



CORONATION REVIEW
of the FLEET: SPITHEAD - 20TH MAY 1937.
SOUVENIR PROGRAMME ~ ~ ~ PRICE SIXPENCE.

Programme
of the
**CORONATION REVIEW
OF THE FLEET**

by
HIS MAJESTY THE KING
Spithead - 20th May, 1937



WITH PLAN OF ANCHORAGE (See pages 32 and 33)



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CR



HIS MAJESTY KING GEORGE VI

Portrait by Peter Marsh (London)

ER



HER MAJESTY QUEEN ELIZABETH

Portrait by Dorothy Wilding

DISTINCTIVE MARKS of RANK on SHOULDER STRAPS and SLEEVES of OFFICERS in the ROYAL NAVY



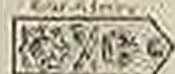
Admiral of the Fleet



Admiral



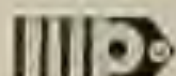
Vice Admiral



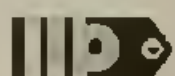
Admiral of the Fleet
Commodore, Royal Fleet



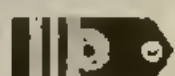
Commodore
Second Class



Captain



Commander



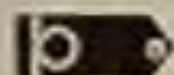
Lieutenant
Commander



Lieutenant



Sub-Lieutenant
or Commissioned
Officer from Warfare
Rank



Yeoman



Neck Collar
Yeoman



Neck Collar
Yeoman



Neck Collar
Yeoman

The illustrations on this and page 8 will help you to distinguish the various ranks of Naval Officers and ratings of the man. The rank of an Officer can be easily seen by the stripes on his sleeves or by the shoulder straps and the branch of which he belongs is shown by the colour of the cloth between the gold lines.

Executive Officers wear plain gold lace, but other branches are distinguished by coloured cloth between the gold stripes:—	
Engineer Officers	Purple.
Medical Officers	Teal.
Paymaster Officers	Orange.
Accountant Officers	White.
Other Officers, Schoolmasters	Light Blue.
Transport Officers	Silver Grey.
Wardmaster Officers	Maroon.
Electrical Officers	Dark Green.
Ordnance Officers	Dark Blue.

GENERAL PROGRAMME

(Plan of Anchorage, see pages 32 and 33)

WEDNESDAY, 12th MAY Coronation.

THURSDAY, 13th MAY

Afternoon Mediterranean Fleet assembles at Spithead. Home Fleet sails from the Thames. Reserve Fleet ships leave Home Ports to join Flag of Vice-Admiral Commanding, Reserve Fleet.

FRIDAY, 14th MAY

Morning Reserve Fleet Squadrons and Flotillas assemble off the Isle of Wight.

Afternoon Home Fleet assembles at Spithead.
Reserve Fleet arrives at Spithead.

SATURDAY, 15th MAY

Morning Reserve Fleet proceeds to Weymouth Bay.

TUESDAY, 18th MAY

Morning Reserve Fleet proceeds to Solent.

4 p.m. Fishery Protection Cruisers and 1st Minesweeping Flotilla assemble at Spithead.

6 p.m. R.A. (S) in *Titanica* with 5th and 6th S.M. Flotillas assemble at Spithead.

WEDNESDAY, 19th MAY

9 a.m. Reserve Fleet assembles at Spithead.
Board of Admiralty embark in *Enchantress*.
Their Majesties The King and Queen embark in *Victoria and Albert*, being received on the South Railway Jetty by the Commander-in-Chief, Portsmouth, and the Admiral Superintendent.
Royal Salute will be fired by the Naval Saluting Battery on the Royal Standard being broken in *Victoria and Albert*.
His Majesty The King will hold a dinner party on board *Victoria and Albert*.
Dinner party in *Enchantress*.

THURSDAY, 20th MAY Review of the Fleet.

10.30 a.m. His Majesty The King receives the Board of Admiralty, the Commanders-in-Chief of the Home and Mediterranean Fleets, the Vice-Admiral Commanding Reserve Fleet, Senior Officer H.M. Canadian Ships, Commanding Officer H.M.I.S. *Indus*, Senior Officers of foreign men-of-war Spithead, and representatives of Merchant Navy and Fishing Fleets.

3.5 p.m. Preceded by Trinity House Vessel *Patricia*, and escorted by *Enchantress*, *Victoria and Albert* leaves South Railway Jetty for Spithead.

On approach of, and
by signal from,
*Victoria and
Albert*

Royal Salute fired by the Fleet at Spithead.

[Continued overleaf]

THURSDAY, 20th MAY—continued.

- *3.30 p.m. ... *Victoria and Albert* enters the lines.
 Review of the Fleet by His Majesty The King.
- 5.10 p.m. (approx.) *Victoria and Albert* secures to moorings at the head of E line.
- 5.40 p.m. ... Fly past by Fleet Air Arm aircraft.
- His Majesty The King will hold a dinner party on board *Victoria and Albert*.
- 10 p.m. ... Illumination of the Fleet—begins.
- 12 midnight ... Illumination of the Fleet—ends.

*The following will be the order of procession round the lines:—

Patricia (Trinity House).

H.M. Yacht *Victoria and Albert*.

Admiralty Yacht *Enchantress*.

s.s. *Sirathmore*

s.s. *Vandyk*

s.s. *Rangitiki*

s.s. *Laurentic*

s.s. *Cameronia*

Government Guests.

H.M.S. *Alresford* Board of Admiralty Guests.

H.M.S. *Saltburn* Commander-in-Chief, Portsmouth Guests.

H.M.S. *Kellett* Lord Mayor of Portsmouth and Mayor of Gosport.

s.s. *Queen of Thame*

s.s. *Whippingham*

s.s. *Portsmouth*

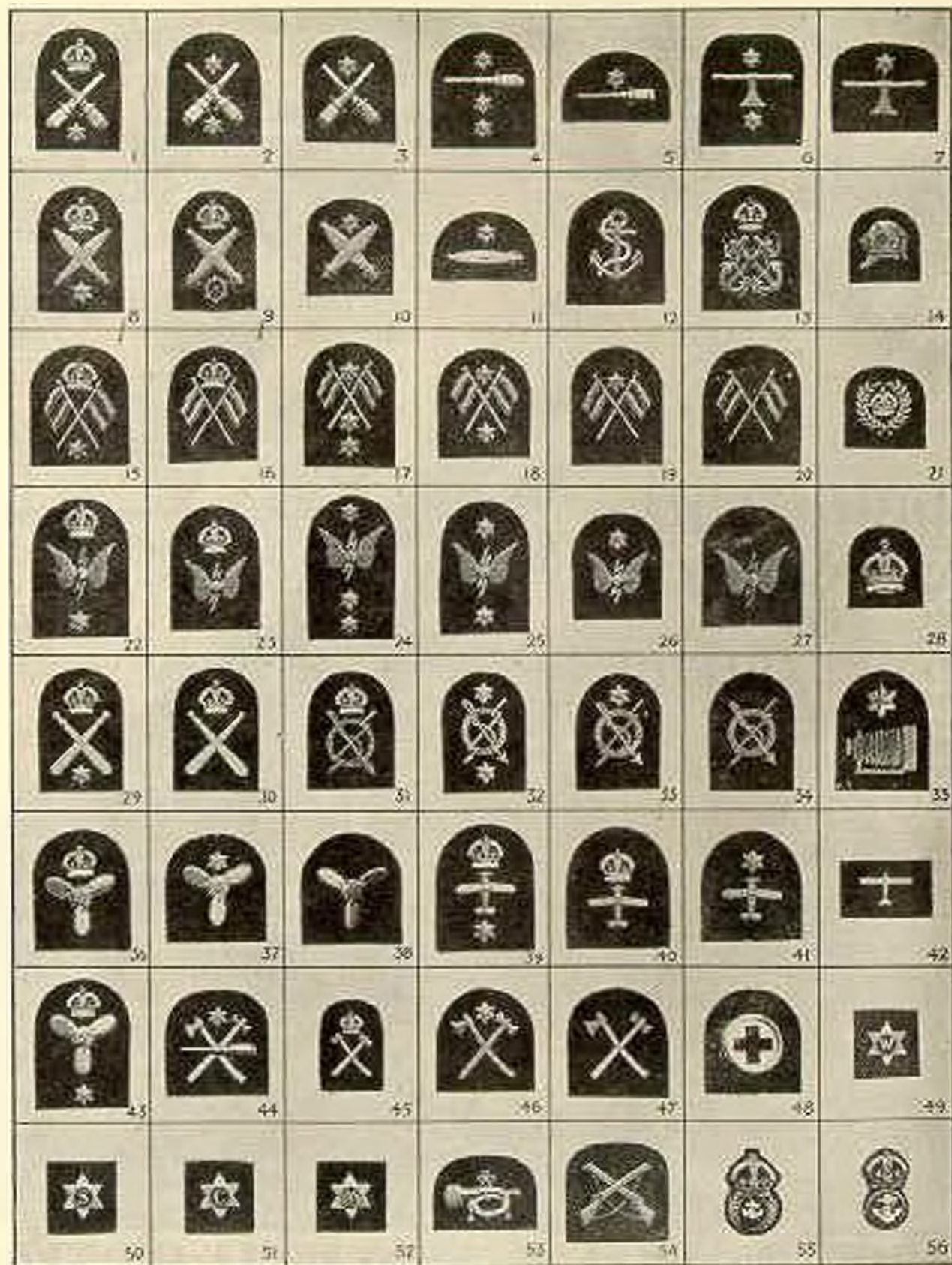
Admiralty Staff.

FRIDAY, 21st MAY

- 10 a.m. (onwards) His Majesty The King visits H.M. Ships *Nelson*, *Queen Elizabeth*, *Dunedin*, *Southampton*.
- 2.05 p.m. (approx.) Preceded by Trinity House vessel *Patricia*, and escorted by *Enchantress*, *Victoria and Albert* slips and returns to harbour.
- 2.40 p.m. ... *Victoria and Albert* berths at Southern Railway Jetty.
- 2.50 p.m. ... Their Majesties disembark, being received by the Commander-in-Chief, Portsmouth, and the Admiral Superintendent and enter the royal train.
- Royal Salute will be fired by the Naval Saluting Battery on the Royal Standard being struck on board *Victoria and Albert*.
- Board of Admiralty disembark and return to London.
- Fleets start to disperse.

SOME PREVIOUS REVIEWS AT SPITHEAD

- 16th August, 1902 (King Edward VII. Coronation Review).
- 3rd August, 1907 (King Edward VII. Inspection of Home Fleet).
- 24th June, 1911 (King George V. Coronation Review).
- 18th July, 1914 (King George V. Inspection of fleets for test mobilisation).
- 26th July, 1924 (King George V. First Review after the Great War, 1914-18).
- 16th July, 1935 (King George V. Jubilee Review).



(1) Gunner's Mark, 1st Class. (2) Gunner's Mark, 2nd Class. (3) Gunner's Mark, 3rd Class. (4) Gunner's Mark, 4th Class. (5) Gunner's Mark, 5th Class. (6) Gunner's Mark, 6th Class. (7) Gunner's Mark, 7th Class. (8) Gunner's Mark, 8th Class. (9) Gunner's Mark, 9th Class. (10) Gunner's Mark, 10th Class. (11) Visual Signalmen, 1st Class. (12) Visual Signalmen, 2nd Class (C.P.O. & P.O.). (13) Visual Signalmen, 3rd Class. (14) Visual Signalmen, 4th Class. (15) Visual Signalmen, 5th Class. (16) Visual Signalmen, 6th Class. (17) Visual Signalmen, 7th Class. (18) Visual Signalmen, 8th Class. (19) Visual Signalmen, 9th Class. (20) Visual Signalmen, 10th Class. (21) Visual Signalmen, 11th Class. (22) Visual Signalmen, 12th Class. (23) Visual Signalmen, 13th Class. (24) Visual Signalmen, 14th Class. (25) Visual Signalmen, 15th Class. (26) Visual Signalmen, 16th Class. (27) Visual Signalmen, 17th Class. (28) Visual Signalmen, 18th Class. (29) Visual Signalmen, 19th Class. (30) Visual Signalmen, 20th Class. (31) Visual Signalmen, 21st Class. (32) Visual Signalmen, 22nd Class. (33) Visual Signalmen, 23rd Class. (34) Visual Signalmen, 24th Class. (35) Visual Signalmen, 25th Class. (36) Visual Signalmen, 26th Class. (37) Visual Signalmen, 27th Class. (38) Visual Signalmen, 28th Class. (39) Visual Signalmen, 29th Class. (40) Visual Signalmen, 30th Class. (41) Visual Signalmen, 31st Class. (42) Visual Signalmen, 32nd Class. (43) Visual Signalmen, 33rd Class. (44) Visual Signalmen, 34th Class. (45) Visual Signalmen, 35th Class. (46) Visual Signalmen, 36th Class. (47) Visual Signalmen, 37th Class. (48) Visual Signalmen, 38th Class. (49) Visual Signalmen, 39th Class. (50) Visual Signalmen, 40th Class. (51) Visual Signalmen, 41st Class. (52) Visual Signalmen, 42nd Class. (53) Visual Signalmen, 43rd Class. (54) Visual Signalmen, 44th Class. (55) Visual Signalmen, 45th Class. (56) Visual Signalmen, 46th Class.

LIST OF SHIPS BY SQUADRONS AND FLOTILLAS

HOME FLEET.

Second Battle Squadron.

Nelson (Fleet Flagship)
Rodney
Royal Oak (Flag)
Resolution
Ramillies
Royal Sovereign
Revenge

Second Cruiser Squadron.

Southampton (Flag)
Newcastle

Aircraft Carriers.

Courageous (Flag)
Furious

Attendant destroyers—

Crusader Stronghold

Cairo [Commodore (D)]

Fourth Destroyer Flotilla.

Kempenfelt
Basilisk
Boreas
Roadicea
Bulldog

Blanche
Brilliant
Bruzen
Beagle

Fifth Destroyer Flotilla.

Lisemouth
Electra
Escort
Express
Esk

Sixth Destroyer Flotilla.

Faulknor
Fearless
Foxhound
Fame
Foresight

Second Submarine Flotilla.

Lucia (Depot Ship)
Narwhal
Porpoise

Seahorse
Swordfish
Starfish

Netlayer.

Guardian
Escort Vessel.
Fleetwood

MEDITERRANEAN FLEET

First Battle Squadron.

Queen Elizabeth (Fleet Flagship)
Barham (Flag)

First Cruiser Squadron.

London (Flag)
Shropshire
Devonshire

Battle Cruiser Squadron.

Hood (Flag of V.A., and in Command)
Repulse

Aircraft Carrier.

Glorious
Attendant destroyer—
Comet

Galatea [Flag of Rear-Admiral (D)]

First Destroyer Flotilla.

Grenville
Garland
Gipsy
Grafton
Gallant

Greyhound
Glowworm
Grenade
Griffin

Third Destroyer Flotilla.

Codrington
Antelope
Icarus

Netlayer.

Protector

First Submarine Flotilla.

Cyclops (Depot Ship)
Thames
Severn
Clyde
Rorqual
Grampian

Escort Vessel.

Aberdeen

Destroyer Depot Ship.

Woolwich

Fleet Oiler.

Brambleleaf

[Continued on page 11]

RESERVE FLEET.**Ninth Cruiser Squadron.**

Dunedin (Flag of V.A.C., R.F.)

Curacao

Cardiff

Carlisle

Broke (Captain (D) Reserve Fleet Destroyer Flotilla)

Tenth Cruiser Squadron.

Colombo (Flag)

Conventry

Curlew

Ninth Destroyer Flotilla.

Woolston

Viscount

Walpole

Wishart

Vanquisher

Wren

Wolfhound

Wanderer

Vidette

Tenth Destroyer Flotilla.

Winchester

Whitshed

Wrestler

Winchelsea

Acheron

Wild Swan

Amazon

Verity

SUBMARINE COMMAND.

Titanica (Flag of Rear-Admiral (S))

Fifth Submarine Flotilla.

Oberon

L26

Oxley

H49

L54

H33

Sixth Submarine Flotilla.

Sturgeon

H32

Spearfish

H34

L27

H50

FISHERY PROTECTION AND MINESWEEPING FLOTILLA.

Hastings (Captain, F.P. & M.)

Halcyon

First Minesweeping Flotilla.

Hussar

Niger

Lupin

Skipjack

Speedwell

Salamander

Mallard

Harrier

Puffin

Kittiwake

H.M. CANADIAN SHIPS

Saguenay

Skeena

H.M. NEW ZEALAND SHIP

Leander

H.M. INDIAN SHIP.

Indus

OTHER UNITS

Iron Duke (Gunnery training ship)

Frobisher (Cadets' training cruiser)

Aircraft Carriers.

Hermes

Pegasus

OTHER SHIPS PRESENT (not in the Review Lines).**Minesweepers.**

Alfredord

Salisbury

Tedworth

Surveying Vessels.

Flinders

Kellett

Destroyers.

Tyrant

Skate

Sardonyx

LIST OF FOREIGN WARSHIPS PRESENT

Moreno (Argentina)

Admiral Graf Spee (Germany)

Regina Maria (Roumania)

Cuba (Cuba)

Giorgios Averof (Greece)

Ciscar (Spain)

Niels Iuel (Denmark)

Asagara (Japan)

Drottning Victoria (Sweden)

Kalev (Estonia)

Java (Netherlands)

Kocatepe (Turkey)

Väinämöinen (Finland)

Bartolomeu Dias (Portugal)

New York (U.S.A.)

Dunkerque (France)

Burza (Poland)

Murat (U.S.S.R.)

ALPHABETICAL LIST OF SHIPS

Abbreviations: A.C. Armored Cruiser, B. Battleship, B.C. Battle Cruiser, C. Cruiser, D. Destroyer, D.S. Destroyer Ship, E. Escort Vessel, F.L. Fleet Leader, F.P.V. Fishery Protection Vessel, M. Minelayer, N.L. Navy Yard and Target Towing Vessel, O. Fleet Officer, P. Patrol Vessel, Sub. Submarine, Sur. Surveying Ship, T.S. Training Ship.

	H.M. Ship.	Type.	Tonn.	Commander.
1	Aberdeen	E.	1,040	Comdr. C. F. W. NOBLE.
2	Arcton	D.	1,350	Lieut.-Comdr. D. L. C. CRAIG.
3	Alfred	M.	710	Comdr. R. W. RAVENHILL.
4	Amazon	D.	1,350	Lieut.-Comdr. L. de VILLIERS.
5	Anasopa	D.	1,350	Lieut.-Comdr. H. R. GRAMAM.
6	ANANIM	A.	31,103	Capt. N. A. WOODHOUSE, A.D.C.
Flagship of Rear-Admiral T. H. BINNEY, C.B., D.S.O., 1st Battle Squadron				Comdr. E. DANGLERFIELD.
7	Basilisk	D.	1,360	Lieut.-Comdr. H. L. OLIVER.
8	Battle	D.	1,360	Comdr. C. CASSON.
9	Battle	D.	1,360	Comdr. J. P. H. CROMBIE.
10	Battle	D.	1,360	Lieut.-Comdr. J. W. M. EATON.
11	Borneo	D.	1,360	D. R. McCUTCHAN (Master).
12	Battle	D.	1,360	Comdr. B. M. T. TAYLOR.
13	Borneo	D.	1,360	Lieut.-Comdr. R. G. STEWART.
14	Borneo	D.	1,360	Capt. B. G. S. MARTIN.
15	Borneo	D.	1,360	Lieut.-Comdr. B. G. X. KNOWLING.
16	Borneo	D.	1,360	Comdr. C. A. L. HANSMITH, D.S.C.
17	CAIRO	C.	4,200	Com. G. R. S. WATKINS, D.S.O.
Flying head pendant of Captain H. D. PRIDHAM-WINFELL, C.V.O., Commodore Commanding Home Fleet Destroyer Flotilla.				Com. H. R. MARRACK, D.S.C.
18	Card	C.	4,200	Comdr. M. M. G. IONDEL.
19	Card	C.	4,200	Capt. G. J. A. MILES.
20	Clyde	Sub.	1,560	Capt. R. KEAR.
21	Colchester	F.L.	1,560	Lieut.-Comdr. J. E. W. NINE.
22	Columbo	C.	4,200	Capt. M. W. S. BOUCHER, D.S.O.
23	Conestoga	D.	1,375	Capt. O. M. C. TURNER, D.S.C.
24	COURAGEOUS	A.C.	22,500	Lieut.-Comdr. P. H. HADDOX.
Flagship of Vice-Admiral N. F. LAURENCE, C.B., D.S.O., Commanding Alcock's Carriers.				Capt. I. D. B. MCCARTHY.
25	Cressy	C.	4,200	Capt. I. A. V. MORSE, D.S.O.
26	Cressy	C.	4,200	Capt. E. A. AYIMIN, D.S.C.
27	Cressy	C.	4,200	Capt. C. G. MURTHAD-GOULD, D.S.C.
28	Cressy	C.	4,200	Capt. W. R. PATTERSON.
29	Cressy	C.	4,200	C.M.G., Commanding Reserve Fleet.
30	Cressy	C.	4,200	Comdr. H. M. BARNES.
31	DUNDEE	C.	4,200	Lieut.-Comdr. J. G. D. WETHERFIELD.
Flagship of Vice-Admiral G. C. DICKENS, C.B., D.S.O., Commanding Reserve Fleet.				Comdr. C. E. C. ROBINSON.
32	Edith	D.	1,375	Lieut.-Comdr. A. C. STANFORD.
33	Edith	D.	1,375	Comdr. G. V. B. FAULKNER.
34	Edith	D.	1,375	Lieut.-Comdr. J. C. COATS.
35	Edith	D.	1,375	Lieut.-Comdr. W. E. WALTON.
36	Edith	D.	1,375	Comdr. P. S. OLIVER.
37	Edith	D.	1,375	Comdr. W. W. P. SHIRLEY-BOLTON.
38	Edith	D.	1,375	Capt. V. H. DANCKWERTS, C.M.G.
39	Edith	D.	1,375	Comdr. P. H. G. JAMES.
40	Edith	D.	1,375	Comdr. A. C. CHAPMAN.
41	Edith	D.	1,375	Lieut.-Comdr. W. C. JENKS.
42	Edith	D.	1,375	Lieut.-Comdr. J. H. HUNTLEY.
43	Edith	D.	1,375	Lieut.-Comdr. S. A. BUSS.
44	Edith	D.	1,375	Capt. E. J. POONER, D.S.O.
45	Edith	D.	1,375	Capt. J. W. CLAYTON.
46	Edith	D.	1,375	Capt. G. L. WARRIN.
47	Edith	D.	1,375	Lieut.-Comdr. R. C. BECKETT.
48	Edith	D.	1,375	Comdr. H. W. WILLIAMS.
49	Edith	D.	1,375	Lieut.-Comdr. P. C. RANSOME.
50	Edith	D.	1,375	Capt. A. A. FRASER, O.R.F. A.D.C.
51	Edith	D.	1,375	Lieut.-Comdr. C. A. de W. KITCAT.
52	Edith	D.	1,375	Comdr. C. L. MATH, M.V.O.
53	Edith	D.	1,375	Lieut.-Comdr. R. W. MOIR.
54	Edith	D.	1,375	Comdr. J. P. GONNALL.
55	Edith	D.	1,375	Capt. C. M. BLACKMAN, D.S.O.
56	Edith	D.	1,375	Comdr. A. H. SHEPHERD.
57	Edith	D.	1,375	Lieut.-Comdr. G. H. STOKES.
58	Edith	D.	1,375	Capt. G. G. COOKE.
59	Edith	D.	1,375	Capt. L. F. MOORE.
60	Edith	D.	1,375	Lieut. C. H. HUTCHINSON.
61	Edith	D.	1,375	Lieut. I. H. FORBES.
62	Edith	D.	1,375	Lieut. H. G. OYMOY.
63	Edith	D.	1,375	Capt. P. C. W. MANWARING.
64	Edith	D.	1,375	Capt. V. A. C. CAUTCHLEY, V.C., D.S.C.
65	Edith	D.	1,375	Comdr. K. C. V. ROSS.
66	Edith	D.	1,375	Lieut.-Comdr. K. C. GORDON.
67	Edith	D.	1,375	Capt. T. H. G. FRASER, D.S.O.
68	Edith	D.	1,375	Capt. A. F. PRIDHAM.
69	Edith	D.	1,375	Flagship of Vice-Admiral G. BLAKE, C.B., D.S.O., Commanding Battle Cruiser Squadron.
70	Edith	D.	1,375	Lieut.-Comdr. A. FROSTICK.
71	Edith	D.	1,375	Lieut.-Comdr. C. D. MAUD.
72	Edith	D.	1,375	Lieut.-Comdr. L. P. SKIPPIN.
73	Edith	D.	1,375	Comdr. E. M. BAYFIELD.
74	Edith	D.	1,375	Capt. C. E. DOUGLAS-PENNANT, D.S.C.
75	Edith	D.	1,375	Lieut.-Comdr. A. B. S. FOULERTON.
76	Edith	D.	1,375	Capt. R. A. MCGRIGOR.
77	Edith	D.	1,375	Lieut.-Comdr. G. A. M. V. HARRISON.
78	Edith	D.	1,375	Lieut.-Comdr. W. M. A. CROSS.
79	Edith	D.	1,375	Lieut.-Comdr. A. S. JACKSON.
80	Edith	D.	1,375	Lieut. A. C. NIER.

	H.M. Ship.	Type.	Tonn.	Commanded by—
84 Tender	...	...	7,440	Capt. J. W. RIVETT-CARNAC, D.S.C.
85 LONDON	...	C	9,730	Capt. H. POTT, M.V.O.
86 Flagship of Rear-Admiral	C. E. KENNEDY-PURVIS, C.B.,	D.S.	...	Commanding 1st Cruiser Squadron.
87 Leda	...	D.S.	...	Capt. H. P. K. ORAM,
88 Legion	...	E	1,125	Comdr. H. A. ROWLEY.
89 Malabar	...	F	595	Lieut.-Comdr. A. H. M. DUNN, D.S.C.
89 Narval	...	Sub	1,320	Lieut.-Comdr. J. R. S. BROWN.
90 NELSON	...	G	13,500	Capt. A. R. DEWAR.
91 Flagship of Admiral Sir Roger	R. C. BACKHOUSE, K.C.B., C.M.G.,	...	...	Commander-in-Chief, Home Fleet.
91 Newcastle	...	C	9,000	Capt. I. G. F. VIVIAN
92 Niger	...	H	875	Lieut.-Comdr. L. C. WINDSOR.
93 Orion	...	Sub	1,311	Lieut.-Comdr. E. P. A. BROOKS.
94 Oakey	...	Sub	1,314	Lieut.-Comdr. D. C. INGRAM.
95 Pegasus	...	A.C.	8,900	Capt. R. STELLERY.
95 Pegasus	...	Sub	1,500	Comdr. P. J. C. MALAHAN
97 Penelope	...	M.L.	2,900	Capt. D. J. R. SIMSON.
97 Penelope	...	P	585	Lieut.-Comdr. G. D. E. JOHNSON.
99 QUEEN ELIZABETH	...	B	11,100	Capt. E. L. S. KING
100 Flagship of Admiral Sir A. DUDLEY F. R. POUND, K.C.B.,	...	...	...	Commander-in-Chief, Mediterranean.
100 Ramilius	...	B	29,150	Capt. R. W. OGDHAM, O.B.E.
101 Repulse	...	B.C.	32,000	Capt. J. H. GODFREY.
102 Resolution	...	B	29,150	Capt. Sir LIONEL A. D. STURDEE, Bc., A.D.C.
103 Revenge	...	B	29,150	Capt. F. A. BUCKLEY.
104 Rodney	...	B	31,000	Capt. R. H. C. HALLIMAX
105 Renard	...	Sub	1,150	Lieut.-Comdr. D. V. SPRAGUE
106 ROYAL OAK	...	B	29,150	Capt. T. B. DREW, O.B.E.
107 Flagship of Rear-Admiral C. G. RAMSEY, C.B.,	...	...	...	Commanding 2nd Battle Squadron.
107 Royal Sovereign	...	B	29,150	Capt. R. E. I. ROZES.
108 Seignelay	...	D	1,317	Comdr. W. J. B. BIRCH
109 Salamander	...	M	875	Lieut.-Comdr. H. J. TOOLE
110 Salisbury	...	M	710	Comdr. F. S. BRAND.
111 Sandown	...	D	905	Lieut.-Comdr. A. St. CLAUDE.
112 Seahorse	...	Sub	640	Lieut.-Comdr. S. W. F. BENNETTS.
113 Seawolf	...	Sub	670	Lieut.-Comdr. J. B. MITCHELL.
114 Severn	...	Sub	1,850	Comdr. R. J. WARNE.
115 Shropshire	...	C	9,730	Capt. W. E. C. TAIT, M.V.O.
116 Skate	...	D	950	Lieut.-Comdr. C. W. GREENING.
117 Skua	...	D	1,337	Comdr. H. E. REID
118 Sleazak	...	H	815	Lieut.-Comdr. T. G. F. CRICK
119 SOUTHAMPTON	...	C	9,000	Capt. A. H. PETERS, D.S.C.
120 Flagship of Rear-Admiral T. F. P. CALVERT, C.B., C.V.O., D.S.O.,	...	...	...	Commanding 2nd Cruiser Squadron.
120 Sparfish	...	Sub	670	Lieut.-Comdr. J. G. P. D. LONG
121 Speedwell	...	M	815	Comdr. N. V. DIXONSON
122 Starfish	...	Sub	640	Lieut.-Comdr. H. G. WAITERS.
123 Stenograph	...	D	904	Lieut.-Comdr. E. NEVILLE.
124 Sturgeon	...	Sub	640	Lieut.-Comdr. J. M. MONEY.
125 Swordfish	...	Sub	640	Lieut. K. M. WOODS.
126 Tedworth	...	M	875	Lieut.-Comdr. A. L. TIDG.
127 Thetis	...	Sub	1,805	Lieut.-Comdr. J. G. GOULD.
128 TITANIA	...	D.S.	5,250	Comdr. I. A. P. MCKINTYRE.
129 Flagship of Rear-Admiral R. H. T. RAIKES, C.B.,	...	...	...	C.V.O., D.S.O., Commanding Submarines.
129 Tyrant	...	D	760	Lieut.-Comdr. J. C. W. DENNIS
130 Vanquisher	...	D	1,040	Lieut.-Comdr. E. G. LE GITT
131 Varsity	...	D	1,120	Comdr. P. J. OLIVER.
132 Vidette	...	D	1,090	Lieut.-Comdr. G. B. ROOPE.
133 Vindicator	...	D	1,120	Comdr. P. G. L. CAZALEY.
134 Walpole	...	D	1,100	Comdr. J. V. HINDLEY.
135 Wanderer	...	D	1,120	Lieut.-Comdr. A. M. MIKALOFF
136 Whinshed	...	D	1,120	Lieut.-Comdr. J. H. SWAIN.
137 Wild Swan	...	D	1,120	Lieut.-Comdr. C. H. de B. NEWBY.
138 Winchester	...	D	1,100	Comdr. J. G. HEVART.
139 Winchester	...	D	1,100	Comdr. L. L. BERTHOUD, U.S.C.
140 Wilbart	...	D	1,140	Lieut.-Comdr. D. B. WYBURD.
141 Wolfhound	...	D	1,100	Lieut.-Comdr. F. L. SAUMAREZ.
142 Woodcock	...	D	1,120	Comdr. F. H. M. VAUGHAN.
143 Woolwich	...	D.S.	5,750	Capt. E. ROTHERHAM.
144 Wren	...	D	1,120	Lieut.-Comdr. A. E. RUDMAN.
145 Wrenn	...	D	1,100	Lieut.-Comdr. St. G. D. de CHAIR.

FOREIGN WARSHIPS

Argentina	Morero	B	26,000	Rear-Admiral LEON E. SCASSO.
Cuba	Cuba	Sloop	2,665	Capt. J. JORGE GODOY.
Denmark	Niels Ien	Arm. Ship	2,600	Capt. de Corbeta Pedro A. BASTO SILVA, M.N.
Estonia	Kalev	Sub	600	Capt. P. LEMBOCKE.
Finland	Väinämöinen	Arm. Ship	4,020	Lieut.-Comdr. A. PORTAX.
France	Dunkerque	B	26,500	Comdr. A. R. RANINEN.
Germany	Admiral Graf Spee	B	10,300	Vice-Admiral L. H. DEYN.
Greece	Georgios Averof	C	9,450	Captain R. A. RENARD.
Japan	Aigami	C	10,200	Capt. CONRAD PATZIG.
Netherlands	Janz	C	4,670	Vice-Admiral ECONOMOU.
Portugal	Regressados Dias	Sloop	2,100	Captain CONTOPYANNIS.
Poland	Burek	D	1,540	Rear-Admiral S. KOBAYASHI.
Roumania	Regina Maria	D	1,900	Capt. M. TAKEDA.
Spain	Citadel	D	1,450	Vice-Admiral T. L. KRUY.
Sweden	Drumminen Vissesta	Arm. Ship	2,170	Comdr. J. J. A. VAN STAVARAN.
Turkey	Kocatepe	D	1,250	Captain FRANCISCO LUIS REBLO.
U.S.A.	New York	B	27,000	Comdr. W. KOORLEKI.
				Rear-Admiral V. SCHMIDT.
				Comdr. A. ROMAN.
				Captain de France ENRIQUE NAVARRO.
				Captain S. Y. EKSTRAND, A.D.C.
				Captain BILAL TALUG (Vice-Commodore of Fleet),
				Comdr. SADIK ALTUNCAN.
				Admiral HUGH KIDMAN, K.C.B.
				Captain I. I. WELCH.

HOW TO DISTINGUISH THE VARIOUS TYPES OF SHIPS

(Reproduced by special permission of the publishers of "Jane's Fighting Ships.")

Not drawn to same scale.



NELSON, RODNEY.



HOOD.



ROYAL SOVEREIGN, REVENGE.
(Catapult on quarter-deck.)



CLEMATIS.



RAMILIES, ROYAL OAK, RESOLUTION



COURAGEOUS.



FURIOUS



QUEEN ELIZABETH.



HERMES.



BAHRAM.



LEANDER (New Zealand).



REPULSE.



CURLEW and COVENTRY.
(COVENTRY as Part Sketch.)



IRON DUKE.



CURACOA.



CAIRO class. (Transfer line.)



DUNEDIN



GALATEA



FROBISHER



LONDON class



ANTION, BEAGLE, etc.



EMERALD, etc.



ECLIPSE, FEARLESS, etc.



ESK, EXPRESS.



GREYHOUND, etc.



GRENVILLE



CODRINGTON.



FOX



STRONGHOLD.



WHITED, WILD SWAN.



WALPOLE, WOLFHOUD, WINCHESTER,
WRESTLER, WINCHELSEA.



WISHART.



KITTYWAKE, MALLARD FURN.



AMAZON.



LUPIN.



VANDERKIL, WREN.



GUARDIAN (PROTECTOR, 1100 T)



VIOGSTON (1400 T), VISCOUNT.



WOOLWICH.



HALCYON class.



SWORDFISH class.



ARCADE.



THAMES class.



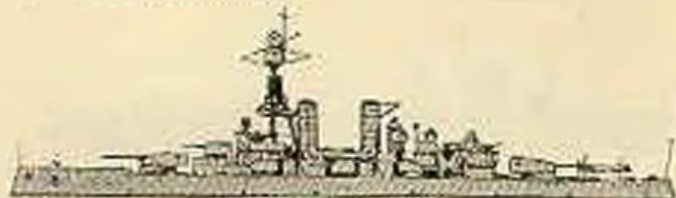
DART, P.C.74.



NARWHAL GRAMPUS
(PORPOGE at Port Sketch)



DUNKERQUE.



DROTTNING VICTORIA.



ADMIRAL GRAF SPEE.



NIELS JUEL.



NEW YORK.



VÄINÄMÖINEN.



MARAT.



JAVA.



MORENO.



REGINA MARIA.



ASGARD.



KOCATEPE.



AYEROFF.



BARTOLOMEU DIAS.

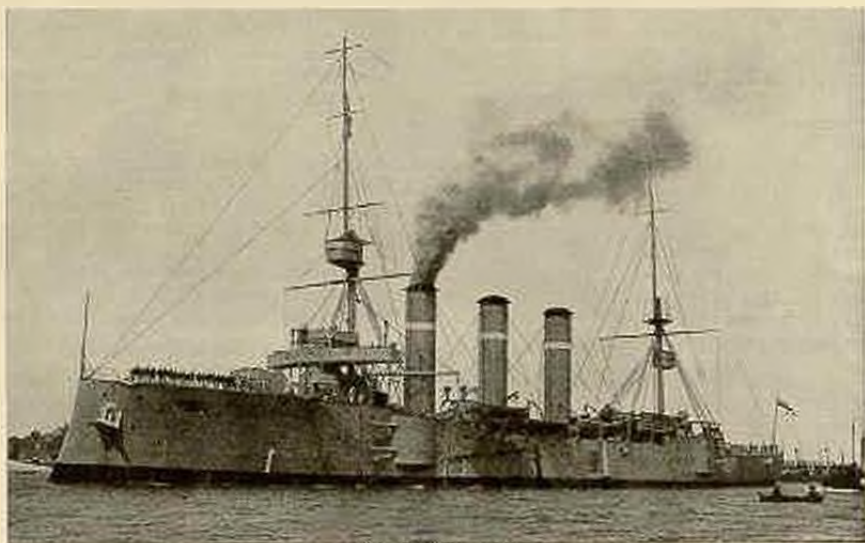
THE KING AND THE NAVY

By "TAFFRAIL"

(Captain Taprell Darling, D.S.O., F.R.Hist.S., R.N.)

Copyright Photographs by R. Perkins, Esq.

It was in 1909, at the age of thirteen, that King George VI, then known as Prince Albert, first wore the naval uniform as a Cadet at the Royal Naval College at Osborne. Like his sailor father, he was accorded no special privileges. He went through the mill just like the others in his term, undergoing the same routine and discipline, studying the same subjects, playing the same games. He was essentially "one of the crowd." He was no theorist; but had a particular bent for seamanship and engineering, which interested him, as did boat sailing.



H.M.S. CUMBERLAND.

The Cruiser of 1,800 tons which H.M. The King served as a "naval cadet." The present Cumberland is a modern ship cruiser of 10,000 tons, serving at the time of the Commodore-in-Chief of the China Station.

Prince Albert spent two years at Osborne, and then went on to the Royal Naval College at Dartmouth with the other Cadets of his batch. His naval studies continued until he passed out of Dartmouth in December, 1912, just after his seventeenth birthday.

In the following January, with the sixty others of his term, he was sent to the Cadet training cruiser *Cumberland* to gain the usual sea experience before becoming a midshipman. In the course of her cruise the ship visited Teneriffe, St. Lucia, Trinidad, Barbados, Martinique, Dominica, Porto Rico, Jamaica, Havana, Bermuda and ports in Canada and Newfoundland. Portions of his summer leaves in 1911 and 1912 had been spent with his father on board the Royal Yacht *Victoria and Albert*; but the *Cumberland* afforded him his first real experience of the sea in all its moods, and of the life and routine of a seagoing man-o'-war. He also lived at



close quarters with that estimable and dependable person who is the British bluejacket or marine, and learnt how the lower deck lived, and what it thought about. The Prince was always what is popularly known as a "good mixer." One imagines that this early experience of meeting all and sundry stood him in good stead in later life.

However, he was the King's son, and people at the ports visited by the *Cumberland* naturally evinced a great interest in his coming. Hospitality was showered upon him. It served a good purpose in proving to the young officer who is now our Monarch that the loyalty and affection shown by British people all the world over towards the Royal Family was genuine, and from their hearts.

The *Cumberland* returned to England, and on 15th September, 1913, Midshipman H.R.H. Prince Albert was appointed to the battleship *Collingwood*, the flagship of the First Battle Squadron, Home Fleet, flying the flag of Vice-Admiral Sir Stanley Colville, and commanded by Captain James C. Ley. He joined her at Rosyth, and during October and November the squadron cruised in the Mediterranean. In the early part of 1914 the ship took part in the naval exercises and training of the Home Fleet off the west coast of Scotland until, in June, she returned to Devonport to prepare for the review at Spithead in July.

This was a test mobilization which had nothing whatever to do with the European situation. Indeed, it had been mentioned in Parliament several months before. However, reservists were asked to volunteer for temporary service, and upwards of 20,000 did so. Older ships were brought up to their full complements or commissioned, and the concentration at Spithead constituted, as writes Mr. Winston Churchill, who was the First Lord of the Admiralty, "incomparably the greatest assemblage of naval power ever witnessed in the history of the world." Apart from depot ships and smaller vessels, there were present fifty-four battleships, old and new (twenty being "Dreadnoughts"); four battle-cruisers; sixty-nine cruisers of all sizes; one hundred and forty-nine destroyers; and sixty submarines.

King George V was present in the Royal Yacht, and inspected many ships, while on the morning of 19th July the entire fleet put to sea for exercises. It took over six hours for this huge collection of vessels to steam past the *Victoria and Albert*, anchored off the Nab. "One after another these ships melted out of sight beyond the Nab," Mr. Churchill writes; "They were going on a longer voyage than any of us could know."

They were indeed. Within sixteen days the country was at war.

Prince Albert was still a midshipman, living the ordinary life of the gunroom and carrying out the usual routine. He "coaled ship," ran a hoar, kept watch, and, it is said, answered to the name of "Mr. Johnston." Once, when King George V inspected the *Collingwood*, he received the officers on the Quarter-deck. Prince Albert was introduced with his messmates, though no onlooker could have guessed that the son was saluting his father. They had not met for some time, but no word was spoken. It was a formal occasion, or what the Navy calls "Strict Service." King George V was not the man to break the traditions of the Service.

As is the case with thousands of others who served in the Grand Fleet, impressions of those early days of the Great War must be for ever imprinted on the King's memory. They are vivid enough—the suppressed excitement in the Fleet when the British ultimatum expired; the bustle of preparing the ships for battle, and landing all superfluous fittings and woodwork; the expectancy of action when they put out to sea on one of their frequent sallies towards the enemy coast; the disappointment when nothing happened; the return to Scapa Flow, followed by a feverish burst of activity as the colliers came alongside and the ships filled up their depleted bunkers. Few people who have been there can forget the Flow itself—that broad expanse



of water surrounded by bleak, heather-clad hills; the long daylight of summer; the frequent gales: the anchorage crowded with the grey hulls of the mightiest Fleet the world has ever known—the "Sure Shield of Britain."

But in September, a month after the outbreak of war, Prince Albert, to his bitter disappointment, became ill, and had to be put on board a hospital ship and landed at Aberdeen. Appendicitis being diagnosed, he was operated upon in a nursing home. By December he was sufficiently recovered to be allowed to work in the Operations Division at the Admiralty. He was only there for five weeks, and on 11th February, 1915, rejoined the *Collingwood* at Scapa Flow, being promoted to Acting Sub-Lieutenant in the following September.



H.M.S. COLLINGWOOD.

The Battleship in which H.M. The King served as Junior.

Prince Albert took part, in H.M.S. *Collingwood*, in the Battle of Jutland on the 31st May, 1916, being stationed in the fore turret with its pair of 12-inch guns. The ship opened fire on various occasions at enemy vessels half-shrouded in smoke and mist, and in all discharged eighty-four rounds. She herself was not hit, but the Prince did his work and underwent the same risks and anxieties as his shipmates throughout the afternoon, evening and night of that eventful day, being commended for his coolness and courage in action. It is said that one of the White Ensigns flown by the *Collingwood* at Jutland is among his most valued possessions.

In November, 1916, having been promoted to Acting Lieutenant, Prince Albert was appointed to the staff of the Commander-in-Chief at Portsmouth, where he served until the following May. Submarines were active in the English Channel, and the work was interesting.

In May, 1917, however, he again went afloat, joining the battleship *Malaya*, in the Fifth Battle Squadron at Scapa Flow.



He joined the Royal Naval Air Service in February, 1918, and was posted to Cranwell Air Station, transferring to the Royal Air Force when the R.N.A.S. and R.F.C. became amalgamated into one service in April, 1918.

His career as a serving naval officer afloat was ended, though he still remained on the active list, and on 31st December, 1920, having been created Duke of York in the previous June, was promoted to Commander.

His marriage to Lady Elizabeth Bowes-Lyon took place on 26th April, 1923, and on 30th June, 1925, he was promoted to Captain. On 6th January, 1927, some eight months after the birth of Princess Elizabeth, the Duke and Duchess of York sailed from Portsmouth in the battle-cruiser *Renown* for a world tour that would take in New Zealand, Australia and as many points in the British Empire as could be arranged in the time available. The Federal Government of Australia had particularly asked that one of the King's sons should open the Federal Parliament when it moved to the newly created capital of Canberra. It was appropriate that the Duke of York should undertake the ceremony. Twenty-six years before, also as Duke of York, King George V had opened the Commonwealth Parliament in Melbourne.

In all, the Duke and Duchess covered 28,327 miles in the *Renown* between 6th January and 27th June, 1927. They circumnavigated the world, visiting Las Palmas, Jamaica, the Panama Canal, Nukuhiva in the Marquesas Islands, Suva, Fiji, Auckland, the Bay of Islands, Wellington, Picton, and Stewart Island in New Zealand, Sydney, Hobart (Tasmania), Melbourne, Fremantle, Mauritius, Great Hanish Island, the Suez Canal, Malta and Gibraltar. In New Zealand and Australia they made extensive tours in the interior.

Once again the King was brought into the closest contact with the Royal Navy, and the life and routine of a typical man-o'-war. The *Renown* had the usual spells of bad weather, including a gale of wind with a heavy sea soon after leaving Portsmouth, and a regular hurricane in the Australian Bight. Soon after leaving Australia, too, some apprehension was caused by a fire in one of her fuel tanks. However, it was prevented from spreading by the excellent work of the officers and men of the engine-room department. During this emergency their Royal Highnesses set a fine example of calmness.

The distances between ports were considerable, and during the long spells at sea the Royal party entered thoroughly into all the games and amusements that a man-o'-war could provide, inspected the ship from end to end, made themselves acquainted with the officers and men, and attended the ship's company's concerts and cinema shows.

On crossing the Equator during the passage across the Pacific, the Duke was the first to be doused, shaved and ducked in the canvas bath by Neptune's myrmidons, while the Duchess looked on. In actual point of fact he had already "Crossed the Line," with all the usual ritual, in the liner *Maubara* two years before while on his tour to East Africa. The *Renown's* Neptune, however, would have none of it. The previous initiation on board a passenger ship could not be accepted as valid.

That whole day in the *Renown* was given over to fun and amusement. The ship's company had reason to remember it because the Duke gave orders that they were to "splice the main brace," which meant an extra tot of rum all round. In the evening the Royal party were entertained by the Wardroom officers in a "restaurant" rigged up on the Quarter-deck, the Duke and Duchess arriving in a "taxi" improvised out of two invalid chairs on wheels. There was a cabaret show after dinner, and after that dancing, until all and sundry were overcome by the tropical heat.



It is impossible to mention all the many activities of the Duke and Duchess of York from 27th June, 1927, when they landed at Portsmouth from the *Renown*, to 11th December, 1936, when they ascended the Throne as King George VI and Queen Elizabeth.

Promoted to Rear-Admiral on 3rd June, 1932, the King became a Vice-Admiral on 1st January, 1936, and an Admiral on 21st January, after the death of King George V. His name now appears at the head of the official Navy List as an Admiral of the Fleet, a rank he assumed on his accession.



H.M.S. MALAYA.

As she appeared when H.M. The King was in our Navy during the War.

His Majesty has travelled far, and gained experience vouchsafed to few men, since he joined the Royal Navy twenty-eight years ago as a Cadet at Osborne. His early experience in the Service has had a marked effect in moulding his character, and given him a love for the sea and a genuine sympathy for those who go down to the sea in ships, whether they be vessels of war, merchantmen of many different types, or fishing craft. He is "Master of the Merchant Navy and of the Fishing Fleets," and "Admiral of the Honourable Company of Master Mariners."

In the words of the Archbishop of Canterbury, broadcast on 13th December last, our King is "frank, straightforward, unaffected," a man of wide experience who has "high ideals of life and duty," and "will pursue them with a quiet steadfastness of will."

"Service," indeed, is the King's watchword, as it was the watchword of his father before him.

BRITISH WARSHIPS OF TO-DAY

By HECTOR C. BYWATER, Associate Inst. Naval Architects.

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Because the British Commonwealth girdles the globe, its fighting forces can never be concentrated in a single area even in time of peace. It follows, therefore, that the ships which the King is to review at Spithead represent only part of the naval strength which exists for the protection of the scattered territories under the British flag and their oceanic communications. Yet, since the Mediterranean and Home Fleets together form the backbone of our sea power, they are thoroughly representative of the Navy as a whole.

Spectators who keep abreast of naval affairs do not need to be reminded that the assembly at Spithead epitomises the British Navy in transition. Most of the major and not a few of the minor warships anchored in the historic roadstead are either veterans of the Great War or date from the immediate post-war era. But a complete new fleet of great power is now under construction, including five battleships, five large aircraft carriers, twenty-one cruisers, nearly forty destroyers, and eighteen submarines, besides numerous escort and patrol vessels, minesweepers, and various auxiliaries. When all these vessels are flying the White Ensign at sea, about three years hence, the restoration of British sea power will be in large measure an accomplished fact.

The combined fleets mustered at Spithead include practically every type of ship on the Navy List of 1937. The most powerful units are still the battleships *Nelson* and *Rodney*, the former wearing the flag of the Commander-in-Chief, Home Fleet. By now the bizarre profile of these, the only true post-war capital ships so far built in this country, must be so familiar that not even a novice will be likely to mistake them for another type. They are distinguished by their flush decks, high freeboard, and the lofty bridge structure which rises abaft the three great turrets aligned on the foredeck, each housing three 16-inch guns. The single funnel is placed well towards the stern, and the general appearance of asymmetry is enhanced by the gaunt tripod mainmast. Although no one could call these ships handsome, they do convey an impression of tremendous latent power: which is not belied by their characteristics. Not only is the main armament of nine 16-inch guns the heaviest mounted in any warship now afloat, but the armour defensive system is far in advance of previous standards. In addition to 14-inch armour on the waterline and 16-inch over the gun turrets, a steel deck no less than 6½ inches thick encloses all the vital spaces below. It may be doubted if any other ships now afloat are so adequately defended against gunfire, aircraft bombs, and underwater attack.

With an overall length of 710 feet and a beam of 106 feet, the standard displacement of the *Nelson* is 33,500 tons, rising to 33,900 tons in the *Rodney*, but at full load the displacement is not far short of 40,000 tons. The maximum speed is 23 knots. Additional to the ponderous main armament there is a secondary battery of twelve 6-inch guns in twin power-worked turrets. Anti-aircraft weapons include six 4.7-inch and many lighter pieces. Two submerged tubes are fitted for discharging 24-inch torpedoes, the largest weapons of this type in the British Navy. As flagship the *Nelson* carries 1,361 officers and men. Each ship cost about £7,550,000.

In justice to those who built them, it should be added that the unorthodox appearance of the "*Nelsons*" is due to circumstances over which their designers had no control. As first planned, the displacement was 48,000 tons and the length about 900 feet. Had these dimensions been adhered to, the long forecastle would have been balanced by a quarterdeck almost equal in length, and there would have been two funnels instead of one, the foremost being placed amidships, thus giving a much more symmetrical effect. But in obedience to the Washington Treaty of 1922 the design had to be recast to bring the displacement down to 35,000 tons, which meant almost literally the chopping of 200 feet off the length. Although the *Nelson* type was the last word in capital ship design fifteen years ago, their successors of the *King George V* class, now building, may prove to be very different in general design and appearance.

Next in point of age are the five sister battleships, *Royal Sovereign*, *Royal Oak*, *Resolution*, *Ramillies*, and *Revenge*, all completed in 1916-17. The displacement is 29,150 tons, the extreme length 620½ feet, and the beam 102½ feet. The fitting of torpedo bulges and extra armour has reduced the speed from 23 knots to 22. Eight 15-inch guns in twin turrets form the main



H.M.S. RODNEY.

Battleship Home Fleet. Sister ship H.M.S. Nelson, Home Fleet flagship. They are easily distinguished by their "longer" funnels and the heavy armament of nine 16-inch guns mounted in three turrets forward.



H.M.S. RAMILLIES.

Battleship Home Fleet. Sister ships present are the Royal Oak, Resolution, Royal Sovereign, Revenge. Though somewhat similar to the Queen Elizabeth class, these may be distinguished by their smaller funnels.



armament, supplemented by twelve 6-inch mounted in a broadside battery, four 4-inch A.A., many smaller guns, and two submerged torpedo tubes. Armour plate 13 inches thick protects the waterline and big gun turrets, while the deck armour against plunging fire and bombs, though less massive than in the *Nelson*, is fairly complete. Complements range from 1,146 to 1,500 officers and men, according to whether the vessel is a flagship or a "private" ship. The average cost of the five ships was £2,500,000 each.

Of slightly earlier date is the *Queen Elizabeth* class, the nameship of which flies the flag of the Commander-in-Chief, Mediterranean Fleet, her consorts being the *Warspite*, *Valiant*, *Barham* and *Malaya*. Laid down in 1912, the *Queen Elizabeth* embodied an entirely new design of capital ship. Not only was she the world's first oil-fired battleship and the first to mount 15-inch guns, but her speed of 25 knots was the highest ever aimed at in a battleship, although it involved no sacrifice of armament or protection. The construction of this class was a bold experiment which fully justified itself, for the ships were a brilliant success from the start. Since the war they have been extensively refitted and their appearance has radically altered. To avoid smoke interference from the first funnel it was trunked into the second, both being enclosed in a single casing set well abaft the bridge. Bulges were also fitted at the cost of a slight reduction in speed and extra armour worked in as a reply to the menace of air attack.

Thanks both to the excellence of the original design and the thoroughness with which they have been reconstructed, the five "*Queen Elizabeths*" are still splendid fighting ships despite their age. They now displace 31,100 tons, the length being 643 feet and the beam 104 feet. The armament is identical with that of the *Royal Sovereign*, and the armour protection much the same. They cost on an average £3,000,000. At the Battle of Jutland the *Warspite* and *Malaya*, in particular, were roughly handled, but their robust protection saved them from crippling injury.

Attached to the Mediterranean Fleet are the battle cruisers *Hood* and *Repulse*. The first-named, with a displacement of 42,100 tons, is still by a wide margin the largest warship in existence, yet so beautifully is she proportioned that her immensity escapes the eye until she is seen in company with other men-of-war. Her length is 860½ feet and her beam 105½ feet. During trials in bad weather she exceeded the designed speed of 31 knots, and although now seventeen years old she remains a first-class steamer. With 12-inch armour on the waterline, 15-inch on the gun turrets, strong decks and torpedo bulges, she is well protected against every form of attack. She is armed with eight 15-inch guns in four turrets, twelve 5.5-inch quickfiring mounted amidships in an open battery—the one apparent defect in an otherwise admirable design—four anti-aircraft and many smaller guns, besides six torpedo tubes. Her combination of speed and power, both offensive and defensive, and not least her perfect proportions, make the *Hood* one of the Navy's favourite ships. She is also one of its most expensive units, having cost over £6,000,000. As a flagship she carries 1,341 officers and men.

The *Repulse* and *Rennet* are sister ships, the latter now being in dockyard hands for reconstruction. Laid down early in 1915, the *Repulse* was completed in twenty months, a record time for a ship of her size. Following a big refit, her original displacement of 26,500 tons grew to 32,000, the length being just over 794 feet and the breadth just under 103 feet. Her designed speed of 31½ knots was attained on trial, but the addition of much extra weight has naturally reduced this figure. She is armed with six 15-inch guns, twelve 4-inch quickfiring on triple mountings, eight A.A. guns of the same calibre, twenty smaller guns, and ten torpedo tubes. In protection she is inferior to the *Hood*, her side armour being 9 inch, and large areas of the ship are undefended. During her last heavy refit an aircraft hangar was built abaft the second funnel, and she now carries four seaplanes. The first cost of the *Repulse* was £2,829,000, but subsequent refits have raised the total expenditure to something like £5,000,000. Although the funnels are unequal in height, the general appearance of the ship is decidedly pleasing, the lines of the hull being most beautifully modelled.

The aircraft carrier, like the capital ship, is still in the throes of evolution, and the four vessels of this type to be seen at Spithead—*Glorious*, *Courageous*, *Furious* and *Hermes*—do not necessarily foreshadow in appearance the future carriers of the Navy. The type is of comparatively recent



H.M.S. BARHAM.

Battlecruiser, *Queen Elizabeth* Class. A reconstructed battleship of the *Queen Elizabeth* class; of which the same ship will also be of class. The original for aircraft will be placed on the roof of the 15-inch gun turret, which the bridge main mast.



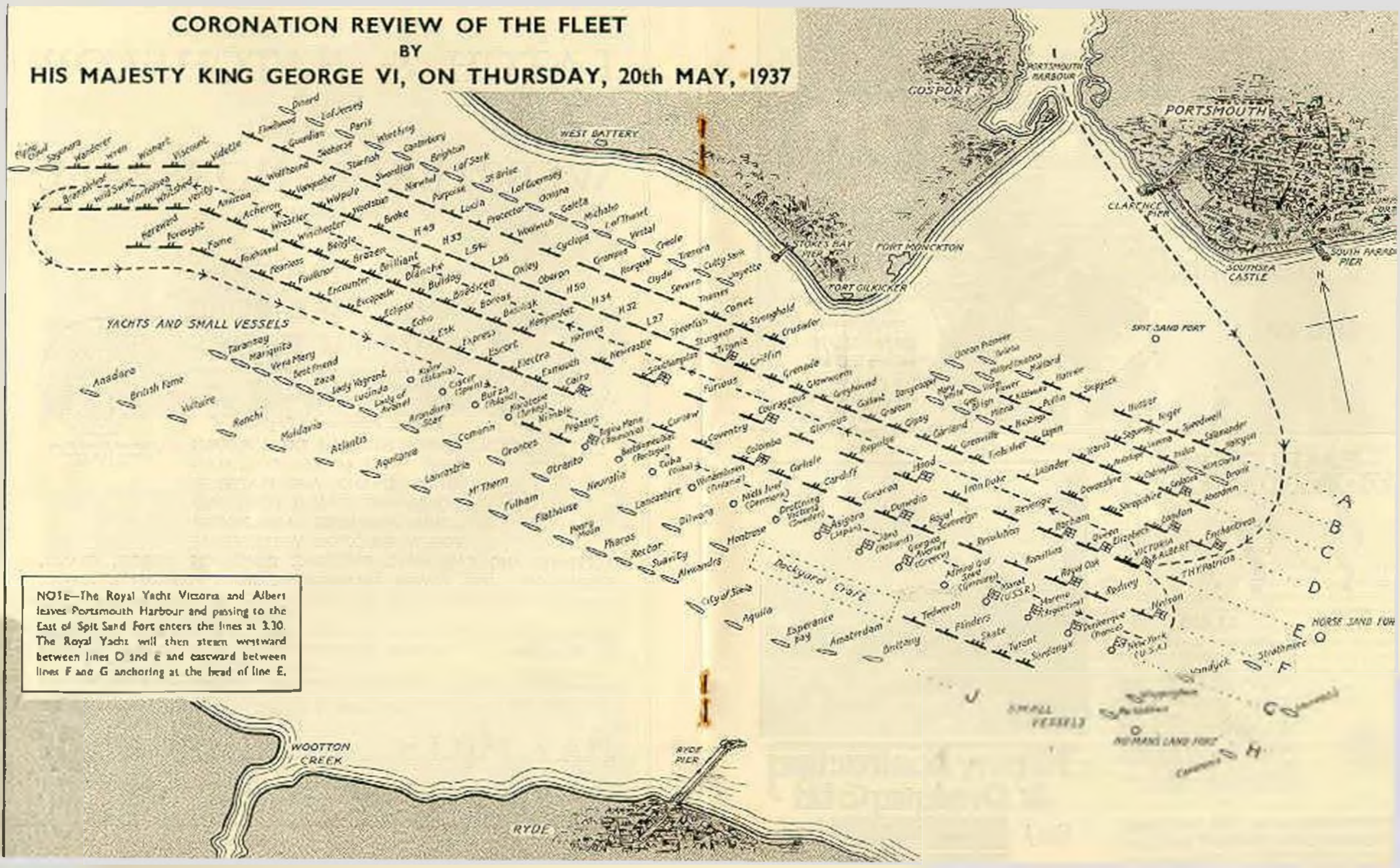
H.M.S. HOOD.

Battlecruiser, *Queen Elizabeth* Class. The biggest warship in the world, and one of the most handsome in appearance.

CORONATION REVIEW OF THE FLEET

BY

HIS MAJESTY KING GEORGE VI, ON THURSDAY, 20th MAY, 1937





origin, for it is only twenty years since H.M.S. *Furious*, the first genuine aircraft carrier, joined the Fleet. She and her two sisters were built in the first instance as "light battle cruisers." But it was soon realized that their generous dimensions and high speed made them particularly suitable for conversion into floating aerodromes.

All three ships have a displacement of about 22,500 tons, a length of 786½ feet with, in the case of the *Furious*, a beam of nearly 90 feet, reduced to 81½ feet in her two sisters. All three ships are capable of making nearly 30 knots. For reasons of space it is impossible to give a detailed description of these carriers, whose design is a triumph of ingenuity. An outstanding feature of the type is the enormous flight deck where aircraft take off and land almost as easily as if it were a landing field ashore. Machines are conveyed between the flight deck and the spacious hangars below by means of huge lifts. In the *Furious* the deck is quite unobstructed, as the smoke from the furnaces is ejected from the side of the ship through horizontal ducts. In the *Courageous* and *Glorious* a single streamlined funnel is placed at the extreme starboard side of the flight deck, which is thus left practically clear for aircraft.

The *Furious* can accommodate 33 and each of her sisters 48 aircraft. Besides the hangars there are workshops equipped to undertake practically all repairs, magazines for bombs and torpedoes, and petrol and oil tanks. The fire-fighting arrangements are the most elaborate installed in any man-of-war, for the ships necessarily carry a large amount of highly inflammable material. The Navy's other aircraft carriers are the former battleship *Eagle*, of 22,600 tons and 24 knots, with a capacity of 21 machines; the *Hermes*, of 10,850 tons and 25 knots, which can stow 20 machines and is the only British carrier so far completed which was designed and built as such; and the *Argus*, a former liner of 14,450 tons and 20 knots speed, with accommodation for 20 aircraft. Next year there will come into commission the new carrier *Ark Royal*, of 22,000 tons and 30 knots, with a reported capacity for 70 aircraft. Four still larger carriers—*Illustrious*, *Victorious*, and two not yet named—are now building or on order. They are understood to have a uniform displacement of 23,000 tons and to incorporate many entirely new features. In view of this large programme of new construction, it is evident that the Fleet Air Arm is to be greatly expanded in the near future. At the present date it has a strength of about 200 machines, to be increased to 278 by the end of the year. These include aircraft borne in capital ships and cruisers, from which they are flown off by catapults.

Although the total number of cruisers at Seithesd is only 15, they are fairly representative of the Navy's fleet of cruising ships, the only notable absentees being the "York" class, 8,250 tons, 33 knots, six 8-inch guns. The latest and most interesting cruisers in the Review Fleet are the *Southampton* and *Newcastle*, both completed within the last three months. Striking quite a new note in cruiser design and appearance, they are ships of 9,000 tons with a length of 584 feet and a speed of 32 knots. Each is armed with twelve 6-inch guns in triple turrets—the first 6-inch mountings of this type to appear in the British Navy—eight 4-inch anti-aircraft guns, many smaller pieces, and eight torpedo tubes. The two funnels of unequal height are sharply raked, as are the light tripod fore and main masts, a rig which gives the ships a very smart and cruiserlike appearance. The *Southampton* class numbers ten ships in all, the *Sheffield*, *Birmingham* and *Glasgow* being identical with the nameship and the *Newcastle*, while the *Gloucester*, *Liverpool* and *Manchester* are to displace 9,300 tons, and the *Edinburgh* and *Belfast* 10,000 tons. These should be ideal ships for patrolling the ocean trade routes, since their armament would enable them to deal effectively with any raider other than an 8-inch gun cruiser.

The heavier class of cruising ship is represented by the *London*, *Devonshire* and *Shropshire*. Altogether there are thirteen units of this type, including two in the Royal Australian Navy. The displacement is slightly below 10,000 tons, the length overall 633 feet, beam 66 feet, and speed 32½ knots. Eight 8-inch guns, firing shell of 256 lb. weight, are mounted in twin turrets, and there are also four to eight 4-inch anti-aircraft guns and eight torpedo tubes. While these ships present a remarkable combination of gun power and speed, their protection is indifferent, being confined in the main to armour decks and torpedo bulges. Flush decks, high freeboard, three tall funnels, and large turrets make them conspicuous at sea, and they are reported to be



H.M.S. FURIOUS.

A large Aircraft Carrier with many gun turrets, the masts being raised aft.



H.M.S. HERMES.

Aircraft Carrier, with "island" superstructure and funnel set to starboard, clearly shown in this photograph. This vessel is considerably smaller than the other Aircraft Carriers present at the Review.



rather "lively" in bad weather. These ships are being paid off in rotation to undergo a refit which includes the fitting of extra armour protection, more anti-aircraft guns, and hangar accommodation for four seaplanes. In this class the living quarters for officers and men are more spacious and comfortable than those provided in any previous ships.

The *Leander*, representing the New Zealand Division of the Royal Navy, is the nameship of the first group of light cruisers to be built since the war. Sister ships are the *Neptune*, *Orion*, *Achilles* and *Ajax*. Completed in 1933-35, the type has an average displacement of 7,000 tons, a length of 554½ feet, a beam of 55 feet 2 inches, and a contract speed of 32½ knots. Light 6-inch guns are mounted in twin turrets, the armament being completed by four 4-inch anti-aircraft guns, 14 smaller pieces, and eight torpedo tubes. A single very large funnel into which all the boiler uptakes are trunked gives this class an unusual and unmistakable appearance. The ships cost about £1,500,000 each. Two further units of this type are the *Amphion* and *Apollo*, but in their case the boiler rooms are more widely spaced and two funnels are fitted.

The *Galatea*, which is present at Spithead as flagship of the Mediterranean destroyers, is a sister ship of the *Arethusa*, *Penelope* and *Aurora*. The smallest cruisers built for the post-war Fleet, they displace about 5,200 tons, the length being 500 feet and the speed 32½ knots. Innovations in the machinery department enable this type to change over from the main engines to the cruising turbines almost instantaneously, and despite their small tonnage they have a remarkably large cruising radius, thanks to the economical operation of the engines. Six 6-inch guns in three turrets constitute the main armament, which is supplemented by several anti-aircraft guns and six torpedo tubes. Seven more small cruisers of this generic type, to be known as the "Dido" class, are now on order, the displacement of these ships being 5,300 tons. During the current year work is to be started on five more cruisers of a new 8,000-ton type, no further details of which are available.

The other cruisers at Spithead were all built under the War programmes and are therefore becoming obsolete. The *Cairo*—flagship of the Home Fleet destroyers—*Curacao*, *Carlisle*, *Colombo*, *Coventry* and *Carlew*, launched in 1917-18, are ships of about 4,200 tons, with a length of 450 feet and an original speed of 29 knots. In most of these ships the armament consists of five 6-inch guns and eight torpedo tubes, but striking exceptions are provided by the *Coventry* and *Carlew*, which enjoy the distinction of being the only special anti-aircraft ships in the world. During 1935 they were reconstructed, the 6-inch guns being replaced by ten 4-inch anti-aircraft weapons and many smaller pieces capable of high-angle fire. As special devices were fitted for controlling this unusual battery, both ships are able to deliver an extremely heavy and accurate volume of fire at any air target. Five further cruisers of the same general type—*Cordiff*, *Cercas*, *Caledon*, *Calypto* and *Caradoc*—have also been listed for conversion into anti-aircraft ships.

The 57 destroyers taking part in the Review are thoroughly representative of new and old types. Among them are several units of the "Intrépide" class, which were laid down only last year. These vessels displace 1,350 tons, have a speed of 35½ knots, and are armed with four 4.7-inch guns, six smaller weapons and ten torpedo tubes. Practically identical with the other post-war destroyers of the "Alphabet" series, they are for their size probably the best designed and most efficient torpedo craft afloat. All have exceeded their contract speed and proved excellent sea boats, while their radius of action, unofficially stated to be about 6,000 miles, places them in the category of ocean-going vessels.

In the case of the new destroyers now under construction, 32 in all, tonnage and fighting power have been much increased to keep pace with the corresponding development of foreign vessels of this type. The 16 "Tribal" destroyers laid down last year are ships of 1,850 tons, with a speed of 36 knots and the very powerful armament of eight 4.7-inch guns, eight smaller pieces, and four torpedo tubes. It is clear from the preponderance of gun over torpedo armament that these vessels are intended to hunt down and overwhelm enemy destroyers rather than to deliver torpedo attacks themselves. The other 16 vessels now building, comprising the "J" and "K" classes, will displace 1,650 tons, and thus represent a type intermediate between the big "Tribals" and the



H.M.S. SHROPSHIRE.

Large Cruiser with 8-inch guns, belonging to Mediterranean fleet. Similar ships present are London and Devonshire.



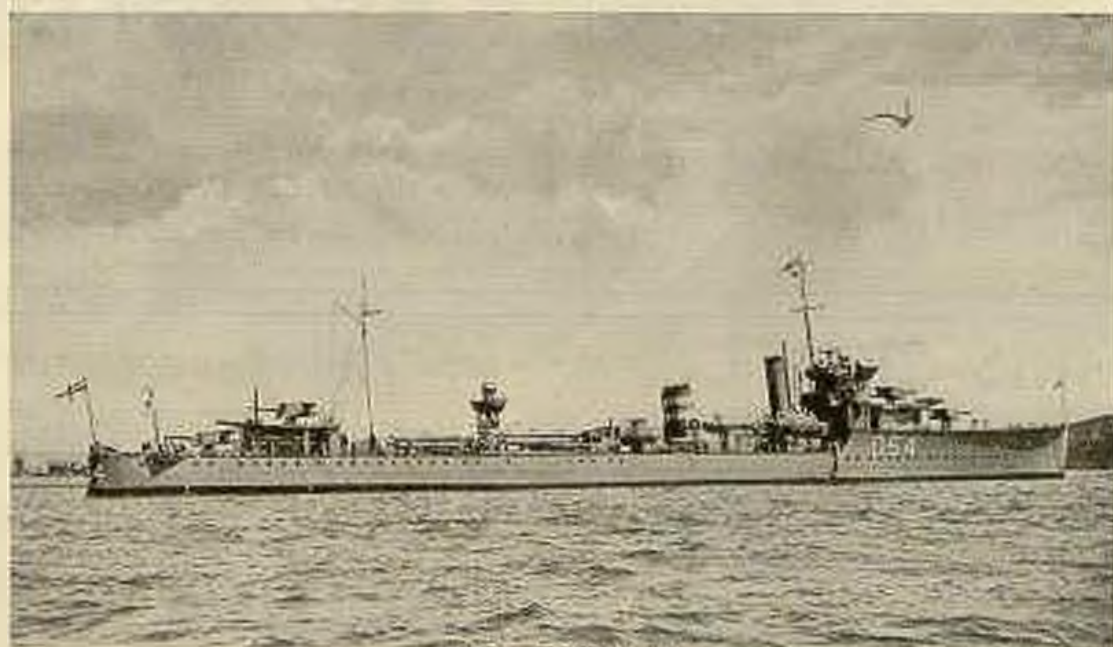
H.M.S. LEANDER.

Cruiser with 6-inch guns. Representing the Dominion of New Zealand at the Review.



FLAMINGO, MALAYA.

A modern small type of Cruiser armed with 6-inch guns. She is the Flamingo of the Despatch Flotilla of the Mediterranean Fleet.



H.M.S. VANQUISHER.

One of the older "Y" type Destroyers, typical of several vessels of similar design serving in Reserve Fleet Flotillas.



medium "Alphabet" boats. Including the two Canadian vessels *Saguenay* and *Shesna*—which are attending the Review—97 flotilla leaders and destroyers have been ordered in the past twelve years. The leader type represented by such vessels as the *Grenville*, *Exmouth*, *Faulknor*, etc., is slightly larger than the average destroyer and has special accommodation for the flotilla staff. In the Reserve Fleet there are 15 destroyers built under the War programmes, several of which actually served during the campaign. Belonging to the "V" and "W" classes, they displace about 1,100 tons, have a speed of 34 knots, and mount four 4.7-inch guns and six torpedo tubes. Although long past their prime, these destroyers would be extremely useful for convoy work in an emergency, and it is for this purpose that they are still retained on the active list.

The four submarine flotillas present in the Review Fleet reflect very clearly the development of this type of vessel over a period of twenty years, including as they do boats of the war programme and others completed within the last few months. Unquestionably the finest units are the three submarine cruisers *Thames*, *Severn* and *Clyde*, the first having a surface displacement of 1,805 tons and the other two of 1,850 tons. High speed and great radius of action are the special features of this group. On the surface the *Thames* can travel at 23½ knots, while her two sisters are designed for 22½ knots, speeds which make them the fastest submarines in the world. The armament consists of one 4-inch gun and six torpedo tubes. Their great length of 325 feet and streamlined hulls render them easily identifiable. Next in size are the four minelaying submarines *Porpoise*, *Narwhal*, *Grampus* and *Rorqual*, vessels of 1,511-1,520 tons with a surface speed of 15 knots. Besides a 4-inch gun and six torpedo tubes they carry a cargo of mines which can be laid while the vessels are travelling under water.

Coastal submarines are represented by the "Swordfish" class, of 640-670 tons, with a speed of about 14 knots. These vessels are designed for quick diving and said to be capable of submerging in thirty seconds. They are armed with one 3-inch gun and six torpedo tubes. The *Oberon* and *Orley* are units of a large group of patrol submarines ranging from 1,311 to 1,547 tons with a surface speed of 15-17½ knots and an armament of one 4-inch gun and eight torpedo tubes. Twelve more patrol submarines are being built under the rearmament programme.

The oldest and smallest submarines are those of the "H" class, dating from 1917 and displacing 410 tons. Despite their small size and low speed of 13 knots, the "H" boats proved very efficient and have always been popular in the Navy. The "L" boats still in service are the survivors of a very large class laid down during the war, which performed admirable service. They vary in size from 760 to 845 tons, but have a uniform speed of 17½ knots and mount a 4-inch gun and four or six torpedo tubes.

Among the "lightweights" of the Fleet are the escort vessels formerly known as sloops, of which the *Aberdeen* and *Fleetwood*, and the *Indus* of the Royal Indian Navy, are examples. They are ships of about 1,100 tons with a speed of 16½ knots, and are armed, as regards the latest units, exclusively with 4-inch high-angle guns. It may, therefore, be assumed that their function is to defend mercantile convoys against air attack. Other representatives of the erstwhile sloop class are the minesweepers and patrol vessels, the latter being little ships of 585 tons with the relatively high speed of 20 knots, designed for anti-submarine work. Examples of this class at the Review are *Mallard* and *Puffin*.

The two net-layers, *Guardian* and *Protector*, fulfil several purposes. Besides being equipped to lay out anti-submarine nets, they are provided with a complete outfit for taking motion pictures of fleet exercises, including gunnery practice, and they are also fitted for towing heavy battle practice targets.

The most historic ship at the review is the *Iron Duke*, which was Admiral Jellicoe's flagship in the Grand Fleet during the first two years of the war and flew his flag at the Battle of Jutland. Under the terms of the 1930 Naval Treaty she was demilitarized and converted into a gunnery training ship, four of her ten 13.5-inch guns and most of her armour plating being removed and her boiler power reduced. Her present displacement is 21,450 tons and her speed 18 knots.



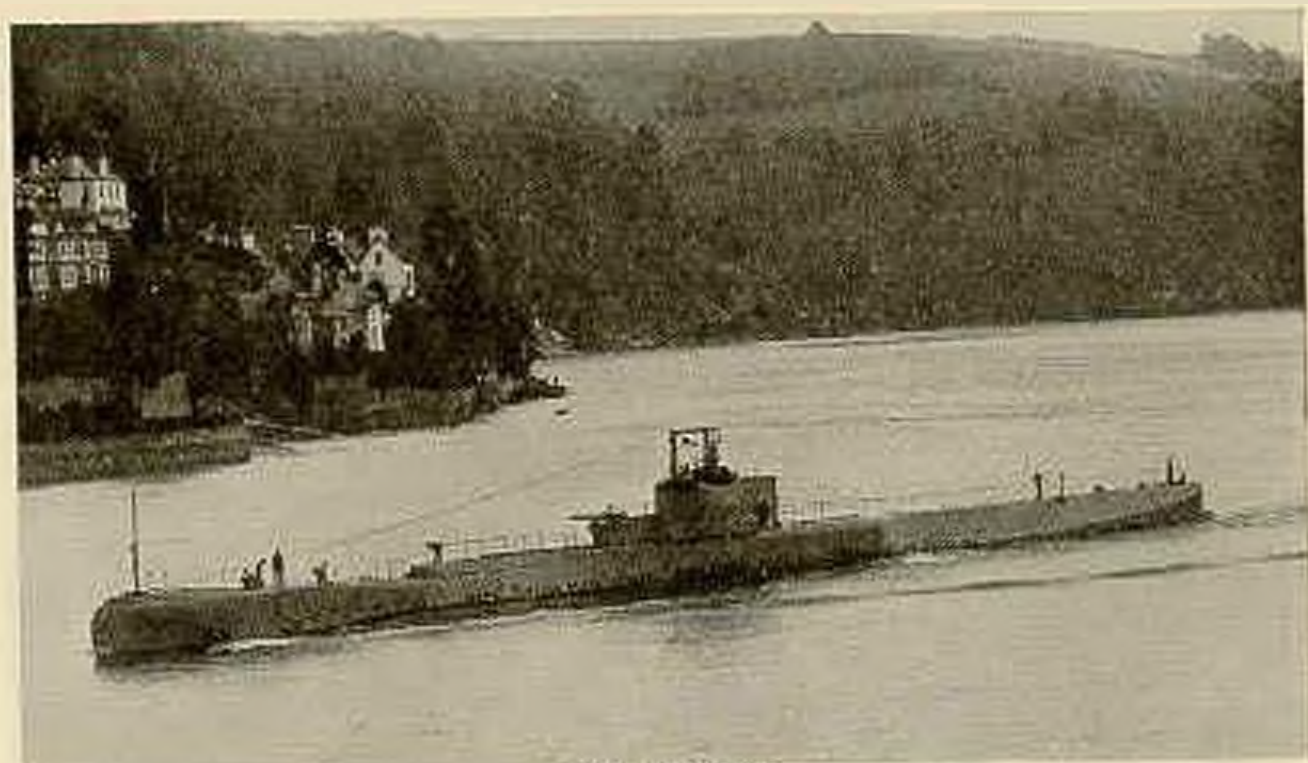
H.M.S. FAME.

A modern Destroyer of the F Class, Home Fleet. Destroyers of the D, E and G Classes all resemble this vessel in general appearance.



H.M.S. EXMOUTH.

A modern Flotilla Leader, Home Fleet, generally similar to the modern Destroyers, but larger and more powerfully armed. Similar vessel: present is H.M.S. Faulknor.



H.M.S. PORPOISE.

Minelaying Submarine, Home Fleet. Similar ships present are Narwhal, Korqual, Grampus.



H.M.S. STURGEON.

Of the 6th Submarine Flotilla. A small modern type. Now mounts a small gun just before the conning tower. Similar ships present are Scanwolf, Spearfish, Swordfish, Seahorse, Starfish.



H.M.S. IRON DUKE.

Admiral Jellicoe's command during the war, 1914-18. Now employed as a training ship.



H.M.S. INDUS

[Photo: Frazer & Co., Ltd.]

Formerly Indian Navy. Commissioned 1911. Length 200 feet. Beam 30 feet. Draught 10 feet. Speed 16 knots. Armament 4.7 inch guns, 2 inch guns, etc.

FOREIGN WARSHIPS AT THE REVIEW

By FRANCIS E. McMURTRIE, A.I.N.A.

(Editor of "Jane's Fighting Ships.")

(Photographs reproduced from "Jane's Fighting Ships")

Quite an imposing fleet could be made up of the eighteen warships belonging to foreign naval powers at the Review. There are eight armoured ships, three cruisers, two sloops, four destroyers and a single submarine.



DUNKERQUE (France).

France is represented by her latest battleship, the *Dunkerque*, which only recently completed her trials. Of 26,500 tons displacement, with a reputed speed of over 30 knots, she unites in her design the qualities of a battleship and a battle cruiser. An unprecedented percentage of her total weight is absorbed by protection, the total weight of her armour being approximately 10,000 tons. This includes a belt of from 8' to 11 inches thick and protective decks with a combined thickness of 7 inches. Her armament is a formidable one, comprising eight 13-inch guns mounted in two quadruple turrets, both on the forecastle. This disposition of the big guns, a pre-war idea, was revived with a view to saving weight. In its concentration of striking power forward, it resembles the arrangement of main armament in the British *Nelson* and *Rodney*. The *Dunkerque* was laid down at Brest in December, 1932, and launched in October, 1935. She has a sister, the *Strasbourg*, launched last December and due for completion next year.

The *Admiral Graf Spee*, one of the "pocket battleships," represents the German Reich at the Review. This ship is of 10,000 tons, with a designed speed of 26 knots. She and her two sisters are almost unique in that they are propelled by Diesel engines, in place of the more usual steam turbines. Though this system of propulsion is reported to have proved satisfactory in service, it is noteworthy that in two 26,000-ton battleships which the German Navy launched last year, geared turbines have been preferred. The *Graf Spee*, named after the German Admiral of Great War fame, has a main armament of six 11-inch guns in triple turrets, three forward and three aft. Her armour belt averages about 5 inches in thickness, according to report, with a maximum deck thickness of 3 inches. Strictly speaking she is an exceptionally powerful armoured cruiser rather than a true battleship.



ADMIRAL GRAF SPEE (Germany).

The United States Navy is represented by the pre-war battleship *New York*, of 27,000 tons, with an original speed of 21 knots. She has been reconstructed, with new tripod masts and an up-to-date fire control system. Her main armament comprises ten 14-inch guns arranged in pairs. Four guns are forward, four aft, while the remaining two are in a turret forward of the mainmast. The armour belt is 12 inches thick, and the deck protection, originally only 3 inches, is understood to have been increased.

During the Great War the *New York* was one of the American battleships attached to the Grand Fleet in 1917-18. For a time she wore the flag of Admiral Hugh Rodman, who is representing the U.S. Navy at the Coronation ceremonies.



NEW YORK (United States of America).

Slightly older than the *New York*, and of very different appearance, is the 23,600-ton battleship *Marat*, belonging to the U.S.S.R. Now named after the French revolutionary leader, she was launched in 1911 as the *Petropavlovsk*, and retains her original characteristics, such as the main armament of twelve 12-inch guns in four triple turrets, and an armour belt $8\frac{1}{2}$ inches thick amidships, tapering to 2 inches at the ends. Though designed for 23 knots, it is doubtful if she can make more than 20 now. As in the case of the *New York*, aircraft have been added to the ship's equipment since the war; but she lacks the latter ship's catapult. A conspicuous feature of the *Marat* is her distorted fore funnel, the upper section being bent back aft, with the object of keeping the fumes away from the foretop.

A third ship of the same period design as the *New York* and *Marat* is the Argentine battleship *Moreno*, of 28,000 tons. Though her armament of twelve 12-inch guns is identical with that of the *Marat*, it is quite differently arranged, being in six double turrets, two of which are placed diagonally amidships. The two funnels are an exceptional distance apart, the wide space between them being partly occupied by a couple of tall derrick posts with a pair of searchlights on each. The foremast is of the curious latticework construction so popular in the United States Navy before the war, but seldom seen nowadays. In speed the *Moreno* is nominally equal to the *Marat*, while her protection is rather better.



ASIGARA (Japan).

The 10,000-ton cruiser *Angara*, launched in 1928, represents the Imperial Japanese Navy at the Review. She is a 32 knot ship with a main armament of ten 8-inch guns, and has been reported to have a belt of armour between 3 and 4 inches thick amidships. Like many modern Japanese warships, there is a faint suggestion of the pagoda in her appearance, while the angle at which her funnels are raked is so distinctive that she could be recognized anywhere. Originally both funnels were of equal height, but the forward one was heightened two years ago.

Greece is sending her biggest warship, the armoured cruiser *Georgios Averoff*, of 4,450 tons. Named after the Greek patriot who contributed largely towards her purchase from Italy in 1909-10, the *Averoff* cost initially nearly a million sterling, and a further £140,000 was spent on her a few years back, a new foremast with up-to-date fire director tower and other modern equipment being provided. With her three regularly spaced funnels and symmetrical outline, the *Averoff* makes an impressive silhouette. She is armed with four 9.2-inch and eight 7.5-inch guns and defended by an 8-inch belt and a 2-inch deck. Her present speed is in the neighbourhood of 30 knots.

Slightly smaller than the *Aceroff*, but of more modern design, is the Swedish coast defence battleship *Drottning Victoria*, of 7,120 tons. She was launched in 1917, and named after the Queen of Sweden. Her main armament is four 11-inch guns, mounted in pairs fore and aft, and her protection includes an 8-inch belt and a deck less than 2 inches thick. She was designed for a speed of over 22 knots.

Denmark is also represented by a coast defence ship, the *Niels Iuel*, contemporary with the *Drottning Victoria*, but considerably smaller, as she displaces only 3,800 tons. She is a 16-knot ship, with a main armament of ten 6-inch guns, and is protected by a 7-inch belt and a deck slightly over 2 inches thick. Her name is that of a Danish admiral of the seventeenth century, who won several battles against the Swedes. She was modernised last year at a cost of £140,000.

Quite a modern coast defence ship comes from Finland. This is the *Vainämöinen*, of almost the same displacement as the *Niels Iuel*, but with the more formidable armament of four 10-inch guns in two turrets, stranged forward and aft. She has a belt only 2 inches in thickness and an armoured deck still thinner, and is propelled by Diesel engines at the nominal speed of 15.5 knots. A noteworthy feature of her design is the single heavy mast and funnel, both close together amidships.

The Netherlands are represented by the armoured cruiser *Jata*, named after the great island which is the brightest jewel of the Dutch East Indian possessions. Launched in 1921, she was extensively refitted a couple of years ago. On a displacement of 6,670 tons, she mounts ten 6-inch guns, and is protected by a 3-inch belt and a deck of from one to two inches in thickness. Her geared turbines are still good for a speed of 30 knots. She recently returned from the East, and has since been employed in patrolling the Strait of Gibraltar to prevent interference with Dutch shipping by the Spanish helligereets.

Roumania has sent to Spithead the big destroyer *Regina Maria*, of 1,900 tons, with a nominal speed of 34 knots. Designed by a well-known British firm, Messrs. Thornycroft, of Southampton, she mounts five 4.7-inch guns as her main armament, besides six torpedo tubes in triple mounts. She was launched in 1929.

Of contemporary design, but displacing only 1,250 tons, is the Turkish destroyer *Kocatepe*, named after one of the victories gained by Kemal Ataturk in the campaign that terminated at Smyrna. She is a 36-knot vessel, mounting four 4.7-inch guns and six torpedo tubes, in triple mounts.

Spain is represented by the destroyer *Ciscar*, of 1,650 tons, launched in 1933.

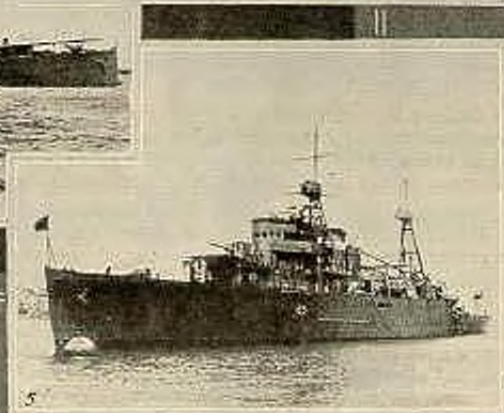
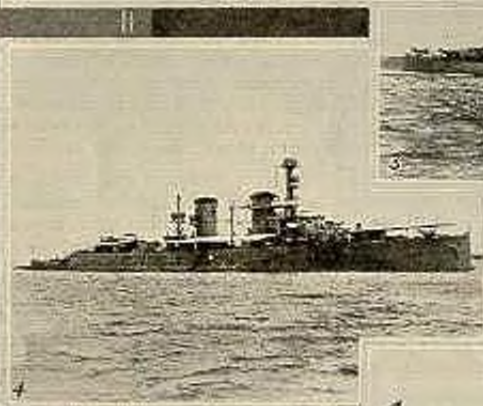
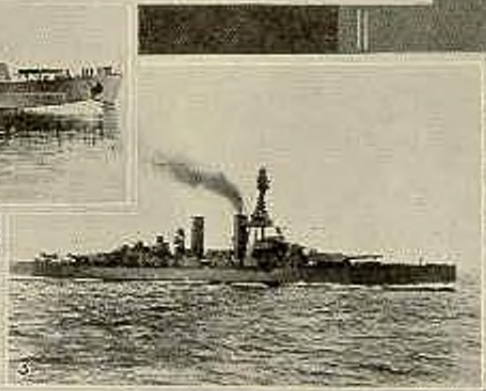
Launched in 1929, the Polish destroyer *Burza* (meaning squall) has three raking funnels and a light tripod foremast. A 33-knot ship of 1,500 tons, she is armed with four 5.1-inch guns and six torpedo tubes.

A bigger and more modern ship than any of these is the Portuguese *Bartolomeu Dias*, of 2,100 tons, launched on the Tyne in 1934. Classed as an "aviso," she is practically a light cruiser, her speed being 21 knots. Her main armament is four 4.7-inch guns, and she carries a seaplane. She takes her name from the navigator who first rounded the Cape of Good Hope.

The sloop *Cuba*, of a little over 2,000 tons, is the representative of the Republic of that name, sometimes called the Pearl of the Antilles. There is nothing very remarkable by which this ship is to be distinguished; in fact, she is not unlike the British escort vessel *Lupin* in general outline. Her heaviest guns are of 4-inch calibre. She was launched in 1911.

In the submarine *Kaivo*, launched at Barrow last year, Estonia has the most modern ship of all the foreign nations represented at the Review. She displaces 600 tons, and is armed with four torpedo tubes and a light anti-aircraft gun. Her surface speed is 13.5 knots.

At the Coronation Review of King George V, in 1911, the number of foreign warships was almost the same—namely, eighteen. With the exception of the Royal yacht herself, the Greek armoured cruiser *Averoff* is the only ship present this year which was also present at the 1911 Review. Of all the foreign ships present, only seven remain in existence to-day as effective units of their respective fleets, and it is significant that of these seven no less than six were built in this country.



1. NIELS IUEL (Denmark). 2. VÄINÄMOINEN (Finland). 3. DROTTNING VICTORIA (Sweden).
4. JAVA (Netherlands). 5. BARTOLOMEU DIAS (Portugal).

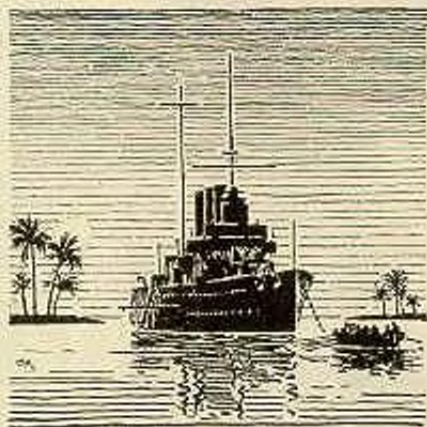
"A SAFEGUARD—A SECURITY"

THE NAVY IN PEACE

By "TAFFRAIL"

(Captain Tuprell Dorling, D.S.O., F.R.Hist.S., R.N.)

Illustrations by Cecil King, T.D., R.I.



Coral atolls and blue lagoons.

islands covered with waving palms, or shrouded in tropical jungle almost the colour of emerald.

There is a wealth of romance in coral atolls and blue lagoons, coconuts and copra, dark-skinned natives, sapphire seas, tropical sunsets, night skies bespangled with stars of unbelievable brilliance, and a moon the colour and shape of a blood-orange slowly mounting into space over the clear-cut line of the horizon. People in cruising liners pay large sums of money to see such sights, and to smell the smells, and hear the sounds, of foreign ports and countries.

Officers and men of the Royal Navy get all these privileges for nothing, and carry their homes with them. Lucky people, say you, to see the world and to be paid for doing so: lucky, too, in having the privilege of being members of the finest Service in the world, even though it sometimes entails long absences from home and friends.

But the Navy's work never ceases, and the mending routine still goes on. Our men and our ships must ever be ready for the purpose for which they are trained and built, to be, as says the prayer read daily in every man-of-war, "a safeguard" and "a security for such as pass on the seas upon their lawful occasions." Their function could hardly be better expressed.

The Navy has moved with the times. Refrigerators, soda-fountains, ice-cream machines, cinemas, canteens like general shops, and systems of messing comparable to restaurants, have appeared on board His Majesty's ships. Sailors nowadays, too, are seamen-specialists with a good deal of science thrown in. They have to be, to cope with all the intricate mechanisms of a modern man-of-war. They are vastly better educated, much better cared for, than their prototypes of thirty and forty years ago.

Nevertheless, the traditions of the Service have not altered, nor, in the main, have the characteristics of the men. They are adaptable, dependable, humorous, keen and hardworking—the pick of the country and the envy of other nations. It was three years ago, in Panama, that



a senior American naval officer remarked to me: "Your men are admirable. It's a pleasure to see them. They are one of Britain's best advertisements." It was gratifying to hear this spontaneous compliment to one's old Service, and to know that it was deserved.

An incident that occurred some years ago in China comes to mind. Seamen and marines had to be landed at some up-river port where rioting was in progress. For hours on end an armed guard of steel-helmeted men stood shoulder to shoulder enduring the missiles and insults of a frenzied, howling mob. They became spattered from head to foot with unnameable filth, yet not a man moved. If a single one of them had lost his temper, if a trigger had been pulled or a bayonet or rifle used, there would have been a ghastly holocaust.

It was touch and go. The situation was saved by the steadiness and good humour of the men. They were wonderful—smiling on the mob, even sharing their rations with the children. There was no bloodshed.

"Thank God for the British Navy!" has been on the lips of a good many people since the War, foreigners as well as British.

. . . .

One remembers many instances within the past six or seven years where the Navy has arrived somewhere or other in the nick of time.

What of its relief work after earthquakes in Greece and New Zealand; its protection of British subjects and property in Spain, China, Palestine, Egypt, Cyprus, Central America and Madeira; its work after hurricanes in the West Indies, and during wars, revolutions, riots and rebellions all the world over?

All the year round, too, British seamen in their ships are suppressing the slave trade and arms traffic in the Persian Gulf and Red Sea; protecting fishermen; serving up Chinese rivers in gunboats for the protection of British interests, and putting down piracy in places where it may still be prevalent.



Steel-helmeted men stood shoulder to shoulder



NAVY WEEK

JULY 31st and AUGUST 2nd to 7th, 1937, inclusive

(AUGUST BANK HOLIDAY WEEK)

COME AND SEE YOUR NAVY!

YOU are reminded that during NAVY WEEK the public will be welcomed on board
**BATTLESHIPS, AIRCRAFT CARRIERS,
CRUISERS, DESTROYERS & SUBMARINES**

In His Majesty's Dockyards at **PLYMOUTH, PORTSMOUTH** and **CHATHAM**
by the Officers and Men who man them.

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DISPLAYS AND DEMONSTRATIONS

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The salvage of the disabled tanker *Valverde*

Consider also the Navy's assistance to ships in distress—for instance, the salvage of the disabled tanker *Valverde* by the *Frodisher* and *Guardian* in January, 1935, and her subsequent towage to Bermuda (600 miles) by the *Frodisher*, a training cruiser for cadets. It is one incident of many.

The surveying ships of the Royal Navy are also at work all the year round, and all the world over, charting coasts, reefs and islands and adding to the already vast store of hydrographic information. The Hydrographic Office issues over two million charts a year. The details of those charts—all the reefs, and shoals and sandbanks, the configuration of the coast and its conspicuous objects, and the depths of water everywhere, have originally been drawn in by hand after the necessary data has been obtained.

A single chart may involve years of work, and meticulous accuracy throughout. In the final engraving, says an Admiralty publication, "the measurements of the graduations are checked, accuracy to one-hundredth of an inch being insisted upon."

One hears little of all these activities of the Navy, for the Service, though not precisely inarticulate, prefers to get on with its work and let others do the talking.

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The situation confronting the British Fleet at the outbreak of the Civil War in Spain was urgent. There were large numbers of British tourists in Madrid, and in the towns on the north-east and north-west coasts of Spain. In addition, there were a great many business concerns, factories and companies staffed by British subjects who had lived in the country for generations, and were there with their families. The property and lives of all foreigners were in danger, and British men-of-war were rushed at high speed to Barcelona, Valencia, Alicante, Palma (Majorca), San Sebastian, Santander, Gijon, Vigo and other ports on the Biscayan seaboard.

A mere recital of the numbers and nationalities of those rescued gives little idea of the real nature of the work that followed, or of its difficulty or constant anxiety. Nor do the terse, matter-of-fact reports of proceedings forwarded to the Admiralty by the captains and senior officers concerned, some of which I have been permitted to read.

It conveys little to the imagination to be told that, between July and October last, 31 ships of the Mediterranean Fleet evacuated over 6,000 refugees of all ages and 55 nationalities, of whom just under 2,000 were British, and that, during this period, the distance covered was 97,000 miles.

During August, one destroyer made five trips up and down the coast to collect refugees, and six trips to Marseilles or Gibraltar, ferrying them from the depot ships to places of safety. In that time she carried 311 refugees, of whom 41 were British, and steamed 3,798 miles. Another, we read, took 150 men, women and children of 15 nationalities—33 of them British—from Santander to St. Jean de Luz. Still another disembarked 200 men, women and children at Bayonne, while 40 British were rescued from Corunna, 6 British and 18 foreigners from a place called Panjan.



At Vigo, firing was in progress near the pier while embarkation was going on, and 300 people had been killed in the town. Elsewhere, British officers and men saw the bombing of towns, the barricades, the burnt and gutted churches, the disorganization of all ordinary life, the indiscriminate looting and destruction inseparable from uncontrolled mob law. At Barcelona there were the prison ships in the harbour, and each evening heavily-laden cars were driven up the hill to the barracks overlooking the town. There followed the ragged volleys which told of mass executions.

Men-of-war, large and small, were converted for the time into floating caravanserais for hundreds of refugees. Captains and officers gave up their cabins and messes to women and children. Cabin flats, docks, and mess-decks were screened off into extra accommodation, and meals served in relays with seamen acting as cooks and waiters. Bluejackets and marines nursed the babies of tired mothers, entertained the older children on improvised swings and merry-go-rounds, and snuffed all and sundry with sweets and chocolates from the canteen. Nothing was too much trouble. One officer in a destroyer showed his inventive genius by manufacturing babies' feeding bottles out of soda-water bottles, and it was this same ship that missed having her complement increased by one by a matter of a few minutes. The babe was born ashore.

Officers and men, evicted from their accommodation, camped out as best they could, and for weeks at a time. It meant discomfort, to say the least of it, particularly in the destroyers, where space is cramped. There was no leave or relaxation. However, nobody minded. It was their job. The Navy, proud to do what it could, and adaptable as ever, entered thoroughly into the spirit of the emergency, and seems somehow to have enjoyed itself.

But though all the rescued were profuse in their gratitude, it was by no means a happy picnic for most of them. Many had lived in Spain for generations, and had their businesses and livings in the country. Some of the women were originally Spanish who had married foreign husbands. Many had lost all they possessed, and others had seen their sons and husbands dragged off to imprisonment or execution. Some had no relations abroad, and saw destitution staring them in the face with every means of livelihood gone.



The Navy entered thoroughly into the spirit of the emergency.

The diversity of refugees was amazing. Several hundreds of nuns were evacuated from Valencia, Barcelona and Malaga, many of them infirm, and one aged ninety-six. There were babies in arms, one only fifteen days old, and the owner of a travelling circus who was heartbroken at not being allowed to bring his favourite camel on board a destroyer. There was the "professor" whose visiting card bore the title of "Biosiphist-Biotherapist," an American "all-in" wrestler, a troupe of dancing girls, dogs innumerable, and the lady who had left her passport on the hotel table, her suitcase in the train, sent her luggage to the wrong part of the harbour for embarkation, and finally failed to arrive on time because she had gone sightseeing.

I have read the many letters and telegrams addressed to the Admiralty by foreign Governments, and the many dozens of tributes written by private people, some of which are genuinely pathetic.



"We are destitute; but I hope one day to repay their great kindness."

Thirty-six German men, fifty-six women and two children rescued from Majorca were profuse in their thanks, as was also a retired officer of the German Navy embarked at another place. Another letter came from a Cuban lady and her daughter, while an American boy of eighteen wrote of the "wonderful officers and men" of one ship, and added "I shall be grateful to the British Navy all my life." Wrote an Englishman, rescued with his wife and two children: "We shall never, as long as we live, forget the protection, courtesy and assistance received at their hands. . . . We are destitute; but I hope one day to repay their great kindness."

Says another British subject, embarked in a destroyer: "I am truly proud of the quiet efficiency, and still more of the kindly spirit, with which the task of evacuating was carried out. . . . I could only marvel at the unflinching

kindness and consideration of each and every sailor to all refugees, especially to the old, the feeble and the children. It was simply wonderful." An old Irish lady, rescued with some difficulty, and given the captain's cabin in a destroyer, says: "May God and Our Lady bless and protect the British Navy for evermore. I shall remember it in my prayers."

Another grateful person writes that the sailors themselves had had no shore leave for weeks and were themselves short of food; but went shorter still so that the rescued might be fed. At a Spanish port the harassed local authorities found time to write of our officers and men that their "great tact in dealing with the shore authorities, and the very ordinary militiamen guards on the quays during embarkation, the respect shown by them for all people on shore, and cheerfulness in carrying out the requests, has won the goodwill of everyone."

"Many of us, British and foreign, will remember our hosts with deep thankfulness," an Englishman wrote. "We British shall bless and be mightily proud of our Navy, which again has proved its readiness for any emergency, and its right to be called the real Ambassador of Peace."

It is well. Throughout its long history the Royal Navy has ever been a safeguard and a security for those in affliction or distress.

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The Navy's work during the recent troubles in Palestine was entirely different to that in Spain, and savoured more of active service ashore in co-operation with the Army. A battleship, cruisers, destroyers, a submarine depot ship and three submarines, together with eighteen naval trawlers, all participated.

The whole 140 miles of coast were frequently and thoroughly patrolled to prevent arms being smuggled into the country, all the native craft met being searched. A naval party of 1 officer and 70 men was landed at Haifa to assist the regular Customs department. Guards of seamen



and marines were ashore for two months to protect the Oil Dock and Royal Naval Supply Depot, while another guard was landed nightly for the protection of the Naval Club, into which a bomb had been thrown.

Towards the end of July, 1936, when disturbances occurred in Haifa, and there were threats that Arab bands would attack Jewish settlements, seamen and marine platoons were landed to assist the military and the police. During August, in order to release troops for mobile operations in the country, the Navy and Royal Marines took over the responsibility for Haifa Town. We are told that their billets varied from comfortable quarters in a Sailors' Home to railway trucks at the station, but that they thoroughly enjoyed being ashore.

Earlier, during June, however, it was suggested to the military authorities that lorries mounting 2-pounder pom-pom guns from the ships might act as a deterrent to the Arab bands sniping and interfering with the road traffic in the hills inland. The proposal was accepted, and the guns were mounted in 5-ton commercial lorries strengthened and protected with steel plating. Manned by its naval crew, the first lorry, known as "Pip," was soon in action near Nablus. The Arabs were taken by surprise by the noisy monster firing shell, and the sniping of omnibuses and motor-cars very soon ceased.

A searchlight lorry, complete with projector and generator was next improvised and manned by the Navy, and then more vehicles fitted either with guns or searchlights. Some difficulty was experienced in providing the necessary generators, but two dockyard salvage lighting plants were procured from Malta, an old electric motor was bought from a firm at Jaffa for £15, and a spare skiff engine was commandeered from a submarine. Five searchlights mounted in lorries, and one in the train, were produced at short notice out of the blue.

All this fleet of vehicles was manned by the Navy, the crews being billeted with the Army in the various towns and villages. Other naval assistance included the provision of two 3.7 inch howitzers from a cruiser for the defence of the military camp at Nablus against snipers.

Naval ratings were also called upon to drive locomotives when the railway personnel went on strike, and during one period, with more naval personnel helping to control the traffic, maintained a 60 per cent. service for ten days.

Next the Navy improvised two armoured trains mounting pom-poms, Vickers guns and Lewis guns, and provided with searchlights and wireless sets. Locally known as the "Jordan Queen," and manned entirely by sailors, the second of these two trains ran practically every night on the Haifa-Sumakh line, and was in action on various occasions.

Service in the "Jordan Queen" was very popular and sufficiently exciting. At times it, or "she," had to pass through cuttings which afforded excellent opportunity for ambush. The train was once fired upon at night from the embankments about thirty feet overhead. It was impossible to use any other reply than the crew's rifles, and these at an elevation of eighty degrees. However, the line was kept open.

Fire fighting ashore was another job which fell to the lot of the Navy. As said one report, the duties of that Service during the operations in Palestine "provided an opportunity for invaluable training, especially in field training and small arms. From small beginnings naval activities grew to an outstanding example of real co-operation, Navy, Army and Air Force all working together in active operations."

No apology is made for quoting a Malta newspaper: "The R.N. turn out at Haifa with hearty grins all over their faces, put out fires, take on handiis, muck in with everybody, search all the port workers and make them laugh over it, and carry out liaison work with the police as though they were police themselves."



"Once again," said Sir Samuel Hoare, the First Lord of the Admiralty, after his visit to Haifa in September last, "the Navy has readily met an unexpected emergency. If I wanted an example of its adaptability, what better could I have than the armoured train fitted out and manned by naval personnel?"

That the British bluejacket or marine adapts himself to any emergency, must be accounted a blessing. That he carries on the most unaccustomed and unsavoury job, with a sense of humour and a cheerfulness that nothing apparently can quench, is a greater blessing still.



The train was kept open

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THE ROYAL NAVY

ITS DEVELOPMENT SINCE THE LAST CORONATION REVIEW.

By "NAVWSEC"

At no period in the history of navies has there been so much development as in the years which have elapsed since the Coronation of His Majesty King George the Fifth, for in that period naval operations have been extended to the waters below the surface of the sea and to the air above it.

It is true that submarines and aircraft were in being before 1911, but their application to naval purposes was very restricted, as at that date they were both in the chrysalis stage. Then came the Great War, during which the performance of the submarine grew until it became almost unlimited. Submarines of many types were developed, some suited to reconnaissance and torpedo attack, others for mine laying, and a few were even designed to carry a gun as large as those mounted in the pre-war battleships.

The latest submarines which you see at this Review embody all this wealth of experience, and are a monument to those many brave men who lost their lives in that class of vessel during the pioneer stage of their development.

The submarine had the advantage, during the Great War, of having arrived before any appropriate counter measures had been evolved. It was not long, however, before it was realized that they must not be allowed to have everything their own way, and many antidotes to their embarrassing activities were given trial. Amongst the more interesting of these were the "Q" ships. The result of all the measures taken is well known, and in spite of initial unpreparedness owing to the magnitude of the danger being unforeseen, the submarine was eventually held in check. Since the Great War the development of more scientific methods and a better appreciation of their capabilities have enabled this problem to be dealt with even more satisfactorily.

The great aircraft-carriers which you see at the Review are a type of ship quite unknown in 1911. Their presence proclaims the intimate part which the Air Arm now plays in naval affairs. The carriers are themselves a striking example of changed outlook, as both *H.M. Ships Glorious* and *Courageous* played an active part in the Great War as fighting ships, carrying 15-inch guns, and *H.M.S. Furious* was originally designed for a similar purpose.

The first aircraft to be carried were of the land type and "flew off" along rails fixed on top of the masts of battleships, or on the forecastles of cruisers. Recovery was crude, and the method first employed consisted of the aircraft settling into the water alongside the ship so that the pilot could be rescued and an attempt made to hoist the engine out of the aeroplane. At the present time the ship-borne aircraft, other than those in aircraft-carriers, are catapulted into the air, and, being seaplanes, can alight on the water.

The development of aircraft has required a corresponding activity in counter measures. So little did they come into the picture in 1911 that ships of that day did not carry anti-aircraft guns, nor were there by any means general when the Great War started. This led to a good deal of improvisation during the early part of the war, and amongst other expedients given trial was the rather drastic measure of turning guns upside down in their cradles as it was found that by this means they could be given greater elevation. The protection so gained was more moral than real, as at that time, there was no means of ensuring that the shell would burst anywhere near to the aircraft at which it was aimed. This rather difficult problem has been under constant review since that time and many of the protuberances that you see in the silhouettes of the ships contain the instruments, or are the weapons, which go towards its solution.

None of the British ships taking part in this Review was afloat in 1911. The oldest of them is *H.M.S. Iron Duke* and she is no longer equipped as a fighting unit in the full sense of the term. The design of the *Queen Elizabeth* class of ship was settled in the early part of 1912, and these ships, and those of the somewhat similar *Royal Sovereign* class, embody all the pre-war experience then available and were evolved from the original *Dreadnought*. Several of both of these classes have recently been modernized. Similarly *H.M.S. Hood* represents the peak of battle-cruiser development.



The lessons of the Great War have outward manifestation in the very different appearance of H.M. Ships *Nelson* and *Rodney*, as compared with the earlier ships. The war taught that there was an undue risk in having magazines distributed over most of the ship's length, and in consequence, in the *Nelson* class, the 16-inch guns are concentrated in one part of the ship so that their magazines can be adequately protected.

The class of ship which has perhaps shown least alteration in type in the period under consideration, is the destroyer. The modern examples of this type, although greatly improved in matters of armament, habitability, and general arrangement, conform generally to the ships of the Tribal Class which were in commission in 1911.

It would be tedious to enumerate the various improvements in weapons and their management, but mention should be made of the Director Firing System, evolved by Admiral Sir Percy Scott, which reached its trial stage in 1912. Before this system was introduced, each gun was fired by its own gunlayer stationed at the gun. The Director System provides for all the guns of the same calibre being fired by a master gunlayer, thereby reducing personal errors, and enabling the master gunlayer, now called "Director Layer," to be situated in a position remote from the disturbing effects of gun-fire, smoke and spray. This has deprived the gunlayers of some of the glamour of their work, but has greatly added to the fighting efficiency of the ships.

Another striking development has been the substitution of oil for coal as the fuel for the ships. The effect of this is greater than would perhaps be apparent at first sight, as, in addition to enabling a great reduction to be made in the number of stokers required for a ship, it has changed the whole outlook of these men. Now that the Navy "coals through a hose," the name "stoker" is really a misnomer, as they no longer "stoke," and need far more brain and less brawn than in the days of the coal-fired furnace.

The development of the Navy since 1911 is far from being confined to matters of material. The human element is more important—infinity so—than the material. The inhabitants of this Kingdom are better educated and more sober than they were a quarter of a century ago. So also are the personnel of the Fleet, and it would not perhaps be unjust to claim that their advance in these and similar directions is greater than that of others who have not had the advantage of belonging to a disciplined service—a service in which the mental and moral welfare of its members is realized to be of the very highest importance and, in consequence, receives continuous consideration. The two sides—men and machines—act and react on each other; the more complex the material becomes, the greater is the skill and technical knowledge required by the officers and men of the Fleet.

The majority of the seamen are now required to have a special qualification such as gunlayer, rangemaker, and torpedoman, for example, for all of which they require and receive specialized training, and for which they receive extra pay. The ship's company also includes representatives of practically all the professions and skilled trades known to civil life. Among the officers and men of a ship, you would have no difficulty in finding someone who could solve for you an intricate mathematical problem, remove your appendix, cut your hair, mend your boots, repair your wireless set, decarbonize your car, extract a tooth, print your paper, keep your accounts, bake your bread, cook your dinner, or a hundred other things, including mending your plumbing, but the old plumber joke would not apply, as the naval plumber would not forget his tools!

There is, in fact, no doubt that in the past quarter of a century the men of the Fleet have, changed in outlook and interests. Their work now requires a far higher standard of education than was formerly the case, and many more of them have assumed the responsibilities of matrimony. The Jolly Jack Tar, whilst as jolly as ever, is nowadays as discreet as he is jovial, and as serious minded as fun-loving.

You can see the Fleet at His Majesty's Review from the outside. If you want to see the ships from the inside, you have your opportunity at the Navy Weeks held in the Royal Dockyards at Portsmouth, Chatham, and Devonport, in the first week of August. For the total outlay of one shilling you can inspect various ships and witness many manifestations of naval activity as well. The balance of the shillings, after expenses have been paid, goes to naval charities.

**Graf Spee at the Spithead
review in 1937.**

