

Obituary.

We regret to announce the following deaths :—

Ship. Lieut. S. Bounsall (Ret.), age 77 years.

Lieut. C. J. S. G. Bremner (Ret.), age 78 years.

Lieut.-Comdr. A. E. Neal (Ret.), age 69 years.

Lieut.-Comdr. W. H. Mobley (Ret.), age 70 years.

Lieut.-Comdr. J. G. Buchanan (Ret.), age 79 years.

Lieut. H. A. Foster (Ret.), age 80 years.

SUBSCRIPTION LIST.

MAY, 1946.

Lieut.-Cdrs. F. Dawes, 10/-; G. Mascull, D.S.C., 6/-; S. Dalliway, 4/-; G. Prideaux, 3/-; G. Dyer, C. Leonard, Lieut. F. Codd, each 2/6; Lieut.-Cdrs. H. Jehan, W. Beer, W. Calverley, C. Burke, Lieut. J. Ogeley, each 2/-; Comd. Elect. W. Robins, 1/-.

LIST OF DECEASED MEMBERS.

Rank and Name	Age	Date of Death	Benefit		
			£	s.	d
Lt. A. M. Cady (rt.)	76	1/2/46	80	0	0
†Mr. A. Rafferty, Cd. Gr.	43	17/2/42	"	"	"
Lt.-Cdr. W. Ahern, D.S.C. (rt.)	83	3/2/46	"	"	"
Lt. S. Gurowich (rt.)	91	17/2/46	"	"	"
Shpt. Lt.-Cdr. G. Grant (rt.)	81	6/3/46	"	"	"
Lt. J. W. Bell (rt.)	67	23/3/46	"	"	"
Lt.-Cdr. F. J. Palmer (rt.)	78	7/4/46	"	"	"
Shp. Lt. S. Bounsall (rt.)	77	27/4/46	"	"	"
Lt. C. J. S. G. Bremner (ret.)	78	1/5/46	"	"	"
Lt.-Cdr. A. E. Neal (rt.)	69	1/5/46	"	"	"
Lt.Cdr. W. H. Mobley (rt.)	70	8/5/46	"	"	"
Lt.-Cdr. J. G. Buchanan (rt.)	79	18/5/46	"	"	"
Lt. H. A. Foster (rt.)	80	24/5/46	"	"	"

†Enemy action.

FINANCIAL STATEMENT.

			£	s.	d
Reserve Fund	24435	5	2
Administrative Fund	1064	19	7½
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			£25500	4	9½
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In 3½ per cent. Loan	23320	18	0
In Bank, Deposit Account	1464	16	4
In Bank, Current Account	702	1	1
In hand	12	9	4½
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			£25500	4	9½
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NOTICE.

DEATH BENEFIT MONTHLY MEETING.

BRANCH	DAY OF MEETING	TIME	PLACE OF MEETING
Devonport	First Tuesday	6-30 p.m.	Oddfellows, Hall, Union St., Plymouth.
Portsmouth	Second Thursday	6-30 p.m.	82, Kingston Cres- cent, Portsmouth.
Chatham	As convenient.		

Death Benefit Association.

OFFICIALS.

President—Lieut.-Comdr. F. M. GOODGER, (Rtd.),
32, Doyle Avenue, Hilesea, Portsmouth.

Secretary to Council—Lt.-Comdr. H. J. ROSE (Ret.),
90, Hartley Road, North End, Portsmouth.

Editor—Lieut.-Comdr. F. GROVES, (Ret.),
21, Stubbington Avenue, North End,
Portsmouth.

Manager :—Lieut. R. DAVIS (Ret.),
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PORTSMOUTH—Lt. Comdr. H. J. ROSE (Ret.),
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DEVONPORT—Mr. W. R. WATKINS, R.N.,
11, Monroe Gardens, Central Park, Plymouth.

CHATHAM—Mr. R. F. CUBITT, M.B.E. (Ret.),
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Mr. T. J. CHEAL, Cmd. Gnr., R.N. Barracks.

Lieut. W. J. BEVAN, H.M.S. Defiance.

Lieut.-Comdr. F. T. HICKS, (Rtd.),
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Mr. R. F. CUBITT, M.B.E. (Ret.),
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Headmaster Lieut. E. V. DAVIES, R.N. Barracks.

Agents for Advertisements :—

PORTSMOUTH—Lieut. J. H. EVANS,
76, Stubbington Avenue, North End.

DEVONPORT—Ord. Lt. P. PUGSLEY,
4, Clarence Road, Torpoint, Cornwall.

CHATHAM—Sig. Lieut. C. GIBBS (Ret.)
"Home Hatch," High Street, Chinnor, Oxford.
Tel. No. Kingston Blount 225.

Full particulars as to how to join the Association may be obtained from either of the Branch Secretaries.

<i>Journal Office.</i>	} 82, Kingston Crescent,		
<i>Editor and Manager</i>			North End,
<i>Addresses—</i>			Portsmouth.

R.N. & R.M. W.O's. Benevolent Fund—Hon. Sec's. Addresses :—
PORTSMOUTH—Engr.-Lt. R. QUINTON (Ret.),
11, Mayfield Road, North End, Portsmouth.

DEVONPORT—Shpt. Lt.-Cr. R. C. WARD (Ret.), C.C.,
31, Ford Park Road,
Mutley, Plymouth.

CHATHAM—Mr. R. F. CUBITT, M.B.E., (Ret.),
39, Malvern Road, Gillingham, Kent.

COMMANDER PURSEY, M.P., is constantly trying to keep before the "powers that be" the just aspirations of Lower Deck ratings and Officers who have risen therefrom.

Quoting from Hansard dated 30th January, I read as follows: "Commander Pursey asked the First Lord of the Admiralty: (1) the number of Executive Officers entered respectively through the Dartmouth College scheme, the special entry scheme and Commissioned from the Lower Deck under the Sub-Lieutenant scheme in each of the seven years from 1939 to 1945 inclusive and the totals; (2) the number of Gunners, Gunners (T) and Boatswains promoted direct to the rank of Lieutenant and Artificer Engineers direct to Lieutenant (E) under the accelerated promotion scheme in each year since the inception of the scheme, and the totals, and whether the scheme is to be a feature of the post-war Navy."

The answer showed the following totals for the period in question (1939-45); Dartmouth 901, Special Entry 594, Lower Deck 113, Gunners, Gunners (T) and Boatswains 235, and Warrant Engineers and Mechanicians 120.

The future of this scheme is being considered.

From the foregoing we see that from the Lower Deck and Warrant Rank 468 Lieutenancies were filled as against 901 via Dartmouth and 594 by Special Entry.

As to the future it remains to be seen how far the scheme for promotion to Lieutenants from the Warrant Rank will be continued, but it must be remembered that the numbers shown were due to war measures and hopes must not be built too high.

With reference to my recent criticism of the book "Lower Deck" and correspondence arising therefrom, I came across the following extract from "Orders to the Ships' Commanders" issued by Sir Walter Raleigh in 1617:—

"You shall take special care that God be not blasphemed in your ship, but that after admonition given, if the offenders do not reform themselves, you shall cause them of the meaner sort to be ducked at yard arm, and the better sort to be fined out of their adventure. By which course if no amendment be found, you shall acquaint me withal, delivering me the names of the offenders. For if it be threatened in the Scriptures that the curse shall not depart from the house of the swearer, much less shall it depart from the ship of the swearer."

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NAVAL UNIFORM is to be simplified according to Commander Kenneth Edward, who, writing in the "Daily Telegraph" says: "Considerable changes are, I understand, likely to be made in naval uniform. The object will be to reduce the great expense to officers. The changes will be a necessary corollary to a new code designed to equalise the pay of officers of all three Services.

"At present regulations provide for 13 "dresses." While some are arrived at by ringing the changes on the same clothing, a large amount of expensive uniform is required.

"Among the first items likely to disappear will be the 'round jacket' of midshipmen and the frock-coat of commissioned and warrant officers. Simplifications in other cases are also expected."

From the Editor's Chair.

THE FOLLOWING EXTRACT from "Britain's Glorious Navy," edited by Admiral Sir Reginald Bacon, K.C.B., K.C.V.O., D.S.O., contained the following in the section of the book dealing with personnel: "The Warrant Officer usually remains a Commissioned Warrant Officer, although he can ultimately attain Lieutenant's rank.

He selects this limited method of advancement because he is content with that particular status; it may be that for domestic or private reasons he is reluctant to commit himself to the rather more expensive mode of life involved by further advancement, or he may dislike its social or ceremonial obligations. Whatever his motives for becoming a Warrant Officer, he remains one of the unchanging essentials of the Royal Navy's organization; he is one of the supporting pillars without which the house cannot stand."

I invite the readers of our Journal to mark well the above extract from one of the latest books on the Royal Navy.

"The Warrant Officer usually remains a Commissioned Warrant Officer." I object very strongly to the contradictory term "Commissioned Warrant Officer." If an Officer holds a commission, he is no longer a Warrant Officer, and there is really no such person as a Commissioned Warrant Officer, any more than there is a midshipman Sub-Lieutenant.

It may seem only quarrelling about terms, but it is much worse than that. We are proud of the King's Commission, and some of us had to go a long time before we obtained it, in my personal case 15 years; but when at last it is granted to us, we cease to be Warrant Officers.

"Although he can ultimately attain Lieutenant's rank." That is not absolutely true, even to-day, for not all can get two stripes, but until quite recently it was a matter of long wait to step into the place vacated by a retiring Officer; but it is far from the truth to state that we select our rank and limited method of advancement because we are content with that particular status. The truth is that the doors of reasonable advancement have been purposely banged, bolted and barred against us.

I can be pardoned for quoting my own case because I am conversant with it. In the year 1892 I was serving in H.M.S. Volage (a sailing ship) as a boy, and I was permitted to go to school with the midshipmen, taking their subjects, and—thanks to our teaching in Greenwich School and certainly to no outstanding genius on my own part—I found it easy to keep pace with them and even excel them. In eight years they were heading for brass hats. I was a W.O. without even a bit of gold lace to show what an exalted rank I had attained. I was keen to get on—I was presumably qualified to do

I HAVE ALWAYS HELD and acted upon the opinion that when we attain to the Warrant Rank we have only just begun, and that an obligation rests upon us to keep on learning and improving our own efficiency. In a game of cricket the only way to get runs is off one's own bat, they aren't given away with a pound of tea ; and the analogy holds good for promotion—prove your worth and then leave no stone unturned till you get it.

SOVIET SAILOR INVENTORS.

By M. MIZIN.

During the war, Sailors and Officers of the Soviet Navy invented a great many things, though not all necessarily pertained directly to combat operations.

These achievements became known at recent exhibitions organised by fleet and flotilla units.

Of the 2,295 efficiency proposals and inventions submitted by sailors of the Northern Fleet last year, 1,800 have already been realised. Many sailors received patents on their inventions.

A device designed by Engineer Klimov of the Baltic Fleet facilitating the machining of ship's screws of all types, earned him the Stalin prize. The device enables ships' screws to be machined in one-eighth of the time normally required, and a considerable monetary economy is effected.

as a boy in the "Neptune" that I used to sit on the breeching of a 9-inch M.L. gun under the forecandle, away from the men, but near enough to hear them spinning yarns and some of them were clever and amusing, but they were never shockingly vulgar or rude.

But "Lower Deck" deals with a subject where there seems no reason to print the characters other than as brave, honest fellows spending their days under terribly hard, pressing times. The author, a man of extraordinary ability to paint in word pictures the scenes and incidents that were passing before his eyes day by day and night by night, had greater characters than ever the old writers had to deal with, and there was no need to bring out of their mouths language which would cause great pain when read by their parents, sisters, wives or sweethearts."

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THE DAILY PRESS IS FULL OF THE NAVY.

There is a big argument about the crew space as compared with that apportioned to Officers, and although there is a lot to be said in favour of more room and comfort for Lower Deck personnel, to visualize nice, comfortable bunks for 1,000 Officers and men, shows little knowledge of the limited available space after boilers, engines, armament, magazines, storerooms, &c., have been legislated for.

The latest revision of Lower Deck pay seems to be far from perfect, and then again, our women-folk are demanding shorter commissions for the men, facilities for wives and families of ranks and ratings to be arranged for on foreign stations, and other things too numerous to mention.

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