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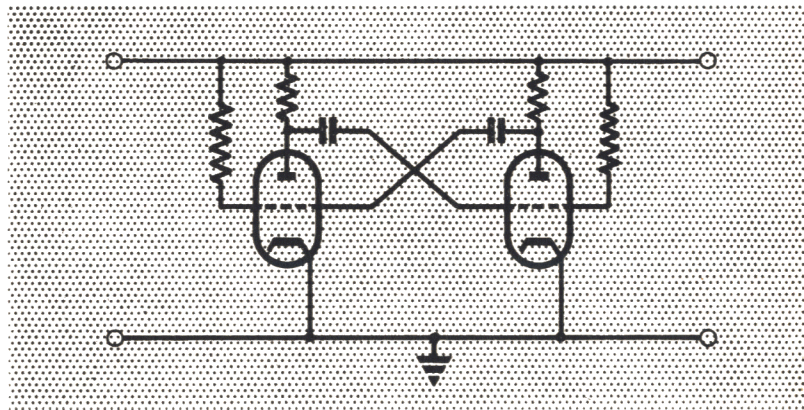
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In the village of Blunham, Bedfordshire, UK.

THE LOCKING REVIEW



SUMMER 1963

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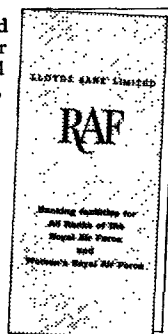
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Editorial

With the winter behind us and the hope of a good summer ahead, we at Locking can look forward to a most active term. Athletics, cricket and tennis matches, together with other summer activities will dominate the scene, and we can look ahead to next year when major athletic tournaments will be held in the almost completed Sports Arena.

The face of the Station is still being changed, week by week buildings rise from nothing, and old sites suddenly blossom with concrete pillars. There is no doubt that Royal Air Force Locking will be a most attractive camp for all personnel living and working upon it.

Finally, to the magazine itself, we have given ourselves a “new look”; we hope you like it. Although we still need more contributors it is worth recording that more are coming forward than ever before, and we are pleased to be publishing in chapter form an account of the history of the area written by an ex-apprentice of the 92nd Entry.



Passing Out Parade of the 95th Entry of Aircraft Apprentices

Tuesday, April 9th, 1963

Reviewing Officer : Air Marshal Sir Paterson Fraser,
K.B.E., C.B., A.F.C., B.A., F.R.Ae.S., Inspector-General of the Royal Air Force

Parade Commander

W.O.A.A. Pooke, E. K.

Flight Commander

S.A.A. Innes, E. G.

Parade Warrant Officer

S.A.A. Bishop, R. J.

Supporting Squadrons Commander

S.A.A. Fisher, J. P.

No. 1 Radio School Apprentice Band

Warrant Officer T. D. Williams, L.R.A.M., A.R.A.M.

No. 5 Regional Band

Flight Lieutenant J. Martindale, L.R.A.M., A.R.A.M.





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Address made by Air Marshal Sir Paterson Fraser, K.B.E., C.B., A.F.C., B.A., F.R.Ae.S., Inspector-General of the Royal Air Force, on the occasion of his Review of the 95th Entry of Aircraft Apprentices at Royal Air Force, Locking, at their Graduation on Tuesday, April 9th, 1963.

The Air Marshal said:

Commandant, Air Officer Commanding, Deputy Mayor, Ladies and Gentlemen.

I am sorry that it has been such a wretched day—bad luck—especially when people have come from a long distance to have this sort of weather, but there it is, but fortunately we had a nice hall in which to hold the parade.

I would like to start off by saying how pleased we are to have the Deputy Mayor with us—the Deputy Mayor of Weston-super-Mare, because I think it is so important for the Air Force to have close, harmonious friendly relations with the civil population amongst which we live, also I would like to say that as a member of the R.A.F., we have appreciated very much the honour, the great honour, that has been bestowed upon this station by being given the Freedom of Weston-super-Mare. It is not something that we accept lightly, it is something we cherish and we are very glad to have you here with us today.

Now before getting to the business of the day, I should like to say that I too have heard a little bird saying things about your Group Commander. He is moving on to a very fine job, however, I must not say anything about it as it is not official yet.

Now Ladies and Gentlemen, what I am so pleased to see is that we have parents here today. We have the parents of the 95th Entry, some of them at any rate, and we have parents of the 103rd Entry and we have—I regret the Commandant omitted to mention this—a couple of candidates for the 203rd Entry. One of whom is just going out, but I am glad to see that the other one is still here and solidly supporting us.

We are very pleased to have parents with us. I remember when on the few occasions my own parents came to Ceremonies of this sort, I was truly delighted to have them, unfortunately, I was so far away from home they could not always come, and that, I think applies to the members of the Royal Rhodesian Air Force here, and in that respect I am glad to say that an uncle of one of the Rhodesians, and who was himself in the Air Force, is here with us today.

Now you young fellows of the 95th Entry this is a great day for you, up to now you have been learning but in future, from now on, you are going out to do a job on your own, to apply what you have learnt. You will gain in experience, knowledge and maturity, and to play your part as members of the R.A.F. and as citizens of your country. Thus today is a big moment for each of you. If I can use an accumulator as an analogy—up to now you have been on charge—now you have got to start giving out and the only difference between you and an accumulator is that you do not come back here to get recharged every six months so we hope you are well and truly charged.

Now there are only 35 of you in this Hall but there are many other people here and why? Well, all the rest of us here have one basic reason and one basic aim in being here. The reason is because there has been, over the ages, a latent desire among men to gather together in some form of ceremony at the time when young people reach the point when they have to go out into the world and to steer their own course and make their own way. Now that is the reason we are here. Our aim in being here is to try and make this a truly memorable day for you and you really do have our very best wishes. The best wishes of everyone here for all your futures. We do not want this important day in your lives to go by unmarked by all of us.

Having seen you on parade I must truly say that I am proud of you and I am not merely saying this for the sake of something to say. I am most impressed by your turnout, in fact I was so impressed, I had a jolly good shake-up in front of the mirror before I came in here. Your collars and ties were immaculate and your smart hats were on straight, belts well done—no blanco from the belts on your uniform, in fact, all-round an excellent display—it was truly a good Parade. There was, perhaps, just the slightest difference of opinion on the question of the slope, but within tolerance, I think. It was an excellent show and as I said, I am proud of you and you were a credit to the Royal Air Force, to this Establishment and to yourselves, and as I watched you on parade I was so glad that there were so many others to see you, including parents. I am sure that your parents and relations and, I believe, one wife—and dare I say some girl-friends—were very proud to see the young fellows doing their stuff and they had good reason to be proud.

Well, so much for the present. Now a little bit about the future. In regard to the future I would like to leave in your minds and in those of your parents, a feeling of qualified confidence and optimism. The Commandant has already told you that many ex-apprentices have received commissions and indeed, ten have got to Air Rank. Now I would like to amplify that a little. Your A.O.C.-in-C., Air Marshal Sir Alfred Earle—he is an ex-apprentice, his Senior Air Staff Officer, Air Marshal Monks, who but for fog around the Headquarters would have been here today, he is an ex-apprentice, your own A.O.C., Air Marshal Coslett, about whom we have been hearing little birds say things, he is an ex-apprentice, your own Commandant, Air Commodore Disbrey, he is an ex-apprentice and I think before long we shall be hearing of one other ex-apprentice who will be a Commander-in-Chief. Now I think this is quite splendid and I particularly want to draw it to your attention because it shows so clearly that there are opportunities for those who are of the right calibre. Now we all, of course, cannot become Commandants, A.O.C.s or A.O.C.-in-C.s, but I do not think there is any reason why you should not all have full, interesting worthwhile lives, but this is where the qualification I mentioned when I talked about optimism and confidence in the future comes in. It all depends on you. From now on you go out into life and it all depends on you—on your code of life, on your attitude to life and to those around you, on your endeavours, whether you show determination to overcome difficulties and to surmount disappointments or whether you give in to them.

Now I have no wish to harangue you in the moral vein but I do, however, just want to say this. If you want to be happy first of all be on top of your job and secondly, look after your health, then you will be entitled to find happiness and pleasure in your leisure hours in your hobbies and games. Now about your job—first of all do be sure that you know what you are required to do, if you are not certain then for heaven's sake ask—make certain of your job and you will get on—do not be afraid to ask. Secondly, keep abreast of development, you have learnt a lot here but you have a lot more to learn. To do this you will have to study on your own to a significant extent, but in the Royal Air Force you have experienced teachers to help you—you have an Education Branch—you have got your officers and your N.C.O.s—you have got many, many ways of learning to keep up to date and keeping on top of your trade and if you are on top of your job you will develop self-confidence and the man who is justifiably self-confident is a happy man. If you have to worry about your job because you haven't made an effort to keep on top of it, you will be an unhappy man. Remember, there is every opportunity in the Service if you only use it.

Now a word about health. Here at Locking you have had to play games, do P.T. and keep yourselves fit. To some of you games and healthy physical exercise is something you seek for the sheer joy of it, but others have to make a conscious effort to keep themselves fit. In the Royal Air Force we have a duty to perform, we never know when we may be called upon for maximum effort so we must always be physically fit. You don't always serve in a cool climate you know—you might get posted to somewhere like Bahrein where you really have to be fit.

Now about the significance of your job—well, when you pass out from Locking you have a task of fundamental importance to the Royal Air Force and thus, to your country. It is a task second to none and just let me repeat what your Commandant said about it—he said:

“This School trains apprentices and airmen in the Radar and Wireless Trades of the Royal Air Force, and, in the light of present day technological development, I do not need to emphasise to you the enormous importance of this field of activity; all facets of Royal Air Force operations, in peace and in war, depend for their success on the technical efficiency of wireless and radar equipments, in the air and on the ground, for communication, search and navigation.”

Well, I think you are very lucky to be in this field. Your work is not only important but it is interesting and you have had here at Locking a splendid technical training and for that I am sure you will wish me to thank, on your behalf, the Commandant and all the staff who have devoted their efforts during these last three years to training you of the 95th Entry and I would like to particularly mention the special endeavours made during the past winter by service personnel and civilians alike, to keep this place going, people who had a most arduous task to get into the Station at all. But remember, I am sure that to get on by technical skill alone will not suffice, each of you must develop your ability, indeed your desire, to take responsibility,

to lead, to teach and to help and to get the best out of those who will serve under you in later years and who will look to you for guidance. You will find also, you young fellows, that a sense of humour is a great asset.

Finally, and very plainly, I would like to say that the man who thinks the world owes him a living is probably the last man to whom the world will give a living. Therefore you young fellows, go out into the world and seek your living, realising that it will only come through your own endeavours and I am sure that you can go out with the very best wishes from all of us here today. We hope and we have tried to make this a memorable day for you and I hope we have succeeded. May you find health, may you be happy in your work, may you find good companions and may you go out with confidence and succeed in making your contribution to the vigour, morale and efficiency of the Royal Air Force and thereby earn for yourselves a full and worthwhile life.

Good luck and have a good dance tonight. Thank you very much indeed for asking me to come and be with you today.

Prize List and Achievements

Brit. I.R.E. Prize for Educational Subjects	S.A.A. Bennett, G. G.
Air Ministry Prize for Educational Subjects	C.A.A. Ring, G. E.
Air Ministry Prize for Highest Aggregate Marks	C.A.A. Platt, N. R.
Air Ministry Prize for Air Radio Fitter	C.A.A. Ring, G.E.
Air Ministry Prize for Ground Radar Fitter	C.A.A. Wyatt, W. A.
Air Ministry Prize for Ground Wireless Fitter	A.A. White, J. P. M.
Air Ministry Prize for G.S.T.	S.A.A. Bennett, G. G.
Air Ministry Prize for English and General Studies	W.O.A.A. Pooke, E. K.
Locking Prize for Best Set Task	S.A.A. Pile, L. R.
Lord Trenchard Memorial Prize	S.A.A. Bennett, G. G.

WING TROPHIES

Victor Ludorum Trophy S.A.A. Bennett, G. G. **Wing Championship** "B" Squadron

WING COLOURS

The following Apprentices of the 95th Entry have been awarded Wing Colours in the sports shown:

Athletics	S.A.A. Bennett, G. G.	Hockey	A.A. Heron, O. K.
	A.A. Heron, O. K.		L.A.A. Sloley, J. R.
	L.A.A. Platt, N. R.		A.A. White, J. P. M.
	L.A.A. Hancock, N. P.		
		Cross Country	S.A.A. Carter, D. L.
Rugby	S.A.A. Bennett, G. G.		
	L.A.A. Hancock, N. P.	Soccer	W.O.A.A. Pooke, E. K.

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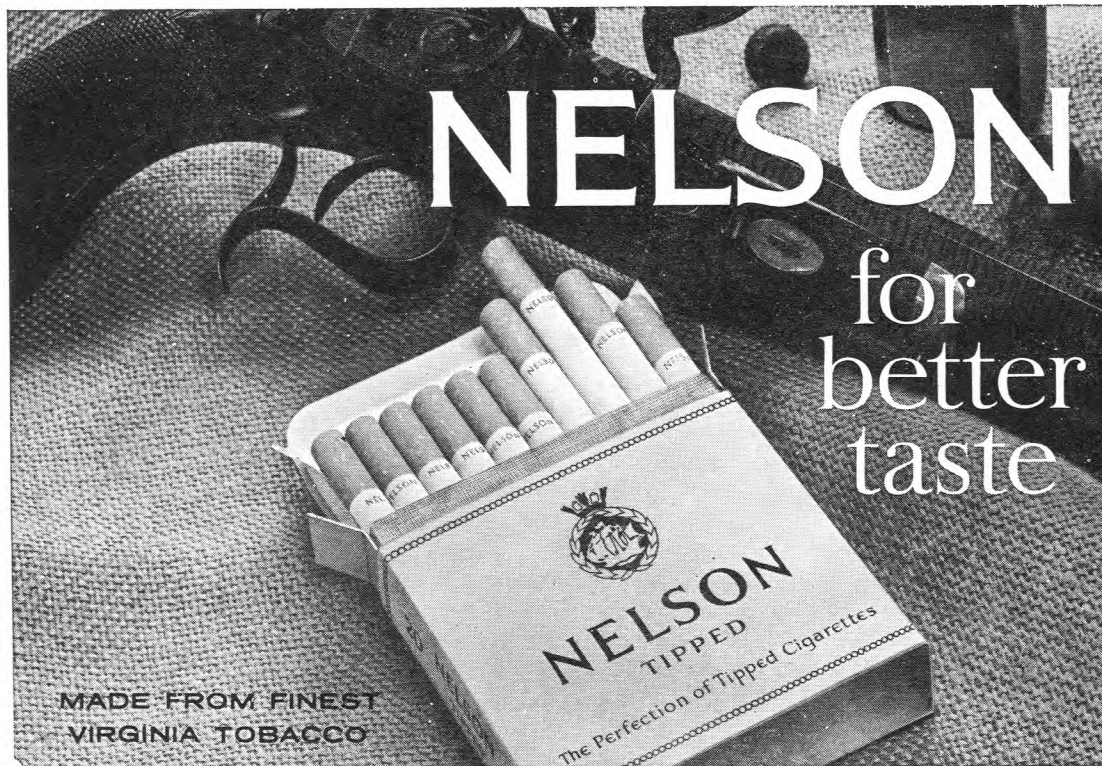
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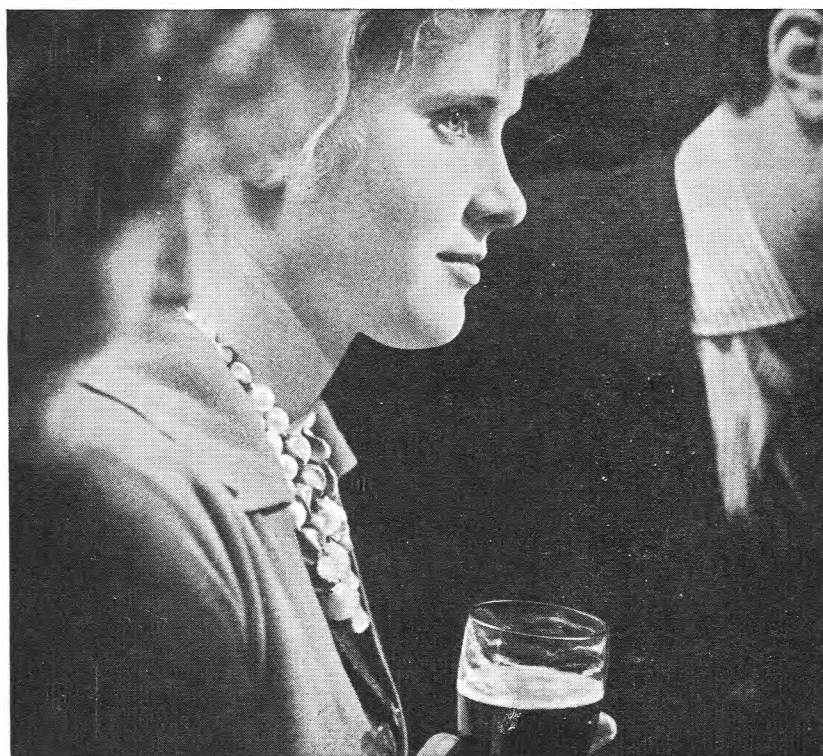


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From Mendip to the Sea

A LOCAL HISTORY IN CHAPTER FORM

by **OFFICER CADET P. HUTCHINS**

R.A.F. Technical College, Henlow

Chapter I: UPHILL

On a conspicuous promontory of the southern end of Weston Bay stands the old church of St. Nicholas, the Patron Saint of sailors. In by-gone days it carried a large beacon, from which channel shipping could navigate, and was often white-washed. Some of the masonry which helps to constitute its rugged walls could well date from Roman times, when a watch tower guarded the port of Ad Axium situated below, where the turbid waters of the Axe crawl sluggishly to the sea. This is the place where the Lord Jesus first set his sandalled foot on this verdant land of ours, for it is legend that when Joseph of Arimathea visited Glastonbury he was accompanied by our Lord as a Boy and it is almost certain that his vessel would have tied up at this ancient port.

“And did those feet in ancient time
Walk upon England’s grassy green?
And was the Holy Lamb of God
On England’s pleasant pastures seen?”

Indeed the spring sward is here as lush and copious as anywhere in England. The presence of Our Lord at this place is supported by the writing of Gildas (A.D. 516) the first British historian. “Christ, the True Son, afforded His Light, the Knowledge of His precepts, to our island during the last year of the reign of Tiberious Caesar”.

The Romans reconstructed the port for the export of the lead mined in the Mendips. Sir Richard Hoare has traced the course of a road which carried these mining products and it is said to emanate at Old Sarum in Wiltshire, a distance of some fifty miles. He considered that its course to the eastwards lay, not along the top of Bleadon Hill, but along the north side, above Hutton, three hundred yards below the existing cart-way of Bridewell Lane; that it passed close to Upper Canada Farm, continuing along the south slope of Banwell Hill until, just above Winthill House, it joined the lane



UPHILL CHURCH AND BREAM DOWN

highway south of Banwell Park, in which there was a Roman Camp, leaving the road rather less than half a mile from the Castle, to be traced across the fields into a narrow lane that cuts the railway at a skirting the field called Chapel Leaze, coming down at length in front of Banwell Castle. East of the Castle the ancient line follows the point halfway between Sandford and Winscombe stations, thence via Shipham Lane on to Charterhouse, the lead mining settlement.

The name of the adjacent tumulus to Uphill Church, Wallborough, clearly indicates Roman occupation of the little port, as Wallsend, Wallborough and similar names are only found near the sites of Roman military stations. Of course there is also the probability that Roman barges also plied between Ax Axium and Axbridge, a considerable amount of metal arriving in this way for export to Gaul.

About 400 years after the Roman departure, the Danes started to ravish the coast with vigour. One particular ruthless "freebooter", by the name of Hubba, was attracted to the sheltered waters of the Axe and is thought to have made the old Ad Axium his base. The rustics no doubt had plenty of reason to be knowledgeable of his presence there and as "Pill" is a common west country word for creek or inlet it is easy to account for the name "Hubba's Pill". The degeneration from Hubba's Pill to Uphill is very aptly described in C. G. Harper's book, *The Somerset Coast*. "The Norman clerks who, travelling from place to place, compiled the Domesday Book from information received on the spot, very often made a singular hash of place names they heard from the Saxon, who spoke what was to those newcomers a difficult language. "Opopille", the best those Norman emissaries could make of Hubba's Pill, sounds very like a sudden and violent Norman appearance and the shaking of some unfortunate Saxon churl, with the rough question put to him "Vat is zat which you call zis place here, hein?" And the reply "Oh, sir! Don't shus-shake me like that. 'Ubba-pup-pille, sir!" Alfred the Great finally banished Hubba and his clan of followers either at Appledore, on the North Devon coast, at a place still known as "Bloody Corner", or in the neighbourhood of Bridgwater, in A.D. 882. However, Hubba's name still lives on and his connection with Uphill is recognised in the form of an ancient galley coloured red on a white field in the lower part of the shield in the Borough Arms.

The next mention made of the Port of Uphill is not until the 16th century, when the harbour was of some importance for the import of coal and export of local produce. Indeed the famous Caerphilly cheese, associated with Wales, was made at the small adjacent village of Breaan, and shipped across the Channel to Cardiff. A road was built down to the shore following the local Enclosure Act of 1814. The local farmers copied the merchant ship owners of Bristol in owning ships to carry their own wares, contrary to the latter-day practice of owning ships to carry other people's cargo. The countrified business air of the Ax-side wharves was soon threatened by the speculator however. It started in 1840, when an iron steamer was built at Bristol for the "station between Cardiff and Uphill", but the ferry was not established. This was a disappointment to some and in the following year this descriptive advertisement appeared in the press: "Steam Navigation from Cardiff to Uphill

to unite the Taff and Exeter Railways. The vast population, with an unproductive soil, in Wales—the fertility of the Somersetshire coast—the Market at Highbridge—the intended railway station at Uphill—the passage between Bristol and Cardiff and Cardiff and Bridgwater reduced to two hours—the demand for such accommodation by the population of South Wales and Somerset—and the establishment thereafter of a general carrying trade throughout the Channel, afford almost certain success to the undertaking. Every possible encouragement short of a monopoly will be given to any party disposed to establish a regular steam packet as above. Apply Mr. John Harvey, Uphill”. But still there was no response. However, in 1854 a much more ambitious scheme led to the formation of the Weston-super-Mare Steam Ferry and Railway Company, with a capital of £20,000 in £10 shares. The proposition was to lay a line $\frac{3}{4}$ -mile long, from the Bristol and Exeter Railway to a pier to be built at Uphill. There were also to be warehouses and hydraulic cranes. Once again, nothing came of the scheme, until with the advent of large cargo carriers and efficient road services the old Roman port fell into disuse. Today only sailing dinghies ride on those ancient and almost reverend waters.

From these waters the land rears up suddenly, almost sheerly, to the height of one hundred feet. In this mighty shoulder of land many old caves once existed and are thought to have belonged to the Pleistocene Period.

This period is known as the last million years from the geological period called the Pleistocene. During this time there had been several ice ages, when the northern glaciers advanced southwards covering part of Europe. Even south of the ice sheet the climate was arctic and vegetation consisted of only low scrub. Here roamed animals adapted to Arctic life: Mammoth, Woolly Rhinoceros, Bison and Reindeer. Although the glaciers covered most of England, they never quite reached Somerset and remains of the Pleistocene animals found in Uphill caves may be viewed in the Borough Museum.

The first reference to the caves is given by Rutter. In his 1829 *Westonian Guide* he says “About thirty feet from the base of the precipitous and rocky termination of Uphill Down, and almost immediately beneath the church, is the entrance to a cavern which was accidentally discovered in 1826. As some workmen were quarrying stones in the hill, they crossed a fissure containing a quantity of bones, some of which were shown to the Rev. David Williams of Bleadon, who recognised them as belonging to animals of a country and a climate differing from our own”. These were indeed the remains of Spotted Hyena, Woolly Rhinoceros, Cave Bear, Fox, Wild Boar and even some human remains were discovered buried in unctuous loam. Some Roman coins were also found during the excavation, one pot containing two hundred denarii.

However, the demands of modern man have demolished these relics from the past, as the seaward face of the carboniferous ridge has been used extensively for quarrying. As in countless other instances, Man hankers only for that which he has not, and destroys that which he has.

In conclusion, a section must be designated to the most striking feature of Uphill. That is, of course, the Church on the hill. Firstly, we must consider why it was built on a hill. Tradition says that the inhabitants started to build the church at the foot of the hill, but St. Nicholas, to whom the church is dedicated, strongly objected. He showed his objection each night by removing the mason's work to the top of the hill. How long this went on the legend does not state, but the builders, realising the supernatural power of St. Nicholas, decided to continue work on the present site. It was about 1840 that the parish of Uphill began to think of deserting their old church. It was showing signs of serious dilapidation and its position on the hill was a great handicap to the older parishioners. A new Church of Saint Nicholas was built in a more accessible part of the village and consecrated in 1844. In 1864 the roof of the Old Church, which was in a very rotten and decayed state, was taken off, the walls of the nave and porch repaired and the door of the porch walled up. The chancel was thoroughly restored and converted, with the belfry, into a mortuary chapel. In 1890 the walls were carefully repaired and covered with cement, for the purpose of preserving the building from decay. Obviously, although far from the parishioners hearts in distance, the Old Church is close in thoughts and it is noted that the greatest care was, and is, exercised to prevent the Old Church from becoming a ruin. In 1891 it was again opened for public worship. In June 1904 masons were employed to place a stone slab roof on the existing rough mortar. They had not proceeded far when the whole roof fell in, carrying the walls with it. It was then carefully rebuilt, the old material used and the stones of the arch set in their proper place. Today there are summer services held between Whitsun and Michaelmas and the character of the church is such as to make any sceptic accept that Christ did indeed walk here. His Presence may be felt in the rare atmosphere of Uphill in any season of the year.

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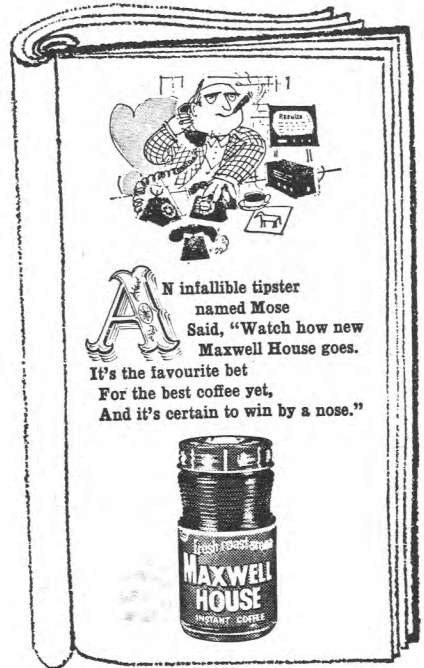


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An Introduction to Boat Building

by S.A.C. R. V. N. SHARP

Today more and more people are devoting their leisure time to sailing in one or more of its various forms. Nowadays there is a very wide variety of boats from which to choose. We shall begin with the most inexpensive sailing craft—the schoolboy's favourite—the raft. This craft is normally an assembly of old five-gallon oil drums, planks and rope, with a mast manufactured from an old clothes-prop. However, this form of sailing-craft is only for use in calm waters. After the raft comes the punt which is used by the more romantic types for taking their young ladies for a trip on the river on a sunny afternoon. Following this are rowing dinghies, sailing dinghies and motor dinghies, and by far the most graceful racing-yachts and catamarans—the latter being a yacht with two hulls parallel to one another. The latest conception is a yacht with three hulls which is known as a tri-maran. Moving on we come to the more expensive sailing vessels in the form of motor-cruisers and motor-yachts. A boat is known as a motor cruiser if it carries sleeping accommodation and its length does not exceed 45 ft., any vessel over 45 ft. is known as a motor-yacht. If you have a large bank account then you can have a beautiful floating home for a mere £65,000. One motor-yacht—Feldor—which I inspected two years ago, besides being equipped with three refrigerators the vessel was centrally-heated throughout. One of the refrigerators was installed in the deck saloon for the purpose of cooling drinks. The furnishings were as complete as those of a house and equally comfortable.

Prices and Dimensions

Most of the vessels I have mentioned so far are ready built and somewhat costly, so how about building your own at a far lower price? I think the most suitable boats to build are in the £20–£500 price range which includes various types of dinghies, motor-launches in the high and low power class and small motor-cruisers.

<i>Type of boat</i>	<i>Approx. price</i>
Rowing dinghy	£20 –£40
Sailing dinghy	£25 –£60
Motor launch	£50 –£100
Speed boat	£100–£250
Motor cruiser	£200–£500

Before commencing the construction of your boat you must find a suitable location in which to build it. What I mean by a suitable location is a room or shed with plenty of space and a large enough door to enable a simple exit of the completed craft.

<i>Type of boat</i>	<i>Length</i>
Rowing dinghy	6 ft.–12 ft.
Sailing dinghy	8 ft.–14 ft.
Motor launch	12 ft.–16 ft.
Speed boat	8 ft.–14 ft.
Motor cruiser	17 ft.–25 ft.

Aggregates

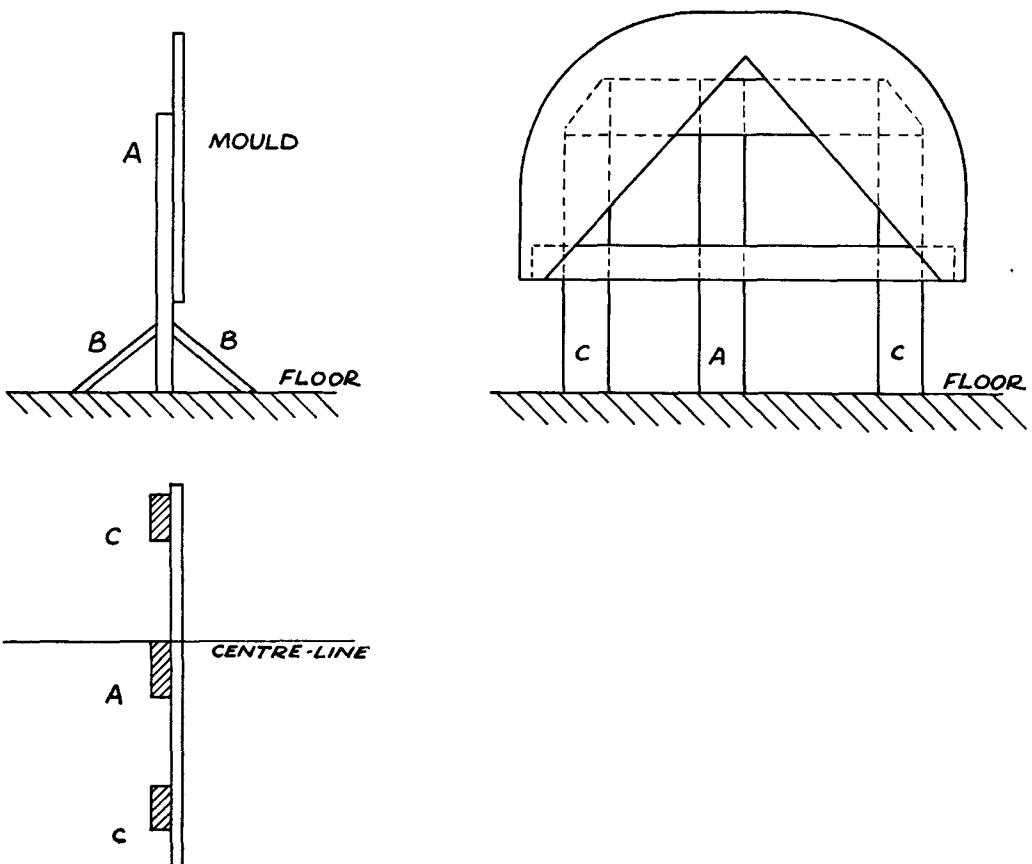
One of the first essentials of boat-building is a good kit of carpenter's tools. For assembling you will require good quality marine glue, copper boat nails and rust-proof screws; for covering decks a special rubber which is normally stuck down with "Bostik" or a similar adhesive. When your boat is ready for painting you should use only the best of marine enamels and varnishes. Most important of all are the various timbers used in the building of boats, below we have a list of some materials and their particular uses.

<i>Structure</i>	<i>Material</i>
Keel	American elm or pitch-pine.
Stem, stern port and floor frames	Oak, mahogany or galvanised steel
Engine bearers . . .	Oak, pitch pine, Oregon pine
Bent timbers . . .	American elm, English oak (for dinghies—ash)
Gunwale, stringers .	Pitch-pine, larch, oak
Planking and deck .	Cedar, pitch-pine, teak, (marine plywood for chine-hulls)
Seats	Teak, pitch-pine and oak

Construction

The first step in the construction of your boat is preparing a plan of the general arrangement. Several such drawings may be made, beginning with a rough sketch on a scrap of paper, followed by a small scale drawing from which you can make up a large drawing and eventually use it in the construction of the boat. On the other hand, if you do not wish to design your own boat you may purchase complete sets of plans and lists of materials through various yachting magazines or directly from marine architects or builders. If you design your own boat you must take into consideration the weight which it will be required to carry. Also, you must not make the boat too long or too narrow or you may find yourself swimming instead of sailing when your boat takes to the water. I, personally, recommend that you buy your plans from one of the previously mentioned sources as naval architecture is a highly specialist profession and you may come across a number of major problems when designing your own boat. Let us then assume you have your plans and materials and are ready to start the construction of your craft. The first step will be to draw the body plan full size. One of the simplest methods of doing this is to find some sheets of hardboard which when laid on the floor will cover an area slightly larger than that of the boat. Once you have done this give them an application of matt-black paint on one side and allow to dry, the outline of the boat can now be drawn on to the black surface with a stick of French chalk which has been sharpened to a fine point. The next step is to manufacture the moulds or templates for the various sections of the hull. These can be made from any common wood of $\frac{1}{2}$ -in.— $\frac{3}{4}$ -in. in thickness,

Since the sides of the hull, if sheeted, or planks if a planked hull will be laid round the moulds, the latter must therefore be smaller than the sections by their thickness. Once your moulds have been made the next step is to set them up in position. This is done by drawing a centre line on the floor and lines at right angles to this to mark the position of each mould. At the mid-section a vertical strut (x) is set up, one edge against the centre line and one face against the section line. The mould of the mid-section is then nailed to this strut at a convenient height from the ground. Diagonal struts ($b-b$) are set up to keep (x) vertical and rigid, and to hold the mould perfectly square to the centre line. Similar struts ($c-c$) are set up on each side. Small boats are usually commenced bottom upward, so the mould is set up invertive. The procedure is exactly the same with the other moulds, and care must, of course, be taken not only to get them square and level, but at the correct height from the floor in order that they may follow the sheer line given in the design.



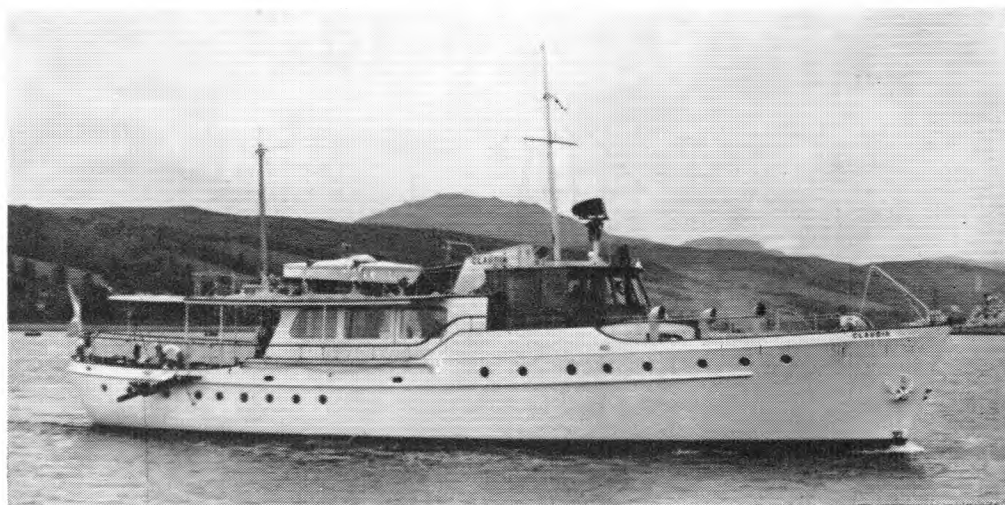
In the construction of a hard-chine boat the permanent frames can be made up on the floor, so there is no need for moulds in this instance. After all your moulds have been assembled you can proceed with the assembly of the hull sections in the following order. I have tabulated the following assemblies to give you an idea of the time that it will take starting from scratch.

<i>Section</i>	<i>Approximate time</i>
Keel	} 1 week
Stem	
Stern port	
Timbering	1½ weeks
Planking or sheeting	3 weeks
Finishing, painting, etc.	2-3 weeks

Before painting and varnishing your boat it is recommended that all bare wood be given a coat of raw linseed oil. When painting your boat take your time and you should have a first-class finish of which you can be proud. After the painting and sealing is complete you can attach the various fittings that you require, these can be bought at all good boat shops and ships' chandlers. After all this work has been finished your boat should be ready to take the water.

Note 1. During the construction of your boat always remember that every joint represents a potential leak, therefore this is where the greatest of care should be taken.

Note 2. Fitness is a major asset as you may find it necessary at some time or another to bale out and this must be accomplished at no mean speed. However proficient one becomes in the art of baling out it is a wise precaution to take a course of swimming lessons from a professional teacher before setting out on the maiden voyage.



A Chip Off the Old Block

Why were they made so b——y small,
Why were they made at all?
Bubble Cars.

Why you might well ask could anyone say things so cruel? This is the tale of a poor, unfortunate lad (now a poor unfortunate apprentice), who came into contact with one of those accursed machines.

It was a quiet wet Saturday morning in early October, when Frank (the victim) was going home to Mummy, having spent the morning at work. The nature of his work is uncertain, but as he is now an apprentice it seems reasonable to assume that it entailed doing as little work as possible for as long a time as possible. The route he took entailed travelling along the main street of a quaint little village called Totton. Now Totton lies a few miles North-West of that great metropolis Southampton, and its main claim to fame, lies in the fact that the only traffic which passes through it, is that which travels from Southampton to the West of England, and of course vehicles going the other way. It will therefore, be realised that there was quite a bit of traffic.

At 11.30 on this fateful day, Frank halted his bicycle at the cross-roads in the centre of the village. Having read in his Highway code that he should stop at the white line, the little matter that a Hants & Dorset omnibus was already crossing in front of him, naturally aided him in his attempt to obey the code. Whilst waiting for the vehicle to pass, he heard a loud "popping" and looking down to his right perceived a little red Bubble-car, a Heinkle for those who are interested in the relevant details. Noticing that there was a gap in the traffic both Frank on his bicycle and the Bubble-car proceeded to cross the main road, the Bubble-car accelerating much faster than our intrepid cyclist, thus moving into the lead. Having proceeded a short distance along the road, the driver of the Bubble-car noticed a rather large haulage lorry, travelling in the opposite direction and also an old car parked by the side of the road. Being a "Gentleman of the Road" and thus an exponent of road courtesy, not to mention the fact that he was chicken, the driver of the Bubble-car immediately jumped upon his "anchors", and ceased moving, thus leaving the road clear for the lorry to pass unhindered.

At the same time the ill-fated cyclist decided to change gear for he had five to choose from, and being a little bit slow off the mark did not immediately notice the insignificant little Bubble-car which was now stationary ahead of him. Glancing down he finally saw the impending danger, and did also play chicken by applying his brakes, but, as he was riding a lightweight machine which was equipped with racing tyres (having little tread) on a wet road, this action had very little effect. Quick as a flash, he weighed up the situation which

was now becoming serious, and took the appropriate action, which in his case was to apply a greater pressure on his brakes. But, alas, Lady Luck forsook him, and to the accompaniment of a loud “POINNG” his rear brake cable underwent a serious physical change of state, from one long length of wire, into two shorter unconnected pieces. At the same time, however, his front brake did work most efficiently, more so than our poor lad expected, to such an extent in fact that his front wheel did cease to revolve, due to someone’s law of something, the rear wheel of Frank’s machine did lose contact with the road, and at the same instant the poor lad did also commence to lose contact with his machine. Having finally lost all contact with his transport Frank was truly making like the birdies do. Realising that in travelling by such means, he was probably breaking the law as he was not in possession of a Private Pilot’s Licence, he soon returned to Mother Earth. He made a beautiful three-point landing on top of the aforesaid Bubble-car, not allowing for the natural elasticity of the common-or-garden Bubble-car, he did again proceed to make like a bird, and on descending for the second time made a less perfect landing, finally converting all his Potential Energy into Kinetic Energy on the haulage lorry, the point of contact being his head. Frank finally came to rest under the lorry attaining at the same time “Blessed Oblivion”.

As he was now causing a blockage of the Queen’s Highway, the unfortunate lad was manhandled to the side of the road, where the Blood-thirsty shoppers (Frank’s Blood) crowded round to gawk and make sundry comments about road-users in general, thus causing a blockage of the Queen’s Pavement, until the strong arm of the law took charge of the situation, by moving back the still gawking crowd, and moving the traffic on its way. Then finally telephoning for an ambulance for our wounded lad. Whilst waiting for the off-white conveyance with the red crosses, they did obtain the name and address of his next-of-kin, “Just in case, well look at him he’s got one foot in already.”

That night there was much wailing and groaning and gnashing of teeth in the house of Frank, as there was no-one to eat the crust off the end of the loaf.

Written by the Lad it happened to—FRANK

(97th Entry)

The Trip of a Lifetime

by C.A.A. PYLE, G. S.

(97th Entry)

I had often wondered, I thought, as I lay on the sun-baked beaches of the Bahamas or wandered leisurely along the crowded streets of such far away places as Santiago in Chile, Caracas in Venezuela, or Buenos Aires, what it would be like to travel far away from the shores of our home land. At this time, as far as I was concerned, I was living in a dream-world of expensive air travel, first class hotels, and most of all, sunshine at all hours of the day.

How did all this start, though? Early last January I was informed that I had been selected to accompany Admiral of the Fleet Earl Mountbatten of Burma, K.G., P.C., G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., D.S.O., Chief of the Defence Staff, on a tour of South America that he was making in February and March.

Prior to our departure from London Airport, on 24th February, I had to be medically examined and issued with tropical uniforms and clothing. It was during this time that I met my companion for the trip, namely a Leading Apprentice, Peter Rogers, from Royal Air Force, Halton.

A Comet 4 aircraft, of Royal Air Force Transport Command, flew us to the Bahamas, Mexico, Venezuela, Peru, Chile, Brazil, Argentina, Uruguay and lastly Senegal in West Africa. The timing was superb, landing at our every destination never more than a few seconds either side of our scheduled time of arrival.

Each of the places we stopped at held in store for us something new and interesting, ranging from deep-sea fishing at Talara, in Northern Peru, to watching a rodeo in Mexico. Wherever we went we saw famous buildings, such as the University Cities in Mexico or Caracas, the old palacial houses of Lima and the millionaires paradises in the Bahamas. I can still remember my impressions on landing at Brazilia, the Washington of Brazil, where, because of the widely-spaced buildings and especially the redness of the soil, I was given the feeling that I was landing on the planet Mars.

Although much of South America has been greatly modernised, at least where highways, hotels and modern stores are concerned, there still lingers the shadow and threat of poverty. This is quite

evident in the streets of Lima, Caracas or Mexico where begging by poorly dressed children is not at all uncommon. Again, this is borne out by the fact that practically all the cars are of 1930 vintage. We were made to feel helpless by all this unrest, and the wonderful unbroken view of the foothills of the Andes, from our first-class hotel roof-top, was spoilt as soon as we looked down on to the small delapidated roof-top houses that surrounded us.

Throughout the tour we met many different races and it was interesting to note the way in which their skin became paler the further south we went, until, in Buenos Aires, our southernmost port of call, where there seemed to be more umbrellas than in London even, we had a deeper tan than the local inhabitants.

From each different country I brought back typical souvenirs; leather goods from Mexico, copper from Chile, llama fur from Peru, trays covered with butterfly leaves from Rio de Janeiro and last but not least a sombrero hat for which I bargained for a quarter of an hour.

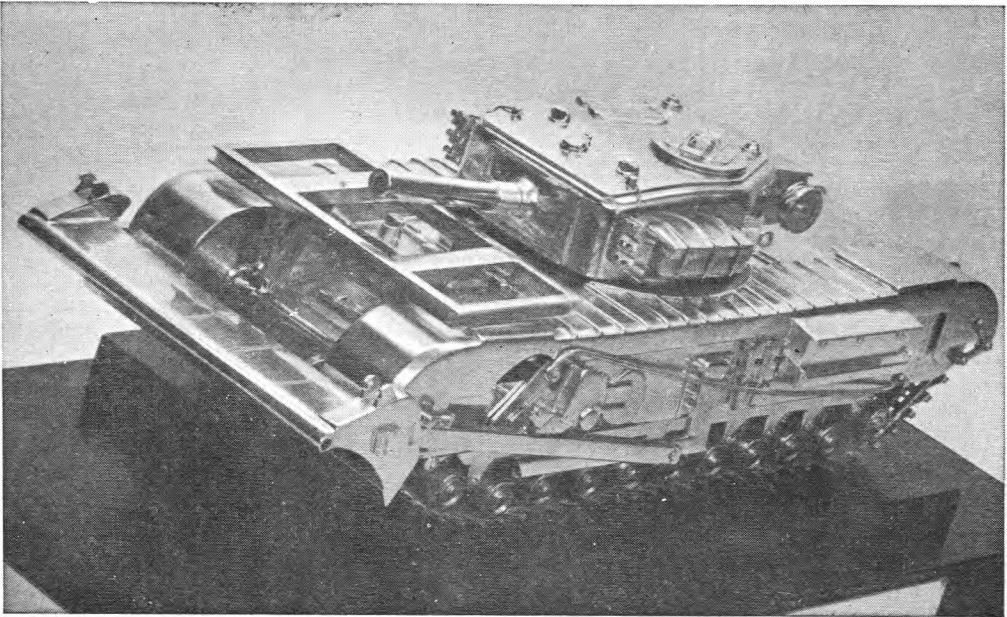
When I now look back on the tour, it is not the cable-car rides that we made to the mountain-tops in Venezuela and up the Sugar-loaf mountain at Rio de Janeiro or the lunches in aristocratic yachting clubs or the thrill of a twenty-three thousand mile trip in a Comet airliner, that I remember, but the friendly, warm welcome that we received from unknown people, whose skin was a different colour from our own, and who did not even speak our language.

These are the memories that I shall always hold, together with a personal experience of how large the world really is. I feel that I have returned from "A Trip of a Lifetime" and have really grown two inches taller in knowledge.



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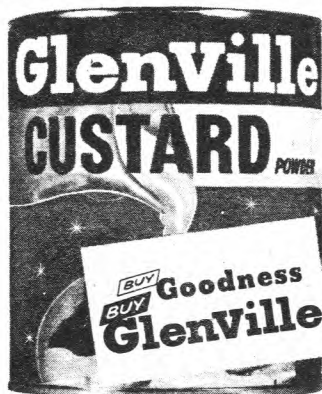
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Appendix "A" to S.R.O.s

Serial No.....97

Dated..... 28.5.63

STATION ROUTINE ORDERS

by

GROUP CAPTAIN GABRIEL, O.H.E.**Commanding Air Ministry Unit Celeste****Order No. 1: Dying**

1. It has come to the notice of the C.O. that airmen, airwomen and apprentices are dying without going through the proper procedure. This practice is to cease forthwith or disciplinary action will be taken.

Order No. 2: Dying Procedure

2. Airmen, airwomen and apprentices wishing to die are to fill in Form DE/ATH/1 in triplicate, and submit it to the station orderly room immediately. This entails answering all questions, and undergoing a medical examination to ensure that the applicant is fit to die.

3. On permission to die being received, airmen, airwomen and apprentices will attend the next dying parade, dates and times of which will be published in subsequent S.R.O.s.

Order No. 3: Dying Parade

4. Dying by numbers. On the order "Dying by numbers, by numbers one", those on parade will take three short, sharp paces forward, these being 28 in., 24 in. and 20 in. respectively. On "by numbers, two", those on parade will sink to the ground, the eyes assuming a glazed expression. On "by numbers, three", those on parade will take one last breath, being 2 cu. in. of oxygen only.

Hereafter, all personnel concerned will be referred to as the deceased.

Order No. 4: Travelling Procedure

5. The deceased will proceed via the shortest and cheapest route to Air Ministry Unit Celeste, whence they will report to Royal Air Force Police Sergeant St. Pierre.

Order No. 5: Procedure for new arrivals

6. The first night will be spent in transit. The following morning at 0830 hours, the deceased will report to the station equipment section where they will receive on signature, the following items:

- (a) Harps, one. To be kept tuned at all times.
- (b) Halos, brass, one. To be kept polished at all times.
- (c) Clouds, fleecy, one. To be kept filled with anti-freeze at all times.
- (d) Wings, white, feathered, one pair. This is the No. 1 dress of the station. They will be kept brushed and bleached at all times.
- (e) Sheets, haunting, one. This item can be laundered on Thursdays.

7. These orders are to be complied with at all times.

(B. A. RABBAS)
Station Adjutant,
For Officer Commanding,
Heavenly Wing.

