Abraham.
796 Squadron	Lieut.-Comdr. J. S. Barnes.	802 Squadron	Lieut.-Comdr. D. M. Steer.
750 Squadron	Lieut.-Comdr. E. F. Pritchard.	804 Squadron	Lieut.-Comdr. J. R. Routley.
766B Squadron	Lieut.-Comdr. D. W. Winterton.	871 Squadron	Lieutenant R. Heath, R.C.N.
737 Squadron	Lieut.-Comdr. J. L. W. Thompson.	1831 Squadron	A/Lieut.-Comdr. (A) W. A. Storey, R.N.V.R.
719 Squadron	Lieut.-Comdr. R. A. W. Blake.	1832 Squadron	Lieut.-Comdr. (A) G. R. Willcocks, D.S.C., R.N.V.R.
812 Squadron	Lieut.-Comdr. J. M. Culbertson.	1835 Squadron	A/Commander (A) G. M. Rutherford, M.B.E., D.S.C., R.N.V.R.
814 Squadron	Lieut.-Comdr. S. W. Birse, O.B.E., D.S.C.	728 Squadron	Lieut.-Comdr. P. C. S. Bagley.
817 Squadron	Lieut.-Comdr. A. L. Oakley, D.F.C., R.A.N.	809 Squadron	Lieut.-Comdr. E. M. Frazer.
820 Squadron	Lieut.-Comdr. G. C. Hathway.	815 Squadron	Lieut.-Comdr. L. P. Dunne, D.S.C.
824 Squadron	Lieut.-Comdr. O. G. W. Hutchinson.	881 Squadron	Lieut.-Comdr. W. H. I. Atkinson, D.S.C.
825 Squadron	Lieut.-Comdr. R. P. Keogh.	Gannet Flight	
826 Squadron	Lieut.-Comdr. J. W. Powell, D.S.C.	759 Squadron	Lieut.-Comdr. D. R. O. Price, D.F.C.
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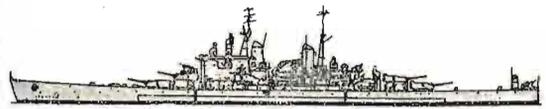


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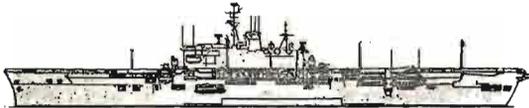
HOW TO DISTINGUISH THE VARIOUS TYPES OF SHIPS

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VANGUARD (Battleship)



EAGLE (Fleet Carrier)



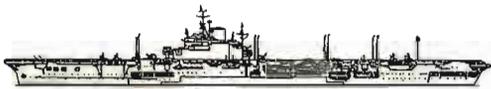
IMPLACABLE CLASS (Fleet Carrier)



ILLUSTRIOUS CLASS (Fleet Carrier)



THESEUS (Colossus Class Light Fleet Carrier)



INDOMITABLE (Fleet Carrier)



PERSEUS CLASS (Light Fleet Carrier)



SUPERB (Cruiser)



SWIFTSURE (Cruiser)



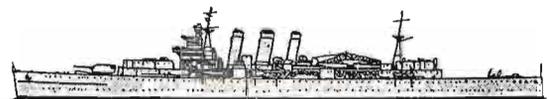
GAMBIA (Fiji Class Cruiser)



GLASGOW (Southampton Class Cruiser)



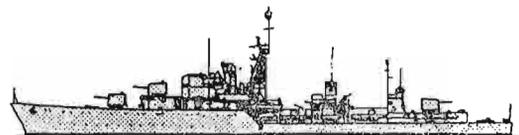
CLEOPATRA (Dido Class Cruiser)



DEVONSHIRE (Cadets' Training Cruiser)



APOLLO (Fast Minelayer)



DARING CLASS

HOW TO DISTINGUISH THE VARIOUS TYPES OF SHIPS—*continued*



CROSSBOW (Weapon Class Destroyer)



BATTLE CLASS (Destroyer)



CREOLE (CA, CH, CO, Class Destroyers much the same)



ZEPHYR (Zambesi Class Destroyer)



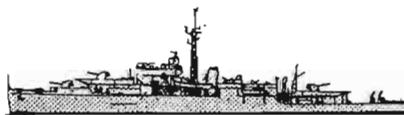
OBDURATE (Onslow Class Destroyer)



RELENTLESS (Fast A/S Frigate)



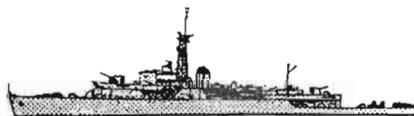
TENACIOUS (Fast A/S Frigate)



CYGNET (Black Swan Class Frigate)



BROCKLESBY (Hunt Class Frigate)



ENARD BAY (Bay Class Frigate)



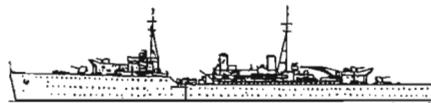
LOCH VEATIE (Loch Class Frigate)



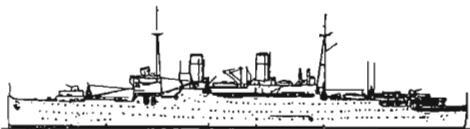
HEDINGHAM CASTLE (Castle Class Frigate)



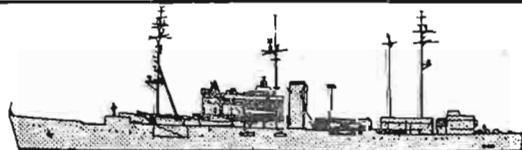
HELMSDALE (River Class Frigate)



ADAMANT (S/M Depot Ship)

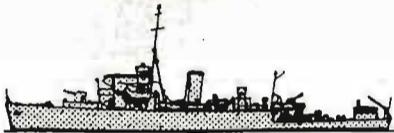


MONTCLARE (S/M Depot Ship)

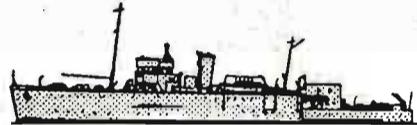


BOXER (Radar Training Ship)

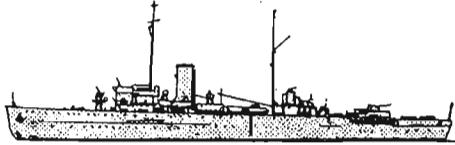
HOW TO DISTINGUISH THE VARIOUS TYPES OF SHIPS *—continued*



ALGERINE CLASS (Minesweeper)



SCOTT (Surveying Ship)



PROTECTOR (Netlayer)



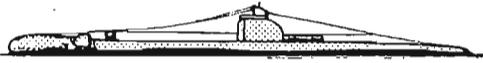
MEON (Landing Ship Headquarters)



LINDISFARNE (Isles Class Trawler)



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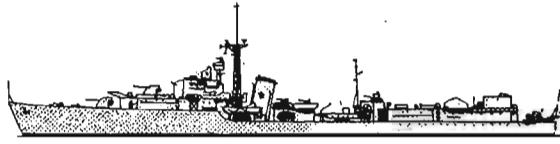
MAGNIFICENT (Light Fleet Carrier) R.C.N.



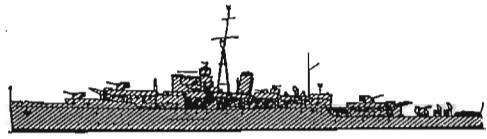
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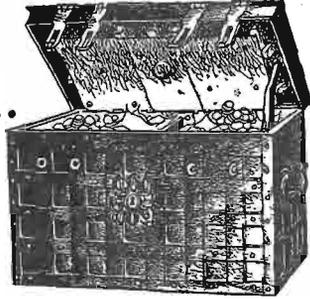


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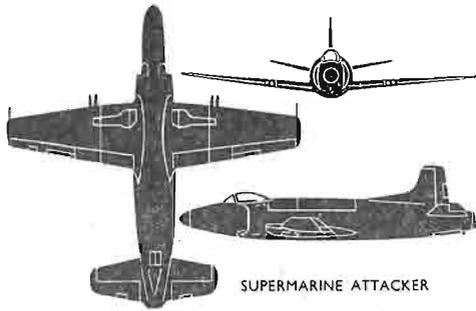
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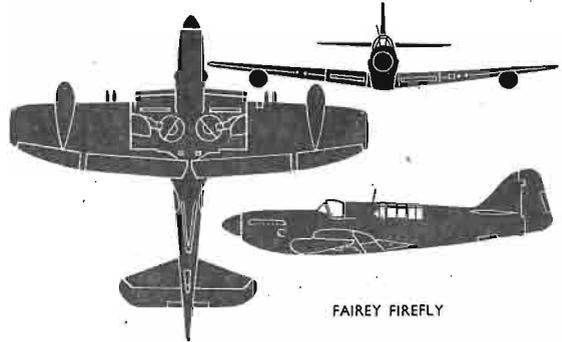
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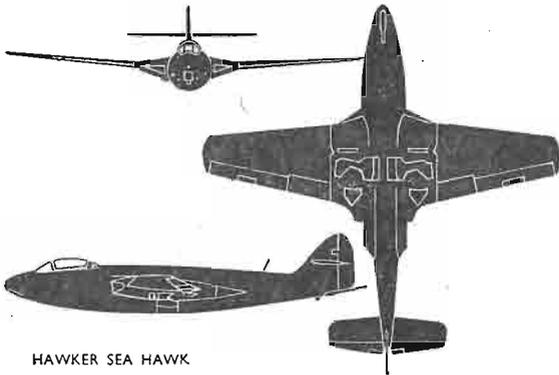
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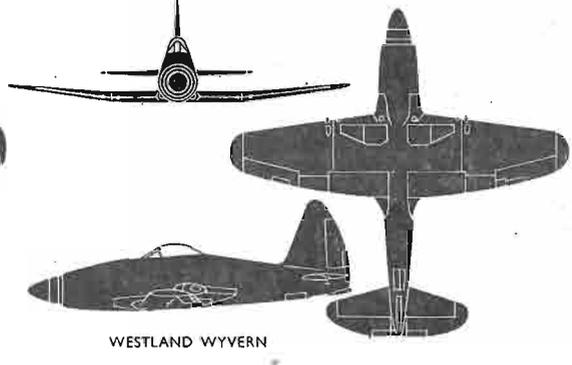
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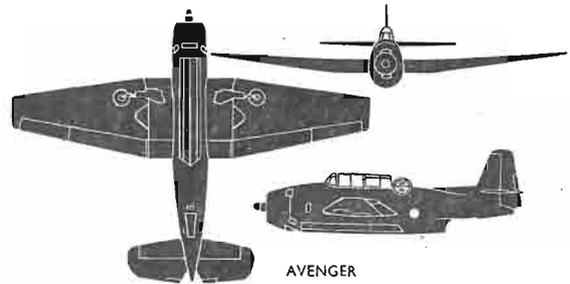
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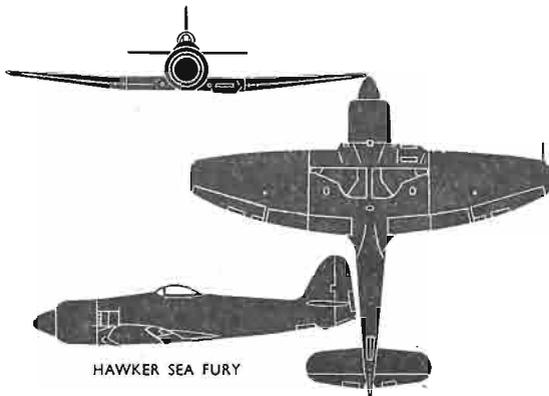
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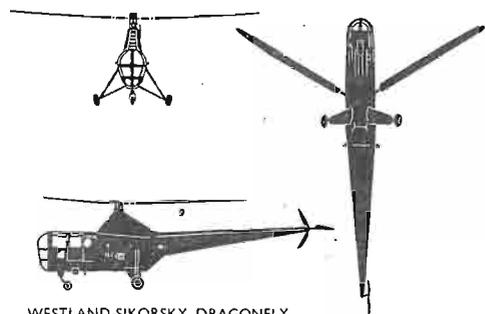
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Warships of the Royal Navy of Today

BY REAR-ADMIRAL H. E. HORAN, C.B., D.S.C.

FOREWORD

MANY WILL remember the time when King George V reviewed the Fleet in 1914 and, having done so, led it to sea for tactical exercises. On that occasion there were, line upon line, battleships with their attendant battle cruisers, cruisers and destroyers. Those were the days when Germany had a powerful fleet and within a month the Royal Navy was engaged in pitting its strength against it.

Also at that time submarines were as yet an untried weapon of war and the use of aircraft at sea was in its infancy. The start of the Second World War in 1939 saw a much smaller fleet in being because the menace from Germany was considerably less. However, between the wars great strides had been made both in the realms of submarine and air warfare.

Just as in the First World War the submarine, used as it was in unrestricted warfare, proved a very serious menace to the security of our sea communications, so in the Second World War the aircraft, used in a similar manner, caused us grievous losses among the merchant ships and the men who manned them.

In both wars mines played a very important part, and nowadays when they can be laid by aircraft this menace is considerably increased.

Thus it is clear that the Royal Navy has now to face three main threats—the mine, the submarine and the shore-based aircraft. The last named is continually growing. It was to improve and augment our resources to meet these threats that the Admiralty concentrated their efforts ever since hostilities ceased.

The composition of the Fleet shows how this has been done. Although still a unit of great tactical importance, the battleship strength has now been reduced. Against that, however, the aircraft carrier strength has greatly increased, and the number of frigates, both anti-submarine and anti-aircraft, has increased in proportion to their importance.

The latter development was to answer the call of all naval officers since the days of Nelson—"more frigates." It was the lack of them that made the opening years of the last war a period of very great anxiety.

Just as the types of ships have changed, so also has their appearance. Gone are the lofty masts, which used to be so impressive, also the clean-cut lines. Their place has been taken by lattice-work structures and bulging sponsons. No one can say that an aircraft-carrier is a thing of beauty. But the present-day ships

are built for the job. They must be capable of fighting their armament in the most efficient manner. Advances in science have brought in a multitude of new "gadgets" which do not lend themselves to beauty—you have only to look at the mass of radio transmitting and receiving aerials mounted all over the upperworks.

BATTLESHIPS

VANGUARD CLASS

(One ship)

It was decided to build H.M.S. *Vanguard* at a time when Allied victory was still only a distant hope, for her keel was laid at Clydebank on 2nd October, 1941. At that time the German advance across Russia had not yet been stemmed. The launching of the "second front" was still the most nebulous of dreams, and it was only in North Africa that the British Army was on the offensive.

Despite air raids, high shipping losses and the inevitable war-time shortages of materials, no thought, no effort, no equipment was spared to ensure that she should be the last word in battleship construction.

Many improvements were incorporated in her design after building started as a result of experience gained in the new and intense form of sea warfare encountered in the Second World War, with its incessant attack from the air, magnetic mines and glider bombs. It can be truthfully said that the *Vanguard* has been made as difficult to sink as is humanly possible.

It required three years' intensive work before the *Vanguard* was ready for launching. On a bleak November day in 1944, Her Royal Highness The Princess Elizabeth (now H.M. The Queen) broke a bottle of Empire wine across the bows and the ship took the water gracefully and without hitch.

Eighteen months in the fitting-out basin followed, and on 25th April, 1946, the White Ensign was hoisted for the first time.

The building of a ship such as this requires not only a shipyard effort, but also a nation-wide one. The shipyard builds the hull and every major industry provides some of the equipment. Engines, guns, dynamos, radio, telephones, cookers, fans, furniture, crockery are just a few of the items required in these floating armoured towns. The shipbuilders alone had over 3,500 men and women employed continuously on the building of this ship. There were countless thousands indirectly employed in other parts of the country.



H.M.S. *Vanguard*

[Photo: Crown Copyright]



H.M.S. *King George V*

[Photo: Wright & Logan]

The *Vanguard* is the largest warship ever built in Great Britain, and it is an interesting point that her 15-inch guns were taken from reserves for the "Royal Sovereign" class of battleships. There were two reasons for this. As she was constructed in war time it was important that the armament firms should not have to employ their resources in manufacturing the guns and mountings to the detriment of their other work. Further, the original 15-inch gun and mounting was the most successful ever produced.

The armour plating and watertight subdivisions have been planned to provide the highest degree of protection against bomb and torpedo damage. Her oil-fired boilers are operated on a new system which leads to greater efficiency and less work for the engine room staff. Her ventilating system is of the most modern design, thereby improving the working conditions of those whose duties keep them between decks. A special system of humidity control has been installed in the engine and boiler rooms which helps to maintain an even temperature whether the ship is in the Arctic or the Tropics. Finally, her anti-aircraft equipment is the finest ever installed in any ship of the Royal Navy.

KING GEORGE V CLASS

(Four ships)

All the ships of this class were laid down in 1937 and were the first battleships designed under the rearmament programme. The displacement was 35,000 tons in accordance with the Washington Treaty, and it was due to this that the main armament was one of 14-inch guns. With ten of these the maximum hitting power for the displacement was attained—a 14-inch shell weighs $\frac{3}{4}$ ton. The four-gun turret was an innovation in the Royal Navy and has proved most successful in service.

These ships were completed during the years 1940-1942 and saw considerable service in the Second World War. The *Prince of Wales* was prominent in the chase of the German battleship *Bismarck* and was damaged in action with her. Later she was sunk off Singapore in company with the battle cruiser *Repulse*.

The *Duke of York*, wearing the flag of Admiral Sir Bruce Fraser, was instrumental in sinking the German battle cruiser *Scharnhorst* off the North Cape in northern Norway.

With the destruction of the German battleship *Tirpitz* in the Norwegian fjords it was possible to transfer the remaining ships of this class—*Duke of York*, *King George V*, *Anson* and *Howe*—to the Far Eastern

Fleet, and in the early part of 1945 we find them all taking part in the offensive against Japan.

They are now in the Reserve Fleet and have been given enhanced protection against air attack. This includes an improved disposition of side armour and elaborate underwater subdivision.

They have a particularly pleasing appearance, as can be judged from the photograph. They are flush decked and the superstructure amidships is not so lumpy as that of the *Vanguard*. Further, their funnels have flat tops and are not fitted with cowls—the latter give a very foreign appearance, as can be judged by glancing at the picture of the *Vanguard*.

AIRCRAFT CARRIERS

EAGLE CLASS

(Two ships)

The *Eagle* and her sister ship the *Ark Royal* (not yet completed) are the logical outcome of the trend in aircraft carrier design which started with the previous *Ark Royal* in 1936 and produced such ships as the *Illustrious* and *Formidable*, which were so successful in the Second World War.

She is, however, much larger than her forerunners. This is for a variety of reasons—the increase in the size of the naval fighter and "strike" aircraft with the consequent requirement for larger hangars and longer flight decks; the need for heavy radar gear to be mounted high above the water line; and the higher standard of personnel accommodation. Side by side with this increase in size are her greater striking power, represented by her "strike" aircraft, her improved capacity for defence, represented by her fighter aircraft, and her increased gun armament. Moreover, all the hard-learned war lessons of control of under-water damage have been incorporated in her design, so that, even if she does appear to represent "a lot of eggs in one basket," the "basket" should prove an extremely difficult one to sink.

The *Eagle* is the first carrier in any navy to be built to operate the modern naval jet aircraft now in service, and she has been fitted with all the many and complex devices necessary for this to be done with speed and efficiency.

The flight deck covers an area of more than two acres and, in addition to such well-tried devices as arrester wires and safety barriers, two of the most modern catapults for launching aircraft are fitted.

A good idea of the size of the two hangars can be gained from the fact that 263 double-decker buses



H.M.S. *Eagle*

[Photo: Crown Copyright]

could be stowed in them. Two large lifts are fitted—their total area being greater than that of two tennis courts. Special provision has been made so that aircraft weapons such as bombs, rockets and torpedoes can be brought up from the magazines below and fitted to the aircraft on the flight deck in the shortest possible time.

The guns are intended as a dual-purpose defensive armament. The 4.5-inch are arranged in four batteries, and each battery has a first-class battle-tested control system which is capable of engaging targets travelling at very high speeds. The Bofors guns are controlled by special radar directors and are capable of giving a high percentage of hits at their effective ranges.

It is in the field of accommodation and messing that the great strides made recently are apparent. In the *Eagle* the centralized messing system has been introduced in which the ship's company take their meals in two large "dining halls." The Chief and Petty Officers are waited on by teams of servers, the remainder of the ship's company serving themselves on the cafeteria

system. Apart from the obvious advantages of this system, such as the fact that the meals are always served hot, it has the effect of removing all meals from the mess-decks, so that these become in effect sleeping and recreation spaces. On his mess deck, each man has his own kit locker and another smaller one for his personal effects. The ship's company sleep in hammocks and many of the mess-decks are air conditioned.

IMPLACABLE CLASS (Two ships)

There are two ships of this class—*Implacable* and *Indefatigable*. They were both laid down in 1939 and completed in the summer of 1944.

When they were commissioned they were the last word in heavy aircraft carriers and at once made a name for themselves. As an example we will look at the doings of the *Implacable*.

While with the Home Fleet the *Implacable* carried out several anti-shipping "strikes" off the Norwegian coast in the last quarter of 1944. During these opera-



H.M.S. *Implacable*

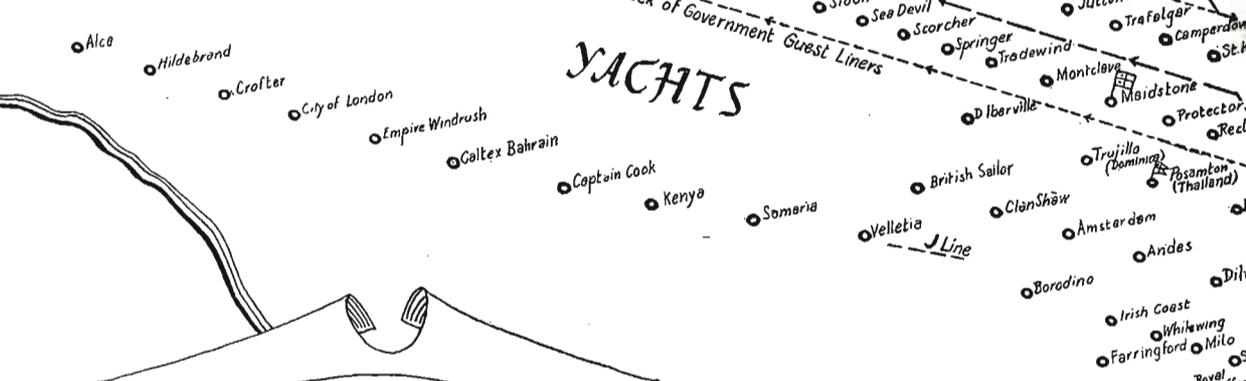
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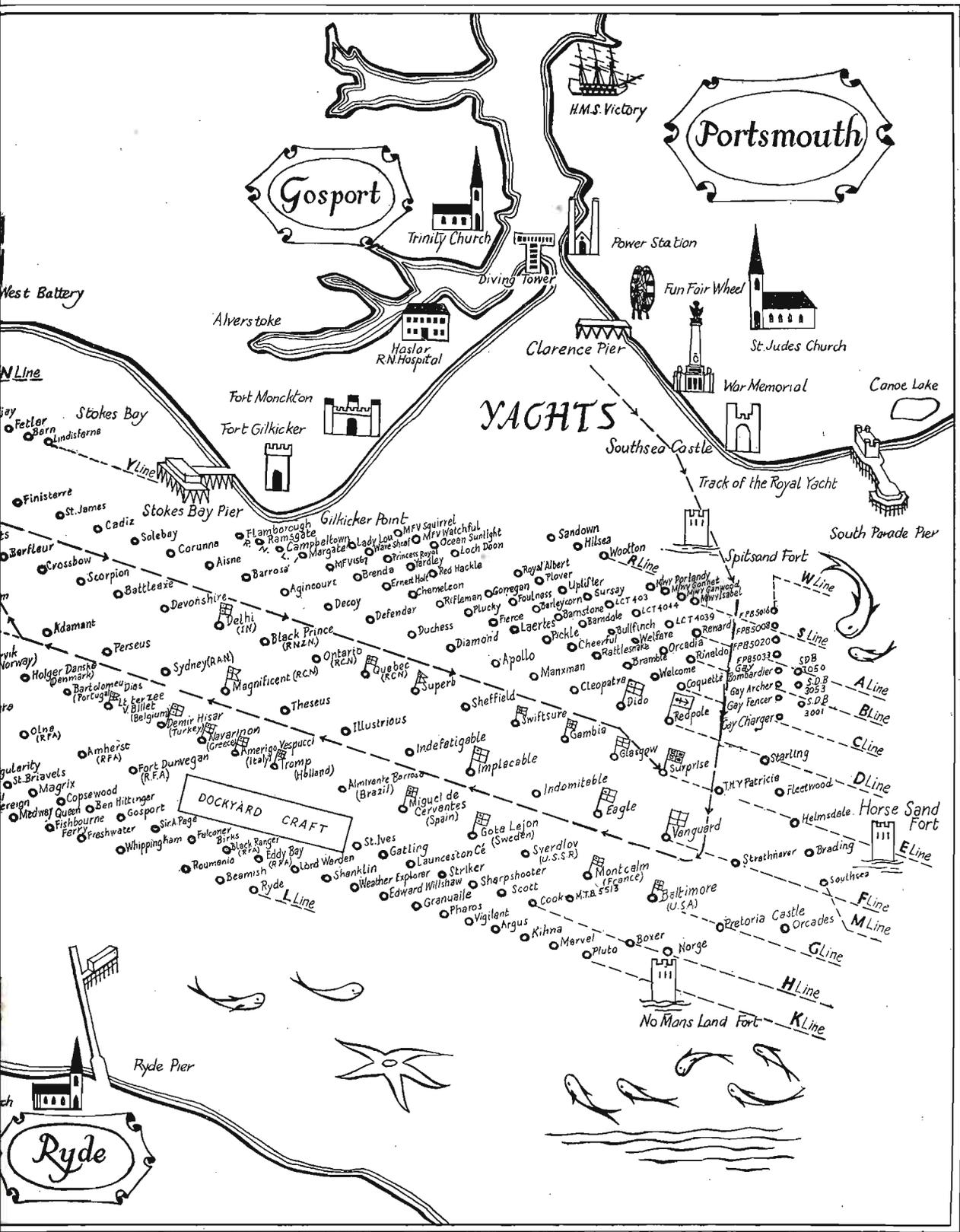
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H.M.S. *Illustrious*

[Photo : Crown Copyright]

tions her aircraft—Fireflies, Barracudas and Seafires—destroyed or damaged 68,700 tons of German shipping. Her aircraft were responsible for locating the German battleship *Tirpitz* in Tromsø Fjord on 8th October, 1944, which led to the sinking of this menace to our sea communications shortly afterwards by aircraft of the Royal Air Force.

In May, 1945, the *Implacable* joined the British Pacific Fleet and her aircraft attacked Truk and the Caroline Islands, sinking amongst other things a large floating dock. Between July, 1945, and the Japanese surrender, she operated against targets in the Japanese homeland, and her aircraft sank or damaged 150,000 tons of Japanese shipping and destroyed 113 enemy aircraft during that period.

Her chapel is dedicated to St. Andrew, and the drums and pipes for her pipe band were presented by the chief of the Clan Mackintosh, Vice-Admiral the Mackintosh of Mackintosh, who was her first captain.

ILLUSTRIOUS CLASS (Four ships)

The four ships of this class—*Illustrious*, *Victorious*, *Indomitable* and *Formidable*—were ordered under the 1936-1937 Estimates and were completed in 1940-1941. They all distinguished themselves in the war, but it is sad to relate that the *Formidable* is shortly to be scrapped.

The outstanding achievement of the *Illustrious's* war-time career was the part she played at Taranto in November, 1940, when her aircraft struck a crippling blow at the Italian Fleet, lying snugly behind their shore defences.

On the night of 11th November, two striking forces of Swordfish flown from the carrier, penetrated the harbour defences and, in face of intense anti-aircraft fire, launched a very successful attack against the pride of the Italian Battle Fleet. After the attack a "Littorio" class battleship was lying with a heavy list with her fore-castle awash, a "Cavour" class battleship with her stern under water, and a "Duilio" class battleship was beached and abandoned. Two cruisers were seen listing to starboard, two fleet auxiliaries were lying with their sterns awash, and a seaplane base and an oil fuel storage depot were severely damaged.

The *Illustrious* fought in many bitter naval engagements in the Mediterranean in the days when vital convoys had to be fought through to Malta. She was once the main target in six air attacks in which nearly 100 German and Italian planes attempted to sink her. In one attack forty German dive-bombers concentrated

on her and several heavy bombs struck home. They caused fires fore and aft and put the steering gear out of action. She was then steered by the engines. Fortunately the steering gear was put right and she was able to make Malta Harbour, where temporary repairs were effected. This enabled her to make her way to the United States, where she was thoroughly repaired.

The *Victorious*, although newly commissioned and hardly shaken down, took part in the chase of the *Bismarck* in May, 1941. After flying through rain and cloud against a strong head wind for 120 miles, her aircraft delivered an attack on the enemy in which they scored a torpedo hit under her bridge. By holing an oil fuel compartment this greatly contributed to her ultimate destruction.

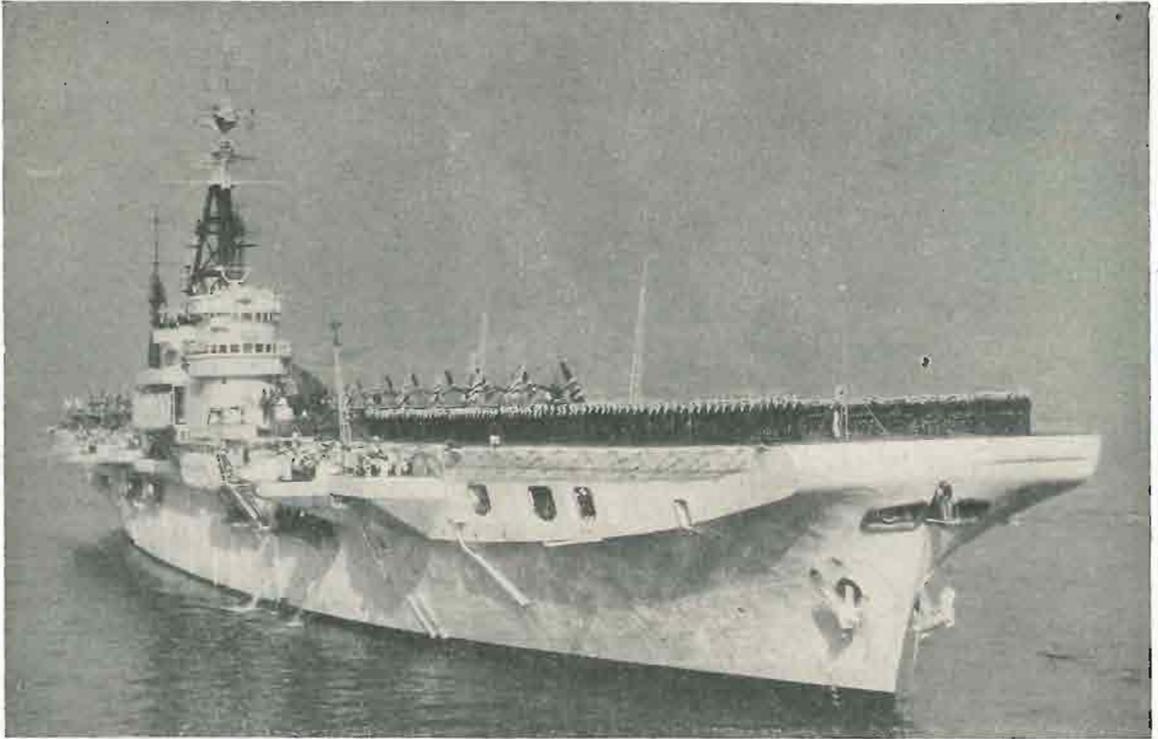
GLORY CLASS (Six ships)

These light carriers were laid down in the years 1942-1943 and completed during 1945-1946, so were too late to see service in the Second World War. They can at once be distinguished from fleet carriers by their generally lighter appearance, thin funnel and distinctive shape of the ship's side forward. Originally the class consisted of ten ships, but now only the *Glory*, *Ocean*, *Theseus*, *Triumph*, *Vengeance*, and *Warrior* are employed in their original role in the Royal Navy. The *Colossus* was sold to France and the *Venerable* to Holland, while the *Perseus* and *Pioneer* were completed as maintenance carriers.

In the war in Korea these ships have proved their worth. Within a few hours of hostilities beginning the *Triumph* was flying off aircraft on anti-submarine patrols. Thereafter one of this type of ship has been maintained in the war area except for one period when H.M.A.S. *Sydney* took on the job.

At the end of last year the squadrons embarked in the *Ocean* gained the Boyd Trophy, which is awarded annually for the most outstanding feat of aviation in the Royal Navy. This is now held by the ship because it was from her that the aircraft flew against enemy targets from May to October, 1952. An official citation states that during that time the offensive spirit, skill, fine air-manship and courage shown by the pilots resulted in an outstanding performance and much damage to the enemy.

It continues: "Statistics are quite remarkable. In 79 days' flying they averaged a daily sortie rate of 76.3 sorties, 123 being the highest for one day's operations." The squadrons expended some 16,000 rockets and 4,000 bombs in their ground support role.



H.M.S. *Theseus*

[Photo : Crown Copyright]

CRUISERS

SUPERB AND SWIFTSURE

The *Swiftsure* was laid down in September, 1941, and the *Superb* in June, 1942. They were completed respectively in June, 1944, and November, 1945. They are the newest cruisers in the Royal Navy. It is quite true to say that these two cruisers embody all the latest improvements in this type of ship.

In her short war career the *Swiftsure* had some interesting experiences. She was several times "first there" during the war in the Pacific. In January, 1945, she was the first ship of the British Pacific Fleet to make contact with the United States Navy at Manus Island, and later in the year was the first Allied warship to bombard the Japanese Pacific naval base at Truk



[Photo : Crown Copyright]

H.M.S. *Bermuda*

Island. With the *Howe* and *Achilles*, she took part in the operations off Sakishima Gunto and Formosa during the Okinawa operations as part of what was known as Task Force 57.

MAURITIUS CLASS

(Eight ships)

The eight serving ships of this class are the *Mauritius*, *Bermuda*, *Gambia*, *Jamaica*, *Kenya*, *Nigeria*, *Ceylon*, *Newfoundland*.

All these ships were laid down during the years 1938-1939. Designed under the limitations of the London Naval Treaty, the ships of this class are a triumph of naval construction, with armament and speed that a few years ago would have required much greater displacement. Complement and horse-power actually



[Photo : Crown Copyright]

H.M.S. *Superb*

exceed by a considerable margin those of many of the battleships of the First World War.

This class has a remarkable war record. Coming into service at various times during the years 1940 to 1943, they served wherever there was hard fighting to be done.

As an example of the work they did, perhaps we can look at some of the exploits of the *Mauritius*. By the beginning of 1942 she had steamed over 80,000 miles on the Empire trade routes. In the Mediterranean she was one of the cruisers whose bombardments of enemy gun emplacements, troop concentrations and lines of communication in Sicily and Italy assisted materially the initial landings of the Allied troops and the subsequent operations. She then returned to take part in the invasion of France, bombarding coastal defences and assisting the landings. While operating in the Bay of Biscay in August, 1944, she, in company with other ships, was prominent in the destruction of several German war and merchant ships. After that we find her taking part in operations against enemy shipping in Norwegian waters, during which she sustained damage. After a refit she was once more stationed in the Mediterranean.

LIVERPOOL CLASS

This class is a slightly larger edition of the *Newcastle* class. There were three ships originally, but two of them, the *Gloucester* and *Manchester*, were lost in the war—both in the Mediterranean.



[Photo: Wright & Logan]

H.M.S. *Liverpool*

NEWCASTLE CLASS

(Four ships)

This class of cruiser was laid down in 1934-1935 and all were completed in 1937. Originally the class consisted of the *Southampton*, *Birmingham*, *Glasgow*, *Newcastle* and *Sheffield*. The first named was lost in the war.

All the ships have distinguished war records and it is of interest to follow that of the *Glasgow*. She first came into prominence in the Norwegian campaign when, after being heavily bombed but only slightly damaged, she embarked H.M. the King of Norway with the Crown Prince and members of his Government at Molde on the night of 29th/30th April, 1940.

At the end of 1940 the *Glasgow* was sent to the Mediterranean to join the 3rd Cruiser Squadron. One of her first operations there was to land troops at the Piræus. On 3rd December she was badly damaged in Suda Bay (Crete) by torpedo aircraft. Using two propellers, she was able to leave the same night and return to Alexandria.

On completion of repairs she joined the East Indies Station, and it was here that in February, 1941, she reported the presence of the German pocket battleship, *Admiral Scheer*. The latter had been "lost" for nearly four months after the sinking of the *Jervis Bay*. The enemy was sighted by the *Glasgow's* aircraft and the cruiser at once took up the pursuit. Darkness intervened and the chase was lost.

When patrolling in the Denmark Strait (between Iceland and Greenland) in March, 1943, she intercepted a blockade runner—the *Regensburg* (8,000 tons). The latter promptly scuttled herself.

In December of the same year the *Glasgow* and the cruiser *Enterprise* intercepted a force of four German destroyers about 250 miles west of Ushant. Three of the enemy were sunk.

DIDO CLASS

(Six ships)

The "Dido" class is really the logical development of the light cruiser of the First World War. As designed, the displacement was 5,450 tons, but the actual figures exceeded this considerably. Originally the class, which was completed during the period 1940-1942, consisted of eleven ships. Only six remain—*Dido*, *Argonaut*, *Cleopatra*, *Euryalus*, *Phœbe* and *Sirius*. The remainder were war casualties. Completed in 1943-1944 were what is known as the Improved "Dido" class and consisted of *Diadem*, *Royalist*, *Black Prince* and *Bellona*. The last two named are now in the Royal New Zealand Navy. This latter class look the most workmanlike of the cruisers in the Royal Navy. Their long clean hull



[Photo: Wright & Logan]

H.M.S. *Cleopatra*

with the two vertical squat funnels are very pleasing to the eye.

Perhaps the most famous of this class is the *Cleopatra*. In March, 1942, a month after she joined the Mediterranean Fleet at Alexandria, she set out to escort a convoy from there to Malta. On the second day out, Italian heavy surface ships were sighted and a gun and torpedo action between the two unequal forces took place. Leading her squadron so as to place them between the enemy and the convoy, the *Cleopatra* suffered considerable damage, but in the end the enemy broke off the action and the convoy got through to Malta.

After supporting further Malta convoys, we next find her taking part in the Sicilian campaign, where she suffered damage from a torpedo in the Straits of Messina.

FAST MINELAYERS

MANXMAN CLASS

(Three ships)

In the 1938 Estimates, four ships of this class were authorized: *Manxman*, *Abdiel*, *Latona* and *Welshman*. The last three named became war losses, so in 1941 we find the *Apollo* and *Ariadne* being laid down. They are a remarkable design and their speed is phenomenal for ships of this size.

As the *Manxman* is the only survivor of the ships originally laid down, it is intended to follow her fortunes. Her first war operation was to convey army personnel and stores to Malta in July, 1941, as part of a convoy for the island. She arrived on 24th July, landed her troops and left the same evening for Gibraltar. On 31st July she left Gibraltar for Malta again with troops which landed on 2nd August.

Her next operation was to lay mines off Leghorn. For this operation, she was disguised as a French light cruiser of the "Tigre" class, and thus made her debut as a minelayer in fancy dress. Without any cover, she penetrated right into the Gulf of Genoa without being detected and, having dismantled her disguise and hoisted the White Ensign, laid her mines early on 25th August off Leghorn. She then went on to full speed to be clear of the gulf by dawn, when she resumed her disguise, but on the way back met no opposition. The existence of her minefield was not known to the Italians until after they drew out of the war two years later.



[Photo: Wright & Logan

H.M.S. Manxman

Between September, 1941, and February, 1942, the *Manxman* took part in seventeen minelaying operations in the North-Western Approaches, off the French coasts and in the Bay of Biscay. In April, 1942, she was transferred to the Eastern Fleet in place of the *Abdiel*. Her principal service with this fleet was in the Madagascar Expedition in September, 1942. Recalled to the Mediterranean in October, 1942, when, under cover of the Allied landings in North Africa, she made a memorable dash to Malta to succour the garrison and inhabitants, taking 350 tons of food. She was the first surface ship to arrive in the island for twelve weeks.

SHIPS OF THE "DARING" CLASS (Eight ships)

This class of ship is comparable to the light cruiser of 25 to 30 years ago. The complement of 300 officers and men is made necessary by the increasing amount of



[Photo: Crown Copyright

H.M.S. Daring

highly technical equipment carried in this new class of ship.

These ships are of all-welded construction, and as they were laid down in 1945 embody all the lessons learnt during the war. As in all new ships, every effort has been made to cater for the comfort of the officers and ratings.

To say the least of it, the silhouette of this ship is bizarre. The foremost funnel climbs up inside the tripod foremast and the after funnel, which is only a stump, springs from well aft on the upper deck.

The immediate precursors of this class were the four destroyers of the "Weapon" class. These are similar in appearance, but of less displacement.

DESTROYERS (War-time Types)

During the war very large numbers of destroyers were laid down as this type of vessel is always in great demand. Embodying as they do high speed and great manoeuvrability with hard-hitting gun and torpedo armament, they can be used for almost any duty. In both World Wars one of their primary roles was anti-submarine work, and with their improved asdic and depth charge arrangements they were indeed a menace to the U-boats.

None of the war-time destroyers in the Royal Navy today was laid down before 1940, and all except the "Battle" and "C" classes saw war service. As was to be expected, the losses among this class of vessel were considerable.

The displacement of all classes up to the "Battle" class was in the region of 1,710 tons, and with a shaft horse-power of 40,000 they had a speed of from 31 to 34 knots. The "Battle" class, which were originally designed for operations against the Japanese in the Pacific, were larger (2,400 tons), and with 50,000 horse power their legend speed was 31 knots.

The armament varied somewhat with each class, but it was usual for the earlier types to mount four 4-inch to 4.7-inch guns with an average of ten smaller guns (Bofors, Oerlikon, etc.) and eight 21-inch torpedoes. The "Battle" class mounted an extra large calibre gun.

Of the many exploits recorded of the doings of destroyers there is one that stands out as an example of audacity and team work. The Japanese heavy cruiser *Haguro* was sighted by aircraft in the Malacca Strait steering a southerly course at high speed on the afternoon of 15th May, 1945. The 26th Destroyer Flotilla were engaged in operations off the north end of Sumatra (Achin Head). In company with the leader (H.M.S. *Saumarez*) were four destroyers of the "V" class. This



[Photo: Crown Copyright

H.M.S. Agincourt

force was at once sent to "locate and report, attack and destroy" the enemy. Off they went at full speed,

setting a course to intercept the enemy after dark, when their torpedoes would be most effective.

During daylight they were getting reports of the enemy from shadowing aircraft, but when darkness set in these ceased. Luckily the enemy continued on his course at the same speed, and thus it came about that towards the end of the first watch the radar operator of the *Venus* reported a contact. This enabled the Captain "D" to dispose his ships in a "star" formation and, acting on the radar reports, he was able to manoeuvre the flotilla so that they closed round their prey. In this way, whichever way the latter turned he would meet at least one if not two of the destroyers.

Just after midnight the *Saumarez* got a visual sighting of the enemy and went in to the attack. Through a veritable wall of water set up by the shell splashes (8-inch) from the cruiser, the attack was pressed home. Whichever way the enemy turned he was confronted by another destroyer and between them the flotilla got in at least eight torpedo hits. The *Haguro* sank at 0147. Our casualties were two killed and three wounded.

The Supreme Allied Commander, South-East Asia (Admiral Lord Louis Mountbatten), described the episode in his despatch as follows: "The sinking of the *Haguro* is an outstanding example of a night attack by destroyers. Having myself commanded a destroyer flotilla during the first two years of the war, I was able to appreciate the magnificent performance of Captain (D.26) and his flotilla in locating and sinking such a powerful ship of the Japanese fleet so close to one of its own bases."

FAST ANTI-SUBMARINE FRIGATES

"R" CLASS

(Four ships)

This is quite a new class of ship in the Royal Navy. They are destroyers of the "R" and later classes which have been converted into a new conception of a submarine killer. This type of ship was essential when the speed of submarines, both on the surface and submerged, was stepped up by the Germans towards the end of the war.

The conversion has completely altered their appearance, as can be seen by comparing the photograph with that of the "Battle" class. Their armament has been completely changed and a most interesting innovation is the large plotting room on the fore-castle-deck level.

There are at present four ships of this class and they have retained their old destroyer names—*Relentless*, *Rapid*, *Rocket*, and *Roebuck*.

FRIGATES

The most numerous of the warships in the Royal Navy are those which come under the heading of Frigates. This collective name covers what were known as sloops, corvettes and "Hunt" class destroyers. These ships are now divided into anti-submarine and anti-aircraft types, depending on the armament they carry. To a large extent the latter is interchangeable, so that whichever menace is the greater the antidote can be provided quickly and economically.

A short description of typical ships is all that space permits.

Ships of the "Bay" class are some of the newest anti-submarine type frigates in the Royal Navy. They are remarkably good sea boats and some have been through typhoons in the China Sea without damage. Specially designed to act as escorts to convoys, these ships are very handy, and their heavy depth charge and "hedgehog" equipment make them formidable enemies of the submarine.

Built immediately before the "Bay" class is the famous "Loch" class. Coming into service towards the



[Photo: Crown Copyright

H.M.S. *Relentless*

later stages of the war, ships of this class became famous in their role of convoy escorts. They were employed from the Arctic to the Tropics and were a marked advance on anything that had gone before them.

Prior to the "Bay" and "Loch" classes we find the "Black Swan" type of sloop which is of slightly less displacement. It is on record that some of these ships were fitted with the Denny-Brown roll reducer—an innovation in the Royal Navy. The *Amethyst*, which ran the gauntlet of the hostile shore batteries in the Yangste River, is one of this class.

Still smaller in displacement and of less speed there is the "Castle" class. The design of these ships was simplified so that they could be mass produced. Originally known as corvettes and called after well-known castles, they were nearly all completed by 1944 and each took only a year to build. At the end of the Second World War many were on the stocks and never completed.



[Photo: Crown Copyright

H.M.S. *Burghead Bay*

Originally designed as small and "cheap" destroyers, the "Hunt" class of frigates are now converted into anti-aircraft escorts. They were designed for a speed of 25 knots—six knots faster than any other type of frigate. They have the normal destroyer silhouette, but are on a smaller scale. During the war they were very active in the Channel and North Sea and in proportion to their numbers suffered many casualties. Several of this class now appear in continental navies, having either been purchased by, or lent to, them.

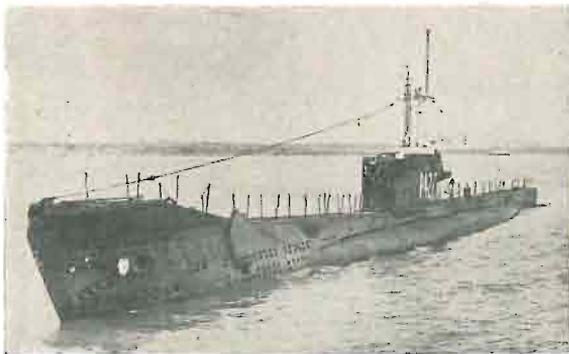
SUBMARINES

"A" CLASS

(15 ships)

All these ships were completed after the war. They are of all-welded construction and were designed for service in the Pacific, but Japan surrendered before they could

get there. They all have the "Snort" breathing equipment, which enables them to run on the main engines when submerged.



[Photo : Crown Copyright

H.M.S.M. *Aeneas*

"T" CLASS
(21 ships)

These are known as "The Patrol Type" of submarine and have long endurance. During the war they made a name for themselves in the Mediterranean and the Far East. Three of this class, *Taciturn*, *Totem* and *Turpin*, have been reconstructed so that they now have greatly increased surface and under-water speed.

"S" CLASS
(17 ships)

The majority of this class were completed after the war. They are very handy craft and have been used for some tricky operations, notably in the Mediterranean prior to the invasion of North Africa.

MINESWEEPERS

To meet the threat of the mine, the Navy need a strong force of minesweepers of various types. There are three classes of minesweepers in the Royal Navy—Ocean, Coastal and Inshore. In addition, certain motor launches are fitted for this work.

The Ocean type is steam-driven, of some 1,000 tons displacement and 16 knots speed. Known as the "Algerine" class (the name ship was lost in the Second World War), these ships have been described as the fastest and most efficient ever built. They have in fact frequently been used as convoy escorts. They were laid down and completed during the early part of the war and saw strenuous service.

Since the war minesweepers have been prominent in the new construction programme, and at the present time there are just over 70 Coastal and Inshore minesweepers under construction in the United Kingdom. With specially constructed hulls they use diesel engines for propulsion.

The Inshore type is an entirely new design of craft built specially for work in shallow waters such as rivers and estuaries. Needless to say, both these types embody all the lessons learnt in the war and since.

The famous Motor Minesweepers of the war years are now relegated to harbour work, but that does not mean that in an emergency they will not be called back to service.

FAST PATROL BOATS

No account of the ships in the Royal Navy would be complete without mentioning what are known as Fast Patrol Boats. These are the direct descendants of what were known during the war years as "The Coastal Forces." Made up of motor torpedo boats and motor

gunboats, these "mosquito craft" made a name for themselves in the Narrow Seas and their exploits are innumerable. They have not been forgotten, and now have a permanent base (H.M.S. *Hornet*) close to that of the submarines (H.M.S. *Dolphin*) in Haslar Creek.

The characteristics of the first types have been retained in all the new craft—very high speed and for their size heavy armament.

Trials have just been completed with a novel form of propulsion in two of these craft. This is the gas turbine-diesel engine. Performance details are still secret, but it is safe to say that they have exceeded the performance of the conventional types.

In distinction to the usual habit of being numbered these two craft have been given names—"Bold Pioneer" and "Bold Pathfinder."



[Photo : Crown Copyright

H.M.S. *Bold Pathfinder*

MISCELLANEOUS SHIPS AND CRAFT

So far only the "Warships" in the List of the Navy have been mentioned. It must be understood that there are many other types of ships and craft which, although not fighting ships, contribute to the general efficiency of the Fleet.

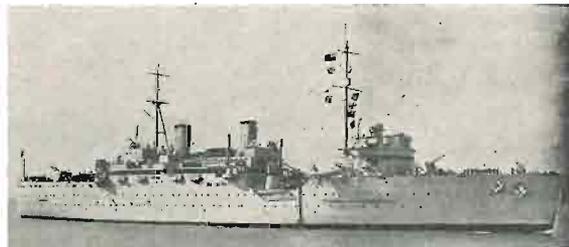


Photo : Wright & Logan

H.M.S. *Maidstone*

These are depot and repair ships for destroyers and submarines. Heavy repair and maintenance ships are also provided for all units of the Fleet. Lying in any sheltered anchorage, these ships are equipped to carry out work that would normally be done by a dockyard. With their aid, ships can be made to keep the seas without having to return to port for repairs.

The Second World War saw several strange types of ships and craft taking their place in the Royal Navy. Such were the landing ships and the landing craft, without which the many successful amphibious operations could never have taken place. Unlike other ships, these were specially designed to run themselves aground and discharge their load, whether of men or material, direct on to the beach through their bow doors. They cannot be called things of beauty, but they are efficient. They enabled the power conferred by the command of the sea to be utilized in the furtherance of the operations on land.



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The Navies of the Commonwealth

By COMMANDER A. T. COURTNEY, O.B.E., R.N. (Retd.)

GREAT CHANGES have taken place in the relative strengths of the navies of the Commonwealth since the end of the Second World War, and these navies figure prominently in this Naval Review.

The Royal Canadian Navy will be represented at the Review by six warships—an aircraft carrier, two cruisers, a destroyer and two frigates—compared with two destroyers at the 1937 Review. This measures the extent of the R.C.N.'s expansion since 1922 when, as the result of retrenchment at the end of the First World War, Canada's Navy had almost ceased to exist. Canada's naval forces date back to the war of 1812 against the United States of America, when a force known as the Provincial Marine carried out operations on the Great Lakes. But it was not until 1905 that the foundations of a seagoing force were laid, when the Canadian Government took over the naval dockyards at Halifax, Nova Scotia and at Esquimaux, British Columbia, from the British Admiralty. In 1910 the Canadian Naval Service was formally brought into being, together with a Naval College, by Act of Parliament.

During the First World War the Canadian effort was mainly on land. Many Canadian officers and men served in ships of the Royal Navy, but no major Canadian warships operated as such. Later a Royal Canadian Naval Reserve and Volunteer Reserve were formed in support of the small nucleus of R.C.N. officers and men. By 1939 the Royal Canadian Navy consisted of six relatively modern destroyers and four minesweepers, which exercised periodically with the Royal Naval Squadron on the America and West Indies Station, based on Bermuda, and at the outbreak of war the total personnel available amounted to about 3,400 officers and men, of whom about 2,000 were R.C.N. proper. This small force required considerable assistance from the Royal Navy at the start of hostilities, but in the autumn of 1941 the British Admiral commanding

the North Atlantic Escort Force based on Halifax was able to hand complete responsibility for the western end of the vital Atlantic lifeline to his opposite number of the Royal Canadian Navy. Meanwhile, ships of the Royal Navy and the Royal Canadian Navy had operated together in forming ocean escorts for the convoys leaving Halifax and Sydney, Cape Breton, and had learnt side by side the hard lessons of the unremitting U-boat campaign.

By 1944 the Royal Canadian Navy had expanded to a force of almost 100,000 officers and men, which included a specially recruited Canadian force of Wrens. More than 400 major and minor war vessels were in commission, and the R.C.N. had assumed responsibility for the close escort of all convoys sailing between North America and the United Kingdom. In five years the Royal Canadian Navy had expanded to an extent which is unparalleled in the history of any Commonwealth naval force.

In 1945 the first destroyer to be built in Canada was commissioned as H.M.C.S. *Micmac*, and two Canadian-built frigates, H.M.C.S. *Swansea* and *La Hullose*, are attending the Review, but the larger ships of the Royal Canadian Navy have all been transferred from the Royal Navy. The R.C.N. now consists of a light fleet aircraft-carrier, H.M.C.S. *Magnificent*, on loan from the Royal Navy until H.M.C.S. *Bonaventure* is completed; it has two cruisers, H.M.C.S. *Ontario* and *Quebec*, of wartime construction and displacing 8,000 tons, each mounting a broadside of nine 6-inch guns and a heavy A.A. armament. These ships are of a very successful type, have a large endurance and a maximum speed of 31 knots. In addition, the R.C.N. disposes of seven "Tribal" class destroyers, four ex-R.N. destroyers of the "Crescent" and "V" types, and a large number of smaller vessels. Nearly forty smaller warships are on order, including fourteen of a new type of anti-sub-



H.M.C.S. *Magnificent*

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H.M.A.S. Sydney



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H.M.C.S. Ontario



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H.M.C.S. Micmac



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H.M.A.S. Arunta

marine frigate which is designed to deal with new types of submarine having a high underwater speed. The R.C.N. also possesses a flourishing fleet air arm, and H.M.C.S. *Magnificent* normally operates a carrier air group consisting of Sea Fury fighters and Canadian-adapted Avenger anti-submarine aircraft. The peacetime strength of the R.C.N. is roughly 12,000 officers and men, and the force attending the Coronation Review is sufficient evidence of Canada's intention to maintain her naval strength.

The Royal Australian Navy is represented at the Review by Her Majesty's Australian Light Fleet Carrier *Sydney*, the third Australian warship to bear this name.

The R.A.N. was first established as a separate entity shortly before the First World War, in which this young navy gave world-wide service. H.M.A.S. *Australia* became the flagship of the Second Battle Cruiser Squadron in the Grand Fleet from early 1915 till the end of the war, and the cruisers *Melbourne* and *Sydney* also served in the Grand Fleet—the latter cruiser after having fought and sunk the German cruiser-raider *Emden* in November, 1914, at Cocos Islands in the Indian Ocean.

In the Second World War, the Australian Royal Navy again had its full share of service. The second *Sydney*—a cruiser—and a number of R.A.N. destroyers and minesweepers served with distinction in the Mediterranean, and when Japan entered the war a major part of the Australian Naval forces was transferred to the Far Eastern theatre. In both the Mediterranean and the Pacific the Royal Australian Navy suffered severe casualties, including the cruisers *Camberra*, *Sydney* and *Perth*, and also the destroyer H.M.A.S. *Vampire*, which was lost while escorting H.M.S. *Prince of Wales* and *Repulse* when those ships were lost off Malaya.

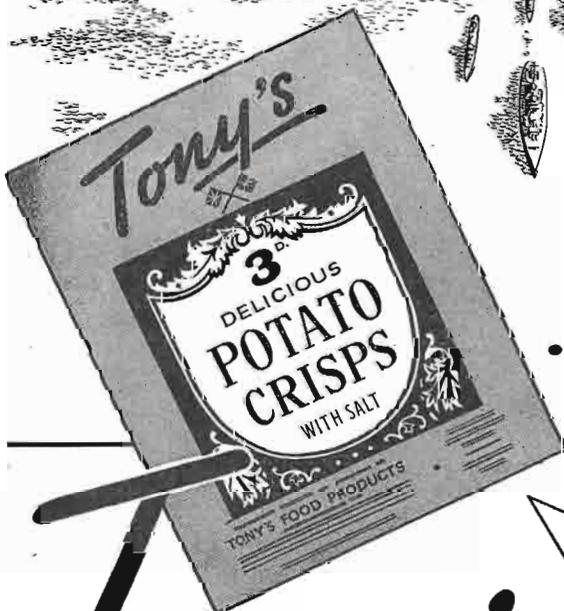
At the present time the Royal Australian Navy is playing its full part in the Korean War, and at least two R.A.N. destroyers or frigates are normally maintained in Korean waters. H.M.A.S. *Sydney*—now here at Spithead—also saw a period of active service in Korea when she relieved H.M.S. *Glory* in 1951. This enabled the British carrier to go to Australia for a spell after a strenuous period of operations.

The Royal Australian Navy is patterned on the Royal Navy, and training and practice are almost identical in the two Services. Australian Naval personnel are thus readily interchangeable with their Royal Naval counterparts and a regular system of such exchange exists. At

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H.M.N.Z.S. *Black Prince*



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H.M.N.Z.S. *Rotoiti*



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S.A.S. *Van De Stel*



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I.N.S. *Delhi*

times Royal Naval and Royal Australian Naval ships have exchanged stations for periods of up to a year, and at the present moment there are upwards of 400 officers and men of the Royal Navy serving on loan, or exchange, in the Royal Australian Navy. Similarly, a large number of Royal Australian Naval officers and men are serving in the Royal Navy, on exchange or undergoing courses of instruction. There was recently a particular example of close peace-time collaboration between the Admiralty and the Australian Commonwealth Naval Board when ships of the Royal Navy and the Royal Australian Navy were together concerned in the atomic explosion in the Monte Bello islands off the Australian coast.

The total Active Service personnel of the Royal Australian Navy numbers about 15,000, and the ships in commission include two Light Fleet carriers (one of which, H.M.S. *Vengeance*, is on loan from the Royal Navy until H.M.A.S. *Melbourne*, a Light Fleet carrier now building in the United Kingdom, is completed), a cruiser, and a number of destroyers, frigates and smaller craft. Two Naval Air Stations are in commission, both in New South Wales. A number of ships, including cruisers and destroyers, are maintained in reserve. Naval reserves and also a small Women's Royal Australian Naval Service are maintained on a system akin to that of the Royal Navy.

In 1913 a Naval College was established to provide initial training for the officers of the Royal Australian Navy. Graduates of the R.A.N. College join up with their Royal Naval contemporaries both in the R.N. Training Cruiser and during specialist courses, all of which are carried out in R.N. Schools in the United Kingdom. Courses for Australian Branch Officers and Upper Yardmen, etc., are also held in the United Kingdom. Specialist training for ratings, however, is carried out at schools in Australia which are similar to their R.N. counterparts.

Australia has her own warship building yards, and the current programme includes "Daring" class ships and frigates. The capital ship graving dock at Sydney is an important Commonwealth strategic asset, and the Royal Australian Navy, with the experience of two World Wars behind it, has never been in better fettle in personnel and material than it is today.

The naval traditions of New Zealand reach back to the earliest days of the country's settlement, and are linked with the names of Captain James Cook, the famous explorer, and Captain William Hobson, the first Governor. In 1877 New Zealand agreed to contribute towards the maintenance of Royal Naval vessels in Australasian waters, and in 1911 a battle-cruiser, H.M.S. *New Zealand*, was presented to the Imperial Government and served with the Grand Fleet throughout the First World War. After the war, Lord Jellicoe visited the Dominion in the *New Zealand*, and it was as a result of his recommendations that the New Zealand Division of the Royal Navy came into being in 1921. In September, 1939, this force consisted of the cruisers *Achilles* and *Leander* and one minesweeping trawler. H.M.N.Z.S. *Achilles* won fame almost at once in the action against the *Graf Spee* in the River Plate, and the two New Zealand cruisers, joined later by an armed merchant cruiser, two corvettes and many smaller vessels, operated continuously up to the surrender of Japan in 1945.

Since the end of the war the Royal New Zealand Navy has been reconstituted, and now consists of two cruisers, the *Black Prince* and *Bellona*, of 5,900 tons displacement, having a broadside of eight 5.25-inch guns and a speed of 32 knots, six "Loch" class frigates, two of which are now serving in Korean waters, and a number of smaller vessels. Compared with the pre-war



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numbers, R.N.Z.N. permanent personnel have more than doubled, and it is significant that whereas before the war only eight Royal New Zealand Navy officers were serving, compared with 74 officers on loan from the Royal Navy, the numbers today are approximately 200 and 70 respectively. A small nucleus of W.R.N.Z.S. and a thriving R.N.Z. Volunteer Reserve are further evidence of New Zealand's steady naval development and continued close association with the Royal Navy.

The South African Navy can claim the formation of the first Naval Volunteer Reserve in the Commonwealth, since a Durban Naval Volunteer Force fought at Majuba Hill in 1881. It was, however, as a result of defence proposals made to the Imperial Government by Generals Smuts and Botha that the South African Naval Service was established in 1921, consisting of one survey ship and two minesweepers, with a personnel of scarcely 100. In accordance with the wider South African tradition, it was intended as a peace-time nucleus for rapid expansion in war, and as such it was paid for by the South African Government, but placed under the orders of the British Commander-in-Chief on the Cape Station. In 1932 this small force was reduced to a token establishment, and the Volunteer Reserve with it. But in 1939 the South African R.N.V.R. volunteered to a man and were incorporated into the Seaward Defence Force of the Union. This soon grew into the war-time South African Naval Force which eventually operated nearly 100 small craft of all types including frigates, and as far afield as Iceland.



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H.M.P.S. Tariq



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H.M.Cy.S. Vijaya



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H.M. MALAYAN MOTOR LAUNCH P3507

After the war the permanent force was established at a strength of approximately 1,000 officers and men, and in August, 1952, it was formally styled the South African Navy, which now consists of two ex-R.N. "W" class destroyers, the *Jan Van Riebeeck* and the *Van de Stel*, mounting 4.7-inch guns, three frigates and a force of minesweepers and smaller craft. Recently, the Coast Garrison Regiments of the Union have been incorporated into a Marine Corps, apart from the new S.A.N. establishment of approximately 2,000 officers and men. The whole is under the command of a Naval and Marine Chief of Staff.

The Indian and the Royal Pakistan Navies have a common origin and a common tradition which they shared from the early seventeenth century until 15th August, 1947, when the sub-continent was partitioned, the pre-partition Royal Indian Navy was split, and roughly one-third of the ships were detached to form the Royal Pakistan Navy.

It was in 1612 that a squadron of English fighting ships was sent to Indian waters by King James I to protect trade, and the Indian Marine was founded a year later. In 1784 Captain Nelson, then kicking his heels ashore, wrote to an uncle, "In the India Service I understand their Marine Force is to be under the command of a Captain of the Royal Navy: that is a station I should like." In the First World War the Royal Indian Marine was placed at the disposal of the Admiralty and saw much service. In 1934 the Royal Indian Navy was born, and Indian ships played a considerable part in naval operations in the Second World War in the Mediterranean and the Eastern theatres.

Since partition in 1947, the Indian Navy has developed steadily into its present state of a balanced force, the nucleus of which consists of a cruiser, the *Delhi* of 7,030 tons displacement, mounting six 6-inch guns and with a speed of 32 knots, three destroyers, four frigates and a number of minesweepers and landingcraft. Personnel number approximately 1,000 officers and 10,000 ratings, and 55 British officers.

The Royal Pakistan Navy came into being at a time of great difficulty, complicated by the lack of a naval dockyard in Pakistan territory. In less than six years, however, an efficient force of three destroyers mounting 4.7-inch guns, four frigates and a number of minesweepers and smaller craft has been created. Although a number of senior R.N. officers are still on loan to the R.P.N., the first Pakistani Naval Commander-in-Chief took over on 1st February, 1953.

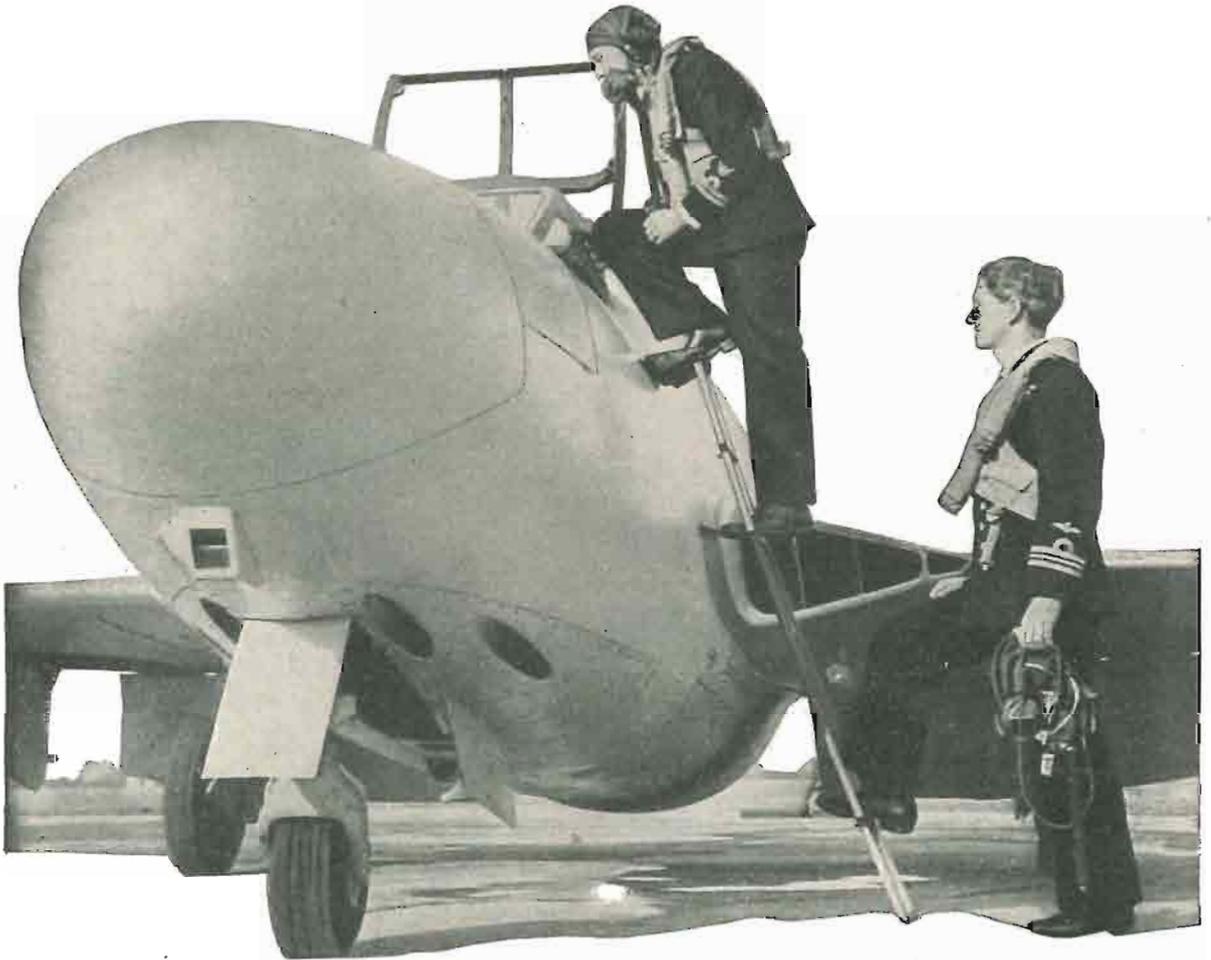
The Royal Ceylon Navy came into existence in December, 1950, with a permanent establishment of some 200 officers and men, which has since increased to approximately 500. The force consists of one "Algerine" class minesweeper, H.M.Cy.S. *Vijaya*, and a number of shore establishments. R.Cy.N. naval cadets are under training in the United Kingdom.

The East African Naval Force came into being in July, 1950, and consists of a minesweeper and a motor fishing vessel with a base ship at Kilindini.

One of the youngest of the navies of the Commonwealth is the Royal Malayan Navy, and it is playing an important part in the operations against bandits. The force consists of armed motor launches and a gunboat, manned by Asian volunteers and officered by young officers on loan from the Royal Navy. Asian cadets, who are under training, will one day command their own ships.

The navies of the Commonwealth represented at the Review are a tangible reminder of the common tradition which has carried the White Ensign to all corners of the globe. And it is a magnificent force which today represents the Commonwealth alongside their sister ships of the Royal Navy.

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Naval Aviation

BY LIEUT.-COMMANDER J. P. FOSTER, R.N.

NAVAL INTEREST in aviation dates back to the earliest flying machine. Naval officers were first trained as pilots in 1911 to study the technique of operating aircraft from ships. The results produced by these pioneer aviators were such that, just before the 1914-1918 war, an Air Department was set up within the Admiralty, a Naval Flying School was opened at Eastchurch, and the Royal Naval Air Service (R.N.A.S.) was formed.

During the First World War the aircraft of the Royal Naval Air Service fought side by side with those of the Royal Flying Corps (R.F.C.). On 7th June, 1915, the first Naval Air V.C. was awarded to a naval pilot for shooting down a zeppelin. In 1917 an R.N.A.S. pilot carried out the first successful landing of a land-plane on a ship at sea, and before the end of the war H.M.S. *Furious*, a converted cruiser, operated against the enemy as the first aircraft carrier equipped with land-type aircraft.

The Royal Naval Air Service was amalgamated with the Royal Flying Corps to form the Royal Air Force (R.A.F.) in 1918. The value of aircraft to the Navy, not only as the "eyes" of the Fleet but also as a long-range strike weapon, was, however, undisputed.

Between 1918 and 1939 the development of the Fleet Air Arm within the Royal Air Force continued and more aircraft carriers were built. By 1938 naval aviation had become such an important and integral part of the Fleet that full control of the Fleet Air Arm was handed back to the Admiralty.

The outstanding achievements by naval aircraft during the Second World War in actions ranging from Russian convoys to the torpedoing of the *Bismarck*, from Taranto (where the Italian fleet was crippled by carrier-borne torpedo aircraft) to the pounding of the Japanese Islands, prove beyond all doubt that naval aviation today is an essential and integral part of the Royal Navy.

Naval aircraft can be subdivided into three main types: fighter, anti-submarine, and strike aircraft.

The primary role of the Fleet fighter is to provide protection against enemy air attack to naval forces or convoys at sea outside the range of shore-based fighters. Today, these aircraft, though flying from carriers, must outmatch the best that a potential enemy can put in the air.

The role of the anti-submarine aircraft is equally important and calls for the highest degree of skill on the part of the pilot and observer. The aircraft carry radar and sonobuoys for submarine detection and may also carry bombs, depth-charges or rockets to deal with its quarry. The Firefly, one of the most versatile of the present anti-submarine aircraft, has also been used to good effect in Korea in making rocket and bombing attacks on the enemy's communications.

The third type of naval aircraft is designed for use in the strike role, principally against the enemy's heavy surface ships. These aircraft are armed with rockets and/or bombs, and the Wyvern, which is replacing the Firebrand, can carry a torpedo as well. The fighter and strike roles can to a certain extent be combined, and an example of this is the use of the Sea Furies operating from light fleet carriers off Korea, providing air support for the United Nations Forces and disrupting the enemy's supply lines.

Over 300 aircraft will take part in the Review fly past, including R.N.V.R., Royal Canadian Navy and Royal Australian Navy squadrons. Listed below are brief descriptions of aircraft in the order in which they will fly past. Silhouettes to assist in identification will be found on page 27. They are all naval aircraft, flown and maintained entirely by naval officers, ratings and W.R.N.S.

The squadrons, each of eight aircraft, except the two Attacker Squadrons, which have twelve, will be led by the Admiral commanding the Fly Past in the Air in a Vampire. Last in the fly past it is hoped to include some of the very latest aircraft types, including the Gannet three-seater anti-submarine aircraft now in super-priority production for the Navy.

DRAGONFLIES. Helicopters now in general use in the Royal Navy for rescue and fleet communications work. Nine of these helicopters performed outstanding service in the rescue operations in Holland during the floods in February of this year.

FIREFLIES. Two-seater anti-submarine aircraft.

SKYRAIDERS. Fitted with the latest radar equipment, these three-seater aircraft, built in the United States of America, are used in the reconnaissance role.

SEA FURIES. Single-seater, piston-engined fighter/bombers. These aircraft, the fastest of their type in the world, are still in front-line service, but will be replaced by Sea Hawks.

SEA HORNETS. Twin piston-engined night fighters.

AVENGERS. Three-seater anti-submarine aircraft built in the United States of America.

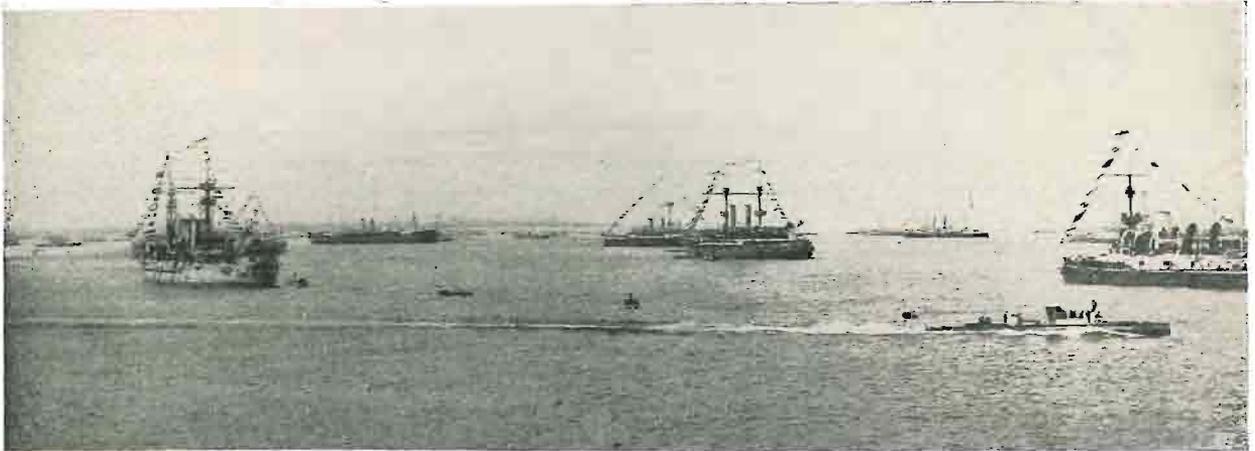
METEORS. Jet-propelled aircraft used in a training role only.

ATTACKERS. Single-seater jet-propelled fighter/bombers now in front-line service.

SEA HAWKS. The Navy's latest single-seater jet-propelled fighters.

Spithead 1897

where the first turbine-driven vessel, S.Y. TURBINIA, shown below, demonstrates her unique qualities.



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Some Naval Reviews of the Past

By LIEUT.-COMMANDER P. K. KEMP, R.N. (Retd.)

THE FLEET anchorage at Spithead has been the scene of many Naval Reviews. Perhaps it owes its pre-eminence to Henry VII, who selected Portsmouth as a Royal Dockyard in June, 1495, and thus linked Portsmouth and the Royal Navy from the birth of naval history. It is in these historic waters that the Royal and Commonwealth Navies have again assembled to honour the Sovereign.

Just 180 years ago, King George III set out from Kew, in Royal coach and with scarlet outriders, for the first Royal Review. On his arrival he was saluted by a "triple discharge of cannon," and proceeded to the dockyard where admirals and captains were assembled, each with his barge, to escort the King to Spithead. They had dressed their crews in fancy colours, each to his own taste, for there then was no uniform for seamen, but they themselves were resplendent in the full dress designed for them by George II in 1748, gold-braided tricorn hats over neat tie-wigs, a brocaded kerseymore waistcoat, edged with lace, which showed gaily beneath the gold-frogged dark blue coat, white knee breeches, white silk stockings, silver-buckled shoes.

The ships were those that had fought the French in the Seven Years' War, that were so soon again to fight them across the Atlantic in the War of American Independence. They were led by the *Barfleur*, of 90 guns, later to make history under Cuthbert Collingwood at the Glorious First of June.

So was held the first Review, to set the pattern for the many that have followed it. The second came in 1814 to celebrate the Treaty of Paris, and to show the Allied Sovereigns "the tremendous naval armaments which has swept from the ocean the fleets of France and Spain and secured to Britain the domain of the sea." Fifteen ships of the line and 31 frigates were present, all of them veterans of the Napoleonic wars.

In 1842 the young Queen Victoria and Prince Albert held a "Grand Naval Review." They inspected the *St. Vincent*, and also the new three-decker, H.M.S. *Queen*. There was little change in the ships, but officers and men looked very different. The old uniform had gone and officers wore their cocked hats "fore-and-aft," instead of "athwartships." Epaulettes had come in and, instead of breeches and buckled shoes, officers wore gold-laced trousers and black pumps. Seamen wore baggy trousers, short jackets, white-taped blue collars, and black silk scarves, set off by a beribboned straw hat. The Queen on this occasion endeared herself to her sailors, drinking a mess basin of grog, and liking it!

But times were changing. When the Queen, in 1845, inspected the experimental squadron, she used the new *Victoria and Albert*, first of the two paddlers, and the Board of Admiralty attended in their steam yacht, the *Black Eagle*. This was the last time that a Royal Review consisted only of sailing ships, and nearly the last time that the Queen could watch the *Trafalgar's* men run aloft and set the sails "with feline agility and astonishing celerity."

The Crimean War was responsible for two Reviews, one before it and one after. The first, in 1853, included for the first time screw ships of the line, but the second, in 1856, marked revolutionary changes, learned in the

stress of war. It saw the first of the ironclad ships, four 1,500-ton floating batteries, and their presence pointed a finger of doom at the wooden ships which still lay in the anchorage. Over 100 gunboats were present, "puffing about like locomotive engines with wisps of white steam trailing from their funnels."

In 1867 a Review was held for the Sultan of Turkey. For the first time every ship flew the White Ensign, for the old Red, White and Blue Squadrons were now no more. New designs were the five-masted *Minotaur* with her powerful broadside, and the graceful 14-knot sisters, *Warrior* and *Black Prince*, both of them turreted ships.

Four more Reviews were held at Spithead before the turn of the century, in 1873, 1887, 1889 and 1897. All of them were, in their way, milestones in naval development, illustrating the changing pattern of thought as new weapons were developed. It would be tedious to list the many types that made their appearance in these Reviews, but the highlights were a Nordenfelt submarine in 1887 and the *Turbinia* in 1897, a little ship which revolutionized steam propulsion in all the navies of the world.

Reviews of the new century began to reflect a new trend as Germany steadily evolved as a naval power. The building race was on and battleships slid down the ways in ever increasing numbers. At that famous Review in 1914, with the fleet already lying under the coming shadow of war, no fewer than 59 battleships were anchored at Spithead, a tremendous spectacle of implacable power.

In 1924, King George V came to Spithead to review his fleet, as he did eleven years later, in 1935, for his Silver Jubilee. Both Reviews reflected the changing opinions on naval warfare, for the unwieldy bulk of the aircraft carrier could now be seen.

In 1937, when the fleet assembled again for a Coronation Review, five carriers were present, a revelation of the way in which aircraft were beginning to dominate naval thought.

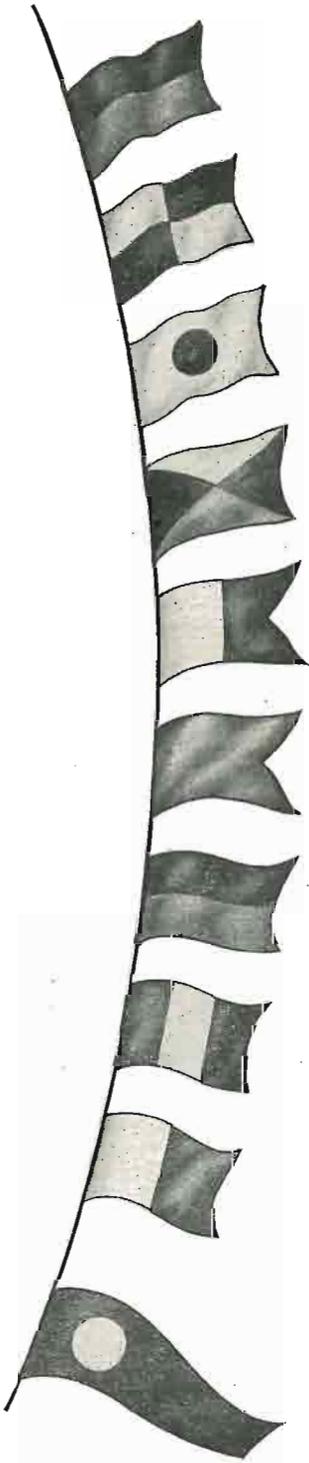
Now, in 1953, another fleet has assembled at Spithead for a Royal Review. Another war has been fought, and the discerning spectator can see how the cumulative experience of war has influenced naval design. For this is a fleet devised to implement those many lessons that the last war taught, and designed to give effect to the modern weapons and aids that the advance in scientific achievement has provided.

Yet, though the shape of ships has changed completely since that first Review, though the dress of officers and men is different, though the weapons of today bear no resemblance to the cannon of 180 years ago, there is still much of tradition that remains. The ships are still manned as the Sovereign passes, as those older ships were manned; the Royal Salute is fired, as it was in 1773; and after dark the fleet will be illuminated, as it was then. Now, switches will be made simultaneously and electric lights will etch the ships as they lie at anchor. Then, when the bell of the *Barfleur* struck two strokes, every gunport was opened to show a burst of light. It is, after all, no more than a matter of degree. *Plus ça change, plus c'est la même chose.*



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Foreign Warships at the Review

BY COMMANDER A. T. COURTNEY, O.B.E., R.N. (Retd.)

THE FIRST, superficial impression on those who witnessed the Coronation Review of 1937 will be surprise at the small effect which the great tactical changes, brought about as a consequence of the Second World War, have had on the outward appearance of the foreign warships present. But then they should remember that the backbone of contemporary battle fleets, the aircraft carriers, are not present, and that the guided-missile ships, which may be the capital ship of the future, are still in process of development, such as the two sister ships of the American *Baltimore*, now laid up for conversion in the U.S.A. Nor will they see evidence of new technical developments such as atomic and hydrogen-peroxide driven submarines, the deadly new homing torpedoes and the "influence" mines which have wrought such changes in the technique of naval warfare. But the new features which they will note on closer inspection are two—the vastly increased concentration of both heavy and light anti-aircraft armament, and the great complexity of the radar and radio aerial systems which sprout like whiskers, tulips and variously shaped fungi from all parts of the ships' superstructure.

The cruisers which represent the principal maritime nations provide an interesting contrast in appearance and armament, and reflect the overriding necessity for economy by "reactivation" and reconstruction of old hulls imposed by the conditions of today, when building costs have increased astronomically compared with those of pre-war days. The U.S.A. is represented by the heavy cruiser *Baltimore*, one of a large class, all of which were completed during the war. These ships are of 13,600 tons displacement and mount a main armament of nine 8-inch guns in triple turrets, firing a heavier broadside than guns of the same calibre mounted in previous classes of ship. One of the class, the *Pittsburgh*, was re-named *Canberra* in honour of H.M. Australian ship of that name which was sunk when operating with U.S. naval forces at the First Battle of Savo Island in 1943. The *Baltimore's* powerful A.A. armament consists of twelve 5-inch guns and some seventy-five guns of lesser calibre.

France has sent the *Montcalm*, a cruiser of the

"Gloire" class of 7,600 tons displacement, armed with nine 6-inch guns in triple turrets and an A.A. armament of eight 3.5-inch guns and forty of lesser calibre. She is also fitted with four above-water torpedo tubes. Her name commemorates the chivalrous French general whose defeat by Wolfe on the plain of Quebec in 1759 secured Canada for the British Crown. This class, which is capable of a speed of 31 knots, is one of the most successful pre-war types of cruiser, combining high speed with great endurance and good hitting power together with effective armour protection against comparable types, all within a very reasonable displacement. Three ships of this class remain afloat, the other three having been scuttled by their crews at Toulon when the Germans entered Unoccupied France in November, 1942.

The Royal Netherlands Navy has sent the cruiser *Tromp*, whose name commemorates the famous Dutch admiral of the seventeenth century whose legendary broom often threatened to sweep the English warships from the Narrow Seas. The *Tromp* is a light cruiser of 4,600 tons, full load, which was completed a year before the outbreak of war in 1939. She mounts a broadside of six 5.9-inch guns in three twin turrets, with a comparatively small A.A. armament of four 3-inch guns and twelve of smaller calibre. Her deck and side armour are light, and she is capable of a full speed of 32 knots at the present time. Two cruisers of a new type, the *De Ruyter* and *De Zeven Provinciën*, mounting eight 6-inch guns of a 1942 Bofors model with 60 degrees elevation, are under construction in Rotterdam shipyards, and it is unfortunate that neither of these fine ships will be completed in time to take part in the Review. *De Ruyter* was another famous admiral who took part in the Dutch wars of the seventeenth century.

Norway is represented by the frigate *Narvik*, formerly H.M.S. *Glaisdale*, and purchased from Great Britain at the end of the war. The *Narvik* is one of the British "Hunt" class of small escort destroyers, Type 3, which have since been re-rated as frigates, and many ships of the same type are now serving in this capacity in the



U.S.S. *Baltimore*

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NETHERLANDS CRUISER *Tromp*



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BELGIAN FRIGATE *Luitenant ter zee Victor Billet*



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PORTUGUESE FRIGATE *Bartolomeu Dias*



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SWEDISH CRUISER *Gota Lejon*



[Photo : Crown Copyright]
GREEK DESTROYER *Navarinon*



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DANISH FRIGATE *Holger Danske*



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ITALIAN TRAINING SHIP *Amerigo Vespucci*



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SPANISH CRUISER *Miguel de Cervantes*



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THAILAND MINESWEEPER *Posamton*



FRENCH CRUISER *Montcalm*

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Royal Navy. The *Narvik* is of war-time construction, having been completed at Cammell Laird's Birkenhead yard in 1942. She is of 1,050 tons displacement and mounts an armament of four 4-inch A.A. guns and three light A.A. guns. In addition she is fitted with two 21-inch torpedo tubes and depth-charge gear. On trials she reached a speed of 26 knots. The name "Narvik" recalls many memories of Anglo-Norwegian naval co-operation during the war.

The Royal Hellenic Navy has for over a hundred years had the closest of friendly ties with the Royal Navy, and Greece will be represented at the Review by the destroyer *Navarino*, whose name commemorates the victory of the combined British, French and Russian squadron over the Turkish and Egyptian forces which were threatening the independence of Greece in 1827. The *Navarino* is the ex-British destroyer *Echo* of 1,375 tons displacement and armed with three 4.7-inch guns, one 3-inch A.A. and four light A.A. guns, together with four 21-inch torpedo tubes in one quadruple mounting. Launched in 1934, her maximum speed is about 32 knots.

Italy has sent the training ship *Amerigo Vespucci*, named after the famous Italian merchant-adventurer of the fifteenth century who gave his name to the continent of America. Displacing 3,543 tons, this ship accommodates 150 midshipmen for training in sail, which the Italians, unlike the majority of present-day navies, consider to be an important part of a naval officer's upbringing. The *Amerigo Vespucci* also carries two Diesel auxiliary engines, giving her a speed of 10½ knots. Hull, masts and yards are of steel.

Portugal, England's oldest ally, will be represented by the frigate *Bartolomeu Dias*, named after the famous Portuguese explorer who discovered the Cape of Good Hope in 1488 and might have circumnavigated Africa had not his officers and men turned him back. This ship was completed in 1934 at the Newcastle yard of Messrs. Hawthorn Leslie and Co. She is of 1,788 tons displacement and mounts four 4.7-inch guns with an A.A. armament of two 3-inch guns and eight lighter weapons. Her full speed is approximately 21 knots and she is fitted to carry 40 mines. The ship is fully "tropicalized" and therefore adapted for service in Portuguese colonial waters.

The Belgian Navy has sent the frigate *Luitenant ter zee Victor Billel*, named after a gallant naval officer who was killed during the Dieppe raid of 1942. This frigate is of the anti-aircraft escort type displacing 1,430 tons and with a speed of 20 knots. Of war-time construction, she is the ex-U.S.S. *Sheboygan*, and is armed with two 3-inch and four light A.A. guns. She now combines the duties of fishery protection and training for the Belgian Navy.

Sweden is represented by her newest cruiser, *Gota Lejon* or "Gothic Lion," a remarkably fine-looking ship

of 8,000 tons displacement which, together with her sister ship, the *Tre Kronor*, both completed in 1947, form the fast striking force of the Royal Swedish Navy. This ship is specifically designed for operations in the Baltic, and it is fairly safe to say that endurance has been sacrificed to some extent for the provision of an unusually heavy belt of 3 to 5 inches of side armour while maintaining a high speed of 33 knots and mounting a main armament of seven Bofors type 6-inch guns. These are fitted in an unusual way, with one triple mounting on the forecastle and two twins on the quarter-deck and after superstructure. The *Gota Lejon* can develop an exceptional volume of A.A. fire from twenty-seven medium and light Bofors guns, apart from the barrage which can be provided by the main armament. She is fitted with six 21-inch torpedo tubes and can carry 160 mines. This fine new ship is of exceptional interest, belonging as she does to the only European maritime power which has not been at war for well over a hundred years.

The Royal Danish Navy has sent the frigate *Holger Danske*, her name commemorating the legendary hero of Denmark whose statue is in the dungeons of Kronborg Castle at Elsinore. This ship is the ex-H.M.S. *Momnow*, of 1,452 tons displacement, built in 1944. It now serves as a training ship for midshipmen and is fitted with two 5-inch guns and one medium and ten light A.A. guns. She mounts two 18-inch torpedo tubes and is capable of a full speed of 20 knots.

The cruiser *Miguel de Cervantes*, named after the famous sixteenth-century Spanish novelist, playwright and poet, represents Spain. This ship, which was completed at Ferrol in 1931, and her sister ships the *Galicia* and the *Almirante Cervera* form, together with the heavier *Canarias*, the backbone of the Spanish Navy. She mounts eight 6-inch guns in four twin turrets on a displacement of 8,250 tons, with excellent armour protection and a speed of 33 knots. She also carries six 21-inch torpedo tubes in triple mountings.

Thailand is represented by the Algerine class minesweeper H.M.(T)S. *Posamton*, formerly H.M.S. *Minstrel*, of 1,040 tons displacement and armed with one 4-inch gun.

The Navy of the Dominican Republic is represented by the destroyer *Trujillo* of 1,340 tons, formerly H.M.S. *Hotspur* and built in 1936 at Messrs. Scott's shipyard in Greenock. The *Trujillo* is armed with three 4.7-inch guns, ten medium and light A.A. guns, and four 21-inch torpedo tubes. She is capable of a maximum speed of 32 knots.

Brazil has sent the cruiser *Almirante Barroso*, formerly the U.S.S. *Philadelphia*, of 9,700 tons and a speed of 32 knots. Two ships of this class were acquired from the United States in 1951. They have a heavy main armament of fifteen 6-in. guns mounted in triple turrets and a powerful A.A. armament of eight

5-in. guns and over fifty medium and light A.A. guns.

Turkey will be represented by the destroyer *Demir Hisar*, one of a class of four which were completed in British yards in 1942. The *Demir Hisar* displaces 1,360 tons and mounts four 4.7-inch guns together with eight medium and light A.A. guns and eight 21-inch torpedo tubes. She is capable of a maximum speed of 33 knots.

The Soviet Union is sending the new cruiser *Sverdlov*, of which few particulars are known, except that she displaces some 12,800 tons, with a length of 689 feet, has a broadside of twelve 6-inch guns and is manned by a crew of 1,050.

The foreign warships at the Review give a unique opportunity for the layman to compare trends of contemporary warship design and armament, in spite of the age of many of the ships present.



[Photo: Crown Copyright]
NORWEGIAN FRIGATE *Narvik*



[Photo: Crown Copyright]
BRAZILIAN CRUISER *Almirante Barroso*



[Photo: Crown Copyright]
DOMINICAN REPUBLIC DESTROYER *Trujillo*



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TURKISH DESTROYER *Demir Hisar*



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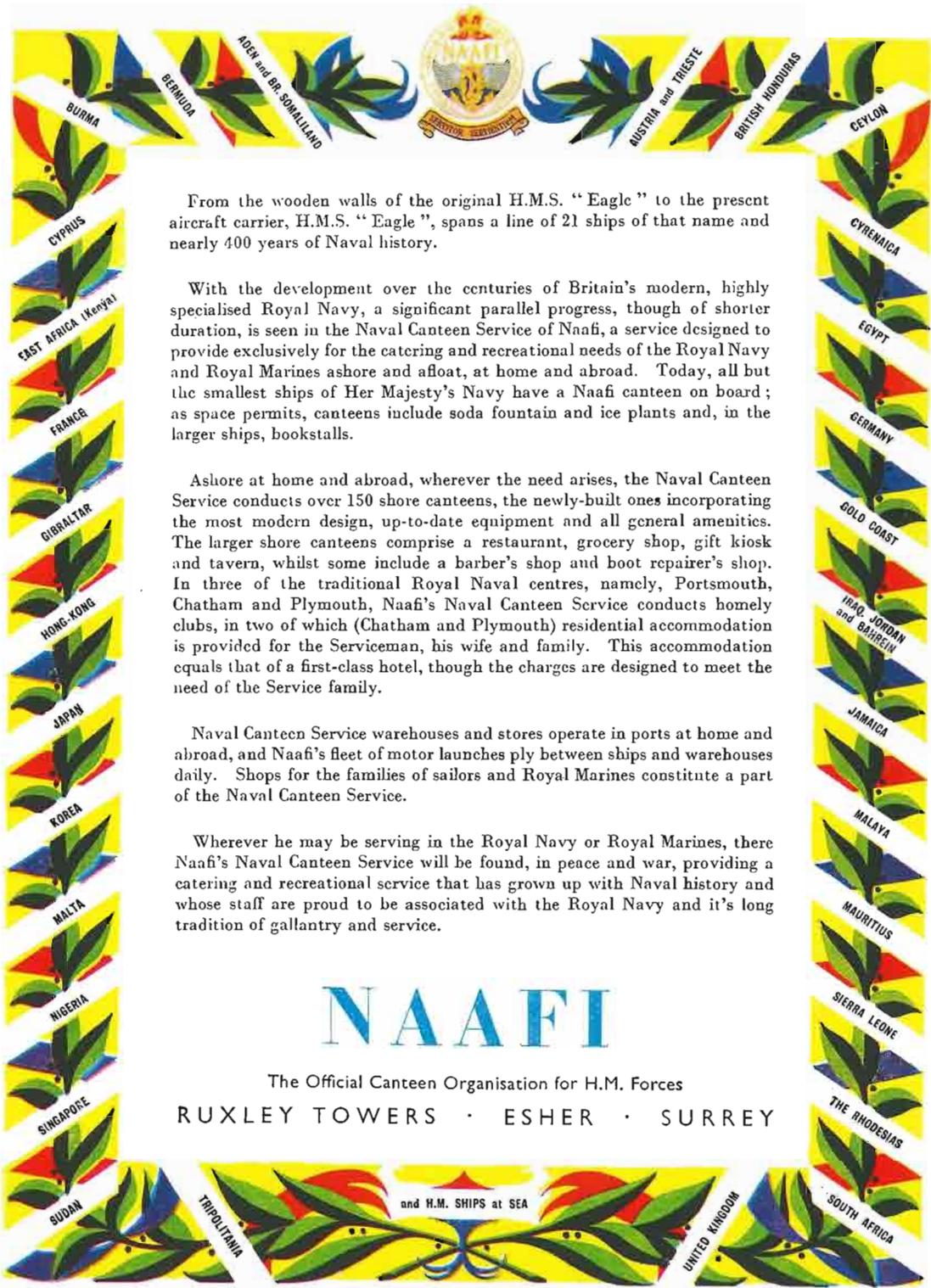
When the Second World War began in 1939 we were once more faced with a huge demand for our bronze propellers. During those momentous six years we made no fewer than 22,000 propellers, representing a total transmitted horsepower of about 20 million H.P. This time, however, we also made many propellers for the Admiralties and Merchant Navies of the Allied Nations. The Navy production included propellers for 9 battleships, 29 aircraft carriers, 80 cruisers, 424 destroyers, 275 submarines and 398 sloops, corvettes and frigates, besides thousands of smaller craft.

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Wherever he may be serving in the Royal Navy or Royal Marines, there Naafi's Naval Canteen Service will be found, in peace and war, providing a catering and recreational service that has grown up with Naval history and whose staff are proud to be associated with the Royal Navy and its long tradition of gallantry and service.

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- MALAYA
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- NIGERIA
- SIERRA LEONE
- SINGAPORE
- THE RHODESIAS
- SUDAN
- TRIPOLI/TANIA
- UNITED KINGDOM
- SOUTH AFRICA

The Royal Marines

By COLONEL G. W. M. GROVER, O.B.E. (Retd.)

THE ROYAL MARINES trace their origin from the Duke of York and Albany's Maritime Regiment of Foot, raised in the City of London in 1664 for sea service in the Dutch wars. It is from their origin in the City that they derive the privilege, shared with the Grenadier and Coldstream Guards, the Buffs and the Royal Fusiliers, of marching within its boundaries with Colours flying, bands playing and bayonets fixed. Regiments of Marines were raised for successive wars under various names, and in 1755 a permanent body of Marines was brought into being under Admiralty control. The Regimental Badge, a globe surrounded by a laurel wreath, is symbolical of the service of the Royal Marines in all seas and on all fronts; the motto is "Per Mare, Per Terram." Another element might reasonably be added as a proportion of the Corps is now parachute-trained.

Although founded in their recognizable form after the Restoration of 1660, the work and functions of the Royal Marines derive from the spacious days of Queen Elizabeth I. Sir Walter Raleigh, a product of that great era, has recorded, "A fleet could easily, without putting itself out of breath, outrun the soldiers that coast it"; in other words, the Royal Navy possesses the capacity for putting on shore soldiers who strike without warning and in unexpected places.

While the weapon of sea supremacy was being forged on the anvil of many wars, the Royal Marines constituted one of its most formidable components. It was not enough for a fleet to be supreme at sea; it had to have the capacity to strike at a distance. All the world over, the Royal Marines were engaged in raiding expeditions and in guarding fleet bases when no army troops were present. In the development of tradition two factors were firmly established in the minds of the Corps: firstly, that their loyalty was utterly at the disposal of the Royal Navy and, parallel with this, that they could only serve the greatest of sailors if they, for their part, aspired to be the greatest of soldiers. Thus, it was normal for units of Royal Marines to serve on land and at sea.

In the twentieth century there was some departure from this essential ubiquity of function. In 1914, during the First World War, the Royal Marines provided troops, both gunners and infantry, to stem the German advance in France and Flanders. A brigade of light infantry, which was sent to the Dardanelles in 1915, proceeded to France in 1916, and ended the war as one battalion before Mons, "on the starboard bow of the Army." The assault on Zeebrugge on St. George's Day, 1918, was accomplished by a Royal Marines battalion in conjunction with the Royal Navy. Thereafter, between the wars the pressure of economy so reduced the Corps that their amphibious function was gradually lost.

In 1939, at the beginning of the Second World War, it was hard for the Royal Marines fully to provide those assaulting military bodies, considered to be their

traditional role, for the service of the Fleet. Yet, in defence of the Channel Ports, in Burma and in Crete, it was demonstrated that the fighting qualities of the Corps had suffered little through long disuse. It was not, however, until this phase of warfare was at an end that the traditional offensive role became a possibility. In this the Royal Marines owed much to the Army. Commandos had been formed from selected Army officers and men; these were the lightest of infantry projected from the sea. The darkest of nights would not stop their coming; the tallest cliff would not arrest their progress, for they could climb it, and they could destroy the most cunningly devised of obstacles. When they struck, the defenders were left to survey death and devastation and the empty sea which leaves no footprints nor any hint of when they might come again. The Royal Marines entered upon this enterprise with avidity.

As Commandos, the Royal Marines took part in the assaults on Sicily, Italy and Normandy. In the capture of the Island of Walcheren, they were ably assisted by their comrades manning the landing-craft and serving the guns of the supporting craft and ships. In Burma and the Far East, they carried their arms to old haunts, for so much is the Corps a "father and son" affair, that the officer who hoisted the Union Jack at Yokohama was the grandson of the officer who had carried the Colour on the Bluff eighty years before.

At the end of hostilities the Royal Marines retained in the 3rd Commando Brigade their historic and traditional entity as the striking force from the sea. The Brigade has served in Hong Kong, Palestine and Malaya, and it is now stationed in the Mediterranean. The 41st Independent Commando R.M. has won distinction whilst serving in Korea. Meanwhile, the interchangeability of roles is ensured by the furnishing of detachments for the ships of the Fleet, the manning of the landing-craft squadrons—a steadily increasing requirement—and the provision of certain units of a specialized amphibious nature.

Two further activities of the Royal Marines demand mention. The Band Service of the Corps is the pride, in its own line, of the Fleet. Its reputation on ceremonial occasions in all parts of the world is well known. In action musicians have distinguished themselves in manning gunnery control instruments in the ships in which they have served. Last, but far from least, are the Royal Marines Forces Volunteer Reserves; these citizen soldiers give their time and energy to our service. It is in keeping with events that our successors are to be found in the City and cities where, nearly three centuries ago, drums beat for "Land souldgers to be rayسد in readinesse to be His. Mats. Fleets prepared for sea service." These men were described by the Earl of St. Vincent in 1802 in the following terms: "If ever the hour of real danger should come to England they will be found the Country's sheet anchor."

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The Women's Royal Naval Service

"THE WRENS"

BY COMMANDANT DAME MARY LLOYD, D.B.E., Hon. A.D.C., W.R.N.S.

IT WAS at the naval crisis of the First World War, in 1917, as British shipping losses reached a peak of intensity which, if continued, could only mean disaster, that the Board of Admiralty sanctioned the formation of a Women's Royal Naval Service to relieve the great strain on naval manpower. By the end of the war in 1918 no fewer than 7,000 women had been recruited, under their own officers, to replace men on naval shore duties which ranged from domestic and clerical staffs to such innovations as the formation of W.R.N.S. boats' crews and the incorporation of Wrens as wireless operators at Naval Shore W/T stations.

It cannot be said that this radical departure from the customs of a traditional Service was carried through without opposition from the more conservative elements in the Royal Navy, and it must be considered as a great compliment to those first 7,000 Wrens that the reconstitution of the Women's Royal Naval Service was approved as soon as the prospect of a second war became inevitable in 1938. Until the actual outbreak of war, training was confined to weekly drills at the Home Ports, and by 3rd September, 1939, 1,000 "immobile" Wrens had been trained in five different categories—communications, including both signals and wireless, writer, motor transport driver, cook and steward. They were commanded by a small number of W.R.N.S. officers, in addition to whom was established a separate category of officers trained in cypher duties. It was soon found, however, that the demand for W.R.N.S. officers and ratings far exceeded the capacity of the Service as originally planned. To meet the situation, special "mobile" conditions were approved, and self-contained units came into being all over the country, accommodated in special living quarters under W.R.N.S. officers-in-charge. 1941 and 1942 were years of great expansion, both in numbers and diversity of duties, accelerated by the increasing complexity of naval weapons and the developing requirements of the Fleet Air Arm and of the small Combined Operations organization which was later to play such a great part in preparing the armada of small craft for the invasion of 1944.

It was in January, 1941, that the first W.R.N.S. sailed for overseas, a party of one officer and 20 Chief Wren special W/T operators bound for Singapore.

In 1941, too, W.R.N.S. units were installed with the British Joint Staff in Washington and at Gibraltar. Tragedy overtook the first W.R.N.S. draft to Gibraltar, which went down when the s.s. *Aguila* was torpedoed, without survivors. A volunteer draft of W.R.N.S. replacements sailed for Gibraltar the following month and arrived safely. This was only the first of a number of subsequent casualties, both by enemy action at sea and at bases in the United Kingdom.

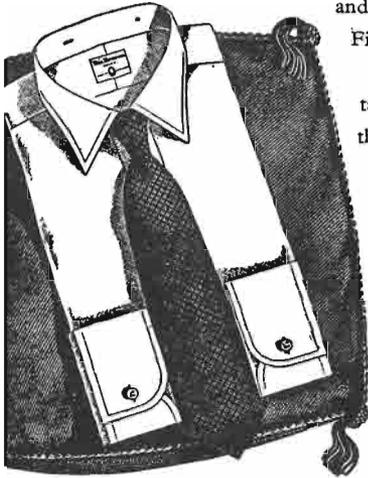
In 1944 the Women's Royal Naval Service had reached a total of nearly 75,000 officers and Wrens at some fifty different establishments in the U.K., Middle East, Far East, Italy and Africa. W.R.N.S. officers served with distinction on the British delegation to the great Allied conferences of 1943 and 1944, and a few cypher officers and coder ratings achieved the ambition of so many Wrens by becoming the first women to serve afloat in the so-called "Monsters," including the *Queen Mary* and the *Queen Elizabeth*. W.R.N.S. boats-crew, writers, chart correctors, communication ratings, censor officers, fleet mail officers, cooks and stewards served the British and American fleets as a vital part of the organization, without which they could not operate. Confidential Book Offices were in most cases exclusively manned by W.R.N.S. As the forces gathered for the Normandy landing, W.R.N.S. cooks and stewards ran a 24-hour meal service for 800 officers at the Area Combined Headquarters at Portsmouth alone, while Wren ship mechanics worked on the landing-craft. By this time, all over the world, more than half of the total Communications Staff of the Royal Navy consisted of W.R.N.S.

Since the 1st February, 1949, the Women's Royal Naval Service has been placed on a permanent footing. Although much reduced in accordance with peace-time requirements, it offers a varied and rewarding career to both Wren officers and ratings. Apart from the establishments in the United Kingdom, Wrens still serve overseas, at Malta, in the Canal Zone in Egypt, Germany and Norway. The spirit of the Service is as high as ever, being strengthened by the consciousness of the vital role which the W.R.N.S. has played in two World Wars. And the Wrens are proud to have been finally incorporated as an integral part of the Royal Navy.

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MARKS OF RANK ON THE UNIFORMS OF OFFICERS OF THE ROYAL NAVY

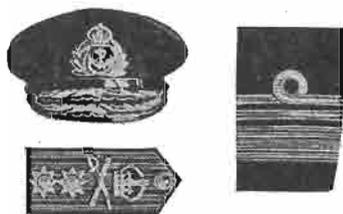
ADMIRAL OF THE FLEET



ADMIRAL



VICE-ADMIRAL



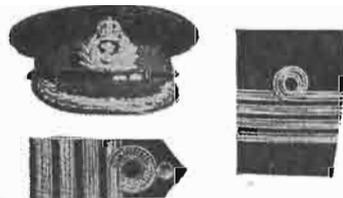
REAR-ADMIRAL AND COMMODORE 1st CLASS



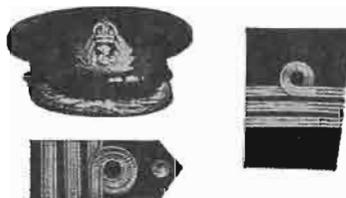
COMMODORE 2nd CLASS R.N.



CAPTAIN R.N.



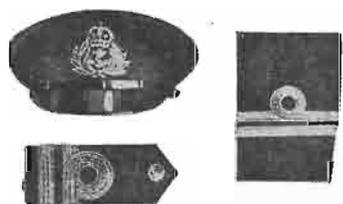
COMMANDER R.N.



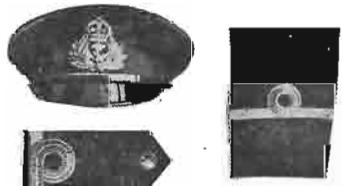
LIEUTENANT-COMMANDER R.N.



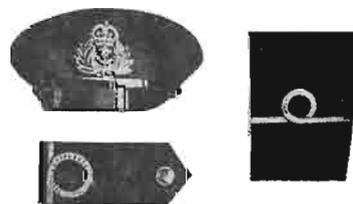
LIEUTENANT R.N.



SUB-LIEUTENANT AND SENIOR COMMISSIONED OFFICER (BRANCH RANK) R.N.



COMMISSIONED OFFICER (BRANCH RANK) R.N.

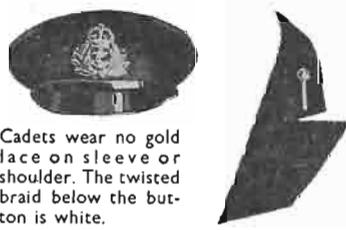


MIDSHIPMAN



Midshipmen wear no gold lace on sleeve or shoulder. The collar patch and braid are white.

CADET



Cadets wear no gold lace on sleeve or shoulder. The twisted braid below the button is white.

PILOT OBSERVER



Officers qualified as pilots or observers wear wings above the gold lace on the left sleeve.

DISTINCTION CLOTH OF VARIOUS BRANCHES

(worn between the stripes or below a single stripe)

Executive: Nil	Supply and Secretariat: White
Engineer } Purple	Shipwright: Silver
Ordnance } Purple	
Electrical: Dark Green	Grey
Instructor: Light Blue	Wardmaster: Salmon
Medical: Scarlet	Pink
Dental: Orange	

A Chaplain's uniform bears no marks of rank: a gilt Maltese Cross is worn on shoulder straps and the cap badge is modified, the wreath of gold laurel leaves being replaced by a wreath of laurel leaves embroidered in black silk, edged and veined in gold.

Officers of the Royal Corps of Naval Constructors when in uniform wear silver grey distinction cloth.

R.N.R. AND R.N.V.R. OFFICERS

The distinction lace of R.N.R. and R.N.V.R. Officers is the same as that for R.N. Officers, with the following exceptions:

- Permanent and Honorary Officers of the R.N.R. and R.N.V.R., except those of the R.N.V.R. Air Branch, wear the letter 'R' in the curl.
- Permanent Officers of the R.N.V.R. Air Branch wear an 'A' in the curl.
- Temporary Officers of the R.N.R. and R.N.V.R. wear a wavy curl of thinner lace. R.N.V.R. Air Branch Officers wear a letter 'A' in the curl.

- Officers holding temporary commissions in the R.N.V.R. for duty with Sea Cadet Corps or Combined Cadet Force wear way lace with the letters 'S.C.' or 'C.C.F.' in the wavy curl.
- During mobilized service Reserve Officers, subject to certain conditions, wear the distinction lace of their R.N. counterparts, with the addition of the letter 'A' in the case of R.N.V.R. Air Branch Officers.

All Reserve Officers wear buttons on their uniforms which indicate the Reserve to which they belong.

BADGES WORN BY RATINGS IN THE ROYAL NAVY

CAP BADGES



Chief Petty Officer



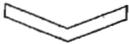
Petty Officer



Other ratings not dressed as seamen

Note: Ratings dressed as seamen wear lettered cap ribbons.

GOOD CONDUCT BADGES



4 years



8 years



12 years

Worn on the left arm, below the rating badges (if any). These badges are not worn by Chief Petty Officers.

BADGES DENOTING SPECIAL DUTIES OR QUALIFICATIONS WITHIN BRANCHES



C.P.O. Coxswain
Worn as a branch badge by C.P.O. or acting C.P.O. Quartermaster Coxswains.



Navigators Yeoman
Worn on the right cuff in addition to the 3rd Class Quartermaster Branch badge on the arm.

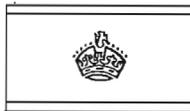


Master-at-Arms
Worn as a branch badge.

MISCELLANEOUS BADGES



Naval Patrol Armlet



Armlet for use by Petty Officers on Watchcoats



Good Shooting Badge



Buglers Badge



P.O. Artificer Apprentice

These badges are worn on the right cuff. Divers 2 and 3 wear a divers helmet badge (similar to the Divers Branch badge) on the cuff in addition to their branch badge.

RATING BADGES



Petty Officer



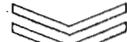
Leading Rate

Worn on the left arm.

R.N.R. AND R.N.V.R. GOOD SERVICE BADGES



4 years



8 years



12 years

Worn on the left arm below the rating badge (if any). These badges may be worn in addition to Good Conduct badges, provided that the combined number does not exceed three, and that Good Conduct badges are worn superior to Good Service badges.

FLYING BADGES FOR AIRCREWS



Pilots



Aircrewmen



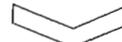
Aircrewmen (U)

Worn on Blue uniform (other than working dress) by C.P.O.s on the cuff of the left sleeve 1/4 inch above the centre button, and by other ratings 1 1/2 inches from the end of the left sleeve, or 1 1/2 inches above the point of the left cuff of jumpers with cuffs. On blue serge working dress these badges are worn above the left breast pocket of the blouse. On white uniform they are worn 1 1/2 inches above the left breast pocket of the tunic, or immediately above the top row of medal ribbons: They are not worn on tropical shirts.

BOYS' BADGES



Advanced Class Boy



Leading Boy



P.O. Boy



Instructor Boy



Boy Marksman



Boy Coxswain

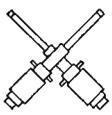
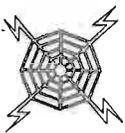
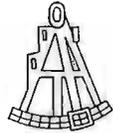
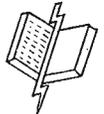
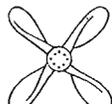
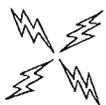
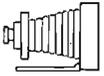
LETTERS INDICATING SPECIALIZATION

Gunnery Branch	Clearance Diver	Coder Branch
Quarters	Divers Branch Badge	Educational
Gunlayer	C	Special
Control	L	
Anti-Aircraft	C	
Radar Control	R	Torpedo and Anti-Submarine Branch
Quarters Armourer	QA	Underwater Weapons
Control Armourer	CA	Underwater Control
		Mine Defence
		Seaward Defence
		W
		C
		M
		D

Note 1.—Pilots' mates will wear a badge consisting of a two-bladed propeller on the right cuff in addition to the appropriate branch badge on the right arm.

DESIGNS OF BRANCH BADGES

Worn on the right arm, except by Chief Petty Officers, who wear the badges in pairs on the collars of blue uniform, or on the right cuff of white uniform. They are not worn on tropical shirts. The device on the badge indicates the branch to which the rating belongs. Artificers do not wear branch badges.

 Gunnery	 Radar Plot	 Torpedo and Anti-Submarine	 Coxswain	 Surveying Recorder	 Boom Defence
 Signal	 Coder	 Telegraphist	 Stoker Mechanic	 Mechanicians (not entitled to Trade Pay)	 Regulating
 Naval Airmen	 Naval Airmen (S.A.M.)	 Aircraft Mechanicians (not entitled to Trade Pay)	 Physical and Recreational Training	 Electrical	 Supply and Secretariat
 Artisans	 Photographer	 Sailmakers	 Divers	 Sick Berth	 R.N.V. (Postal) Reserve

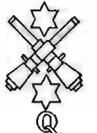
ADDITION OF STARS AND CROWNS TO BRANCH BADGES

Stars and Crowns are added to Branch badges, as illustrated by the following group of gunnery badges, as follows:

PETTY OFFICERS AND BELOW

	ONE STAR	TWO STARS	CROWN	CROWN	CROWN AND ONE STAR
Seamen and Naval Airmen Branches (except Naval Airmen Fitters and Mechanics A, E and O). Other branches and Naval Airmen Fitters and Mechanics A, E and O.	3rd Class Part II or Specialist Qualification	2nd Class Part II or Specialist Qualification	1st Class Part II or Specialist Qualification	2nd Class or lower Part II or Specialist Qualification	1st Class Part II or Specialist Qualification
	Technical qualification for Able Rate	Technical qualification for Leading Rate	P.O. qualified for higher rate of pay	C.P.Os. qualified for lower rate of pay	C.P.Os. qualified for higher rate of pay

C.P.O., P.O. and confirmed Leading Ratings qualified as Gunnery, T. and A.S., Radar Plot, Wireless, Signalling Instructors and Staff Physical and Recreational Training Instructors wear a crown and two stars.

 P.O. and below QR 3rd Class	 P.O. and below QR 2nd Class	 QR 1st Class (P.O. or confirmed leading rate)	 C.P.O., QR 2nd or 3rd Class	 C.P.O., QR 1st Class	 C.P.O., P.O., or confirmed leading rate, Gunnery Instructor
---	---	---	---	---	---

WITHIN BRANCHES (But not Qualification)

Naval Airmen Branch

With Aeroplane badge:

Aircraft Handler **H**
Safety Equipment **SE**
Fitter and Mechanic (A) **A**
Fitter and Mechanic (E) **E**
Fitter and Mechanic (O) **O**
Met. Observer **MET**
Photographer **P**

With two-bladed propeller badge:

Naval Airmen (S.A.M.) (A) **R**
Naval Airmen (S.A.M.) (E) **F**
Naval Airmen (S.A.M.) (O) **O**

Electrical Branch

Electrician **L**
Electrician (Air) **AL**
Radio Electrician **R**
Radio Electrician (Air) **AR**

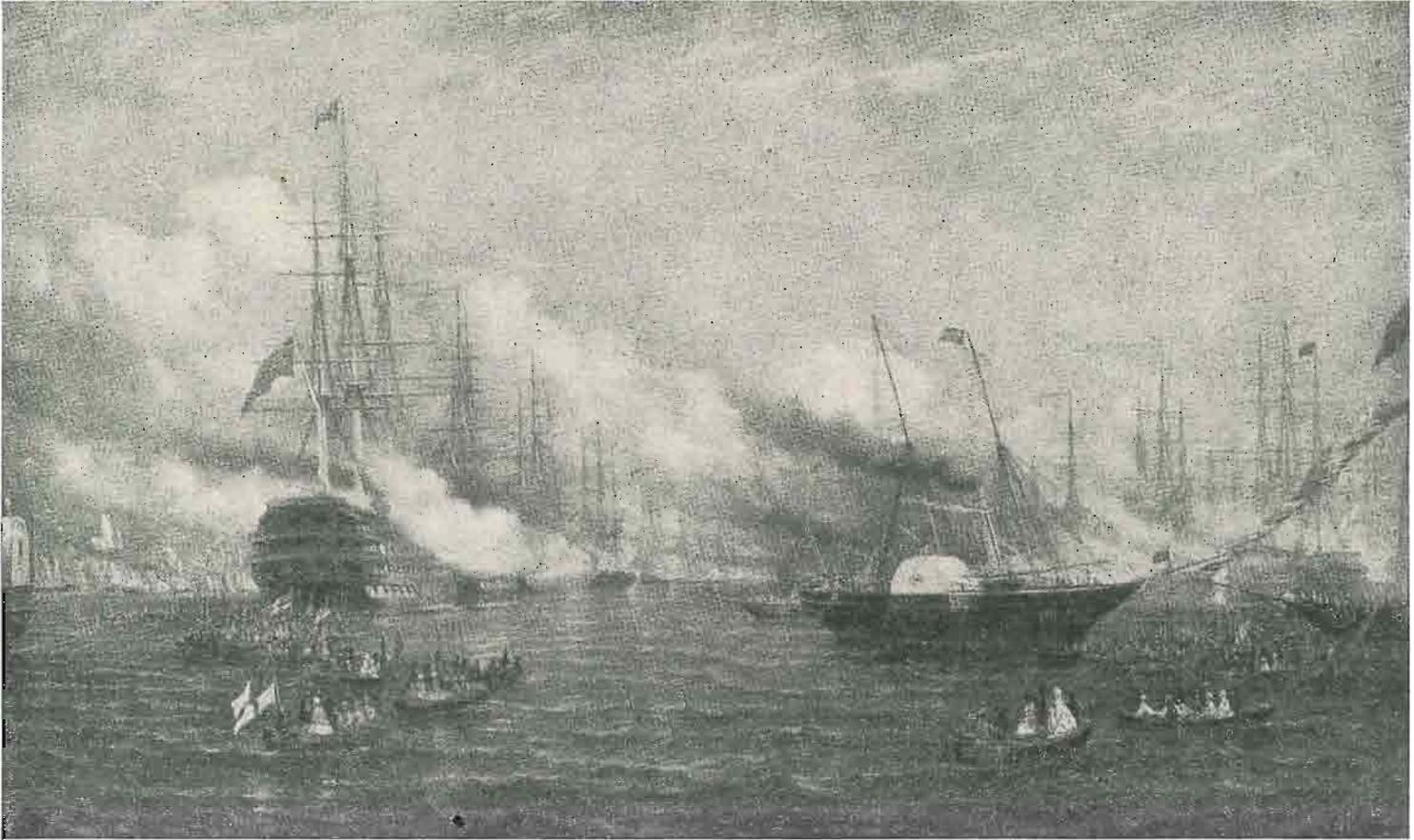
Supply and Secretariat Branch

Writer **W**
Stores **S**
Cook **CS**
Officers' Steward **OS**
Officers' Cook **OC**
Stenographer **ST**
Victualling **V**

Sick Berth Branch

State-Registered Male Nurse **N**
Radiographer **R**
Physiotherapist **PH**
Hygiene Inspector **I**
Laboratory Assistant **L**
Mental Nurse **M**
Operating Room Attendant **O**
Dental Attendant **D**

Note 2.—The letters are worn below the branch badge, except that for Electrical and Supply and Secretariat branches the letters are included in the centre of the badges, and for Coders the letters are included in the right-hand page of the open book.



*From the painting
by W. A. Knell*

QUEEN VICTORIA'S NAVAL REVIEW
11TH AUGUST, 1853

*By kind permission of the
Royal United Service Institution*



***A man's life
in the Royal Navy***

Full information concerning any of the branches of the Royal Navy or Royal Marines can be obtained from your nearest R.N. & R.M. Recruiting Office or by writing to D.N.R. Dept. 2x2, Admiralty, London, S.W.1.



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