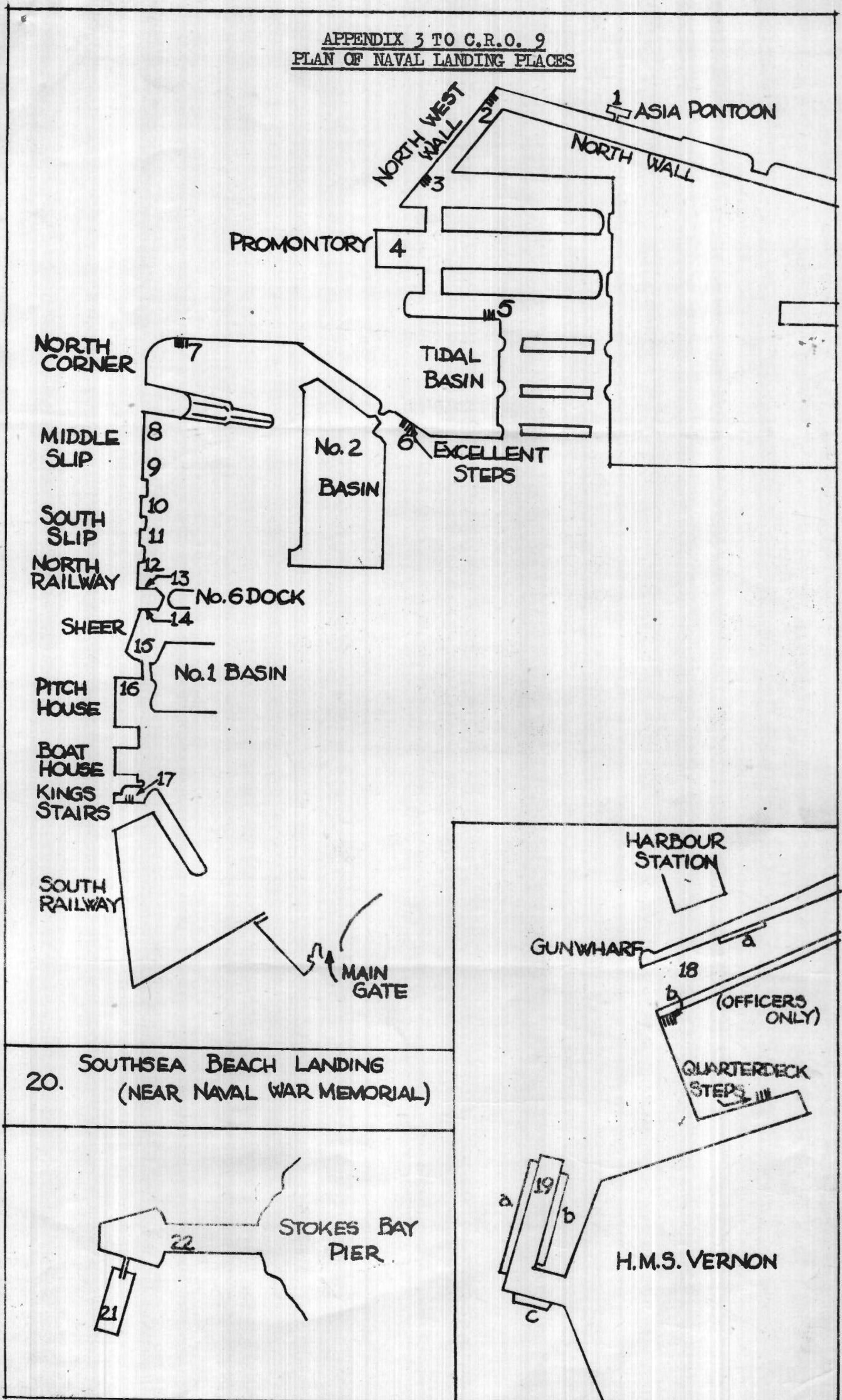


CORONATION REVIEW ORDERS

APPENDIX 3 TO C.R.O. 9
PLAN OF NAVAL LANDING PLACES



25th May, 1953.

Instructions for Representatives of the Press attending the

Naval Review and Associated Events

The following detailed instructions for Press Representatives are issued for guidance and assistance. It is recommended strongly that they should be studied with care as the tempo of events is likely to be such that assistance outside the facilities being provided will be difficult, particularly in the even of errors in time or place.

Review Press Office - A Press Office will be established in H.M.S. VERNON at Portsmouth (about 400 yards from Portsmouth Harbour Station), on 8th June and will operate until 16th June inclusive. Members of the Press will be welcome at this office, access to which can be obtained through the Main Gate, H.M.S. VERNON, on production of any form of identification. The telephone numbers of this office are, Portsmouth 71437, 8, 9, 71467, 8, 9, (6 lines). If on the Dockyard exchange, dial the Operator and ask for 6, 7, 8, 9, 10 or 11.

Passes - Passes made out in the name of the representative concerned are enclosed for each event for which application has been made. Admission to view the event concerned will not be possible unless this pass is produced. A lapel badge is also enclosed. It is hoped that aesthetic objections will not prevent it being worn as it will materially assist those responsible for assisting the Press by providing a ready means of identification.

Assembly of the Fleet - No doubt many representatives of the Press will wish to cover various aspects of the preparations for the Review. Arrangements will be made for (a) visits to certain ships, and (b) flights over the Fleet. No general passes will be issued, but those interested should apply to the Review Press Office, H.M.S. VERNON, personally by telephone, or in writing, stating whether (a) or (b) is required and the date desired. At least 24 hours notice is desirable. Passes will be issued for each visit by the Press Office and details of time and place will be given.

It should be noted that the boat situation will generally preclude special trips and routine transport will have to be used.

A limited number of "PRESS" windscreen labels are available for representatives of the Press who will have cars in Portsmouth during the assembly period. These will give entry to and parking facilities in Naval establishments. Applications should be made to the Chief of Naval Information, Admiralty.

Fly-past Rehearsal - This will take place at 5.35 p.m. on Saturday, 13th June. Instructions for joining are given on the passes issued to those who have applied. Indemnity Certificates will be produced for signature at the Royal Naval Air Station concerned.

Arrival of H.M. The Queen and embarkation in H.M.S. SURPRISE at 7 p.m. on Sunday, 14th June

Arrival of H.M. The Queen Mother at 2.30 p.m. and departure of H.M.S. SURPRISE for Spithead on Monday, 15th June.

A Press enclosure will be provided on South Railway Jetty alongside H.M.S. SURPRISE. Press passes are enclosed for those who have applied. It will be noted that the times stated on the passes are 30 minutes before the event. Representatives are requested to arrive not later than the time stated on the pass to allow for positioning and any briefing required.

The Review of the Fleet, Monday 15th June

The following instructions are for those representatives who are embarking in H.M. Ships to cover the Review.

/Travel

Travel to Portsmouth - 200 seats have been reserved for the Press on the train for officers' guests, leaving Waterloo at 7.09 a.m. and due at Portsmouth Harbour at 8.54 a.m. To obtain a ticket on this train personal application must be made in advance to Waterloo Station where tickets will be issued on production of the Press pass issued for the Review. The 7.09 a.m. train is known as Train No. 30. Those unable to obtain tickets for this train are recommended to travel by one of the many normal and extra trains running on Review day, but no special arrangements for travel on these trains can be made by the Admiralty. Members of the Review Press Office staff, wearing Press lapel badges, will be at Portsmouth Harbour Station to assist representatives.

Representatives intending to travel by car to Portsmouth on 15th June are recommended to get in touch with the A.A., R.A.C., or National Car Parks Association for details of routes and car-parking arrangements. Only very limited parking space (25 cars) is available to the Navy for Press cars and this will be allocated to those who have special reasons for a quick departure from Portsmouth after the Fly-past, e.g. for the disposal of photographic material. Applications for an allocation to this parking space should be made to the Chief of Naval Information, Admiralty, IMMEDIATELY. The parking space will be in Victoria Barracks, Southsea.

Travel to Embarkation Point - The number of the landing stage from which embarkation will take place is shown on the pass. The number corresponds with that shown on the accompanying plan. Representatives will not be able to take vehicles into H.M. Dockyard or the Naval establishment from which they are embarking and will have to proceed on foot to the landing stage. They must be at the landing stage by 10.30 a.m. from which time a ferry service will be running to the ships served by each particular landing. Boat traffic to the Fleet will cease at 12.30 p.m.

Catering - Whilst on board H.M. Ships representatives of the Press will be the guests of the Admiralty. Lunch, tea and light refreshments will be provided but it is hoped that representatives will appreciate that the arrangements will necessarily be somewhat al fresco due to the numbers of guests embarked.

Dress - All visitors to the Fleet on the day of the Review, not wearing uniform, are asked to conform to the following:-

Gentlemen: Lounge suits and hats (or yachting caps)
Ladies: To avoid bright colours.

Disembarkation: Special boats will call at selected ships where correspondents of agencies and early papers, who must dispose of their material at the earliest moment, are embarked. These boats will call immediately after the Fly-past (about 6 p.m.) and those representatives whose passes state "requires special early disembarkation for himself/his photographic material" should ensure that this is known to the officer looking after the Press in the ship to which they are allocated so that they may take passage in the special boat. These boats will land representatives at H.M.S. VERNON so that, if desired, representatives may telephone their copy from the Press Office within the capacity of the six lines available. (See below for disposal of photographic material).

All other representatives will be landed with officers' guests between 6 and 7 p.m. at the landing stage from which they were embarked.

Disposal of Photographic Material - Photographers and cameramen who require early disposal of their material will be landed at H.M.S. VERNON in the special boats referred to above. They should make their own arrangements for the onward transmission of their material, but are recommended to consult the Department of the Chief of Naval Information, Admiralty, (after 5th June the Review Press Office, H.M.S. VERNON) who will endeavour to advise on the best arrangements. Those

/organisations

organisations intending to provide special motor transport should apply to the Chief of Naval Information for the special parking facilities referred to under Travel to Portsmouth above.

Travel from Portsmouth - There will be many extra trains running from Portsmouth but no special arrangements can be made by the Admiralty.

Fly-past - Arrangements being notified separately to those concerned.

Department of C.N.I.,
Admiralty.

NOTES ON THE NAVAL REVIEW FOR PRESS REPRESENTATIVES

These notes supplement the information contained in the Official Programme and the Souvenir Programme.

A copy of the Official Programme is being issued to each member of the Press attending. The Souvenir Programme, which is more detailed than the Official Programme is on sale generally, price 2/-.

Former Naval Reviews

The famous fleet anchorage at Spithead has been the scene of many Naval Reviews. The first Royal Review of the Navy took place just 180 years ago when King George III, escorted by the Admirals and Captains in their barges passed in his barge through two long lines of ships which had recently fought the French and Spanish navies in the seven years war.

On 25 June 1814, the Prince Regent celebrated what was then thought to be the end of the Napoleonic Wars by reviewing a fleet of fifteen ships of the line and 31 frigates, in company with the Czar of Russia and the King of Prussia.

The eight Naval Reviews held during the reign of Queen Victoria were indicative of the rapid changes taking place in the construction and method of propulsion of warships - from sail in the 1842 and 1845 Reviews, (the latter of which Queen Victoria reviewed from her new steam paddle yacht, the Victoria and Albert) screw and paddle ships in 1853 to the ironclads and twin screw warships in the later years of the century and finally to the appearance of the first steam turbinised vessel at the 1897 Diamond Jubilee Review.

Naval reviews followed each other in fairly rapid succession in the early years of the new century. The best remembered is the July 1914 review which consisted of the ships mobilized in face of the threat of war with Germany. The composition of the fleet at that review reflected the firm belief of the Admiralty in the battleship as the acme of naval power. There were 59 of them assembled on that day, of which 24 were the new "Dreadnought" class. Submarines which had made their appearance in the 1909 review were also present in large numbers.

The Review of 1919, part of the peace celebrations was held in the Thames, but in 1924 King George V came to Spithead to review his Fleet, just as he did eleven years later in 1935, to celebrate his Silver Jubilee. In both the 1924 and 1935 Reviews aircraft carriers made their appearance and were an indication of the way in which the aeroplane was beginning to dominate naval thought. There were still battleships present, though fewer than before, and the experience of submarine warfare in the 1914-18 war was reflected in the big increase in the number of destroyers.

Two years later, in 1937, the ships of the fleet assembled once again at Spithead for the Coronation Review. Battleships were by now reduced to eleven but five carriers were present and 60 fleet destroyers.

NOTES ON THE COMPOSITION OF THE 1953 REVIEW FLEET

The Fleet under review at Spithead is representative of the British Commonwealth Navies and not, as many may have the impression, by any means our complete naval strength. In fact, less than one third of the complete numerical strength of the Commonwealth Navies will be reviewed.

2. As far as the R.N. is concerned, the Fleet is primarily made up from ships of the Home Fleet and Home Commands (other than those under refit) and supplemented by one cruiser from the West Indies, a representation from the Mediterranean Fleet and a very small token representation from the Reserve Fleet. No ships from the East Indies, South Atlantic or Far East Stations will be present. The Commonwealth contingents are similarly only a portion of their respective Navies. Canada has sent the largest contingent, but, for example, there is only one ship from each of the Dominions of Australia, and New Zealand.

3. To illustrate the general nature of the representation, the following figures of more important classes of ships present can be noted:-

- 1 battleship out of 5
- 9 aircraft carriers out of 18
(incidentally, there are another
9 aircraft carriers in various
stages of construction)
- 12 cruisers out of 34
- 4 Daring Class out of 6
(with 2 more just completing)
- 25 destroyers out of 132
- 45 frigates out of 218
- 2 fast minelayers out of 3
- 28 submarines out of 55. etc:

These total strength figures are for the Commonwealth Navies as a whole.

4. The Royal Navy has a higher peace-time active manpower figure to-day (some 147,000) than it has ever had in peace-time before the war, and, although the nature of the composition of the Fleet has changed since the 1937 Review, there are actually about 50 more warships present at this review than at the last.

Whilst the numbers of battleships, cruisers, and destroyers are very much smaller this time, the number of aircraft carriers has increased, and there are considerably larger numbers of frigates, minesweepers and other small vessels. This indicates the trend of modern naval warfare and is evidence of the attention being paid to anti-submarine and anti-mine warfare.

Quality of the Ships Present

5. It is of interest that there are only three ships present at this Review who were also present at the 1937 Naval Review, viz. the DEVONSHIRE (Cadet training cruiser), the frigate FLEETWOOD and the net layer PROTECTOR. The vast majority of the ships present on this occasion were not even built in 1937. The battleship, all the carriers, all the destroyers, all the submarines, all the minesweepers and almost every one of the frigates are war-time or post-war construction. Of the twelve cruisers present, only four were completed before the war.

/Cost of

Cost of Ships to-day

6. One or two figures here may be of interest. Each of the Daring Class has cost between $2\frac{1}{4}$ and $2\frac{1}{2}$ million pounds. This is at least half a million more than one of the Southampton Class cruisers or the Dreadnought, and eleven times the cost of a 1914/18 destroyer.

7. The EAGLE cost approximately five times that of the ARK ROYAL. Even one of the "Gay" class M.T.B.s cost about £80,000.

Cost of Aircraft

8. Before the war a Swordfish cost £9,000. To-day it costs as much if not more than half a million pounds to provide one squadron of the latest type of naval aircraft.

The Darings

9. The Darings are shown under a separate heading in the souvenir programme. This is Admiralty policy. The Darings are now simply classified as ships of the Daring Class, and will not be known as destroyers, flotilla leaders, light cruisers or anything else.

Aircraft Carriers

10. Aircraft carriers predominate at the Review for very good reason. The Commonwealth Navies have in all 14 carriers of various types in commission, 2 in reserve and 2 undergoing partial or complete modernising. One large fleet carrier and eight light fleet carriers are in various stages of completion. Of these, one light fleet is being completed for the Canadians and one light fleet for the Australians. Two other light fleets have had work suspended upon them, for the present at any rate.

Air Groups

11. A familiar question is how many aircraft an aircraft carrier carries. Of course, within certain overall limits, the number of aircraft which any particular carrier will operate depends upon the operational role to which that carrier is assigned from time to time. Obviously the composition of the Air Group of a carrier engaged upon trade protection would be different from that of a carrier being employed in an offensive carrier task force. Flexibility in the composition of Air Groups is essential.

NOTES ON THE FLY PAST

It is interesting to note that the Fly Past is being led by a Rear Admiral piloting a Vampire aircraft (Rear Admiral W. T. Couchman, D.S.O., O.B.E.).

2. The following is a comparison of aircraft taking part in the 1937 Review with those in the present review and their performance:-

FORMATION AND NUMBERS

1937 3 Wings of Swordfish
 1 Wing of Fighters
 1 Squadron of Walruses
 1 Flight of Seaplanes.

Formation of each wing - 3 squadrons of nine aircraft flying in three "VICS" of three.

The aircraft flew from grass airfields.

1953 Over 300 aircraft, including Dragonfly helicopters, Firefly, Seafire, Skyraiders, Sea Fury, Sea Hornet, Avenger, Gannet, Vampire, Meteor, Attacker and Sea Hawk squadrons, with prototypes of naval aircraft soon to come into operational service.

SPEED

1937 Speed of flypast, 85 knots, i.e. well below the stalling speed of many modern jets. All aircraft formed up and flew past together as a single unit.

1953 Speed of piston engined aircraft in the flypast, 200 knots, i.e. faster than the maximum speed of the fastest aircraft in the 1937 formation (Nimrod, 175 knots). Helicopters, piston and jet engined aircraft will take part. The speeds differ so vastly that they will be handled as three separate formations, which will be so arranged that they pass over the Royal Yacht with an interval of approximately 45 seconds between each.

In 1937, it was the Fleet Air Arm of Coastal Command, R.A.F., and a large proportion of the pilots and most of the maintenance personnel were R.A.F. The Fleet Air Arm was commanded and administered by the Naval Commander-in-Chief when afloat, but was administered by the A.O.C. Coastal Command as soon as they crossed the coast.

To-day the Fleet Air Arm is naval throughout, having been taken over completely from the R.A.F. in 1939.

In 1937 the entire form up and flypast was covered by the area Southampton-Bognor Regis; in the present flypast it covers from Salisbury and Weymouth to Worthing.

3. It is a common delusion that Naval Aviation will not be satisfactorily equipped until it is "all jet". This is false. Naval Aviation will require in the foreseeable future a considerable proportion of propeller aircraft for its roles of anti-submarine and surface ship strike duties. Jet fighters are, of course, essential for fighter defence purposes, and the changeover from propeller driven fighters to jet fighters is now rapidly

/taking

taking place. Attackers have been in service for some time.

4. The first squadron of Sea Hawks (a single seated jet propelled aircraft) to be formed will be seen in the flypast. The U.S.A. has lately announced the intention to purchase over a hundred of these aircraft, under the off-shore purchase scheme, to be assigned to the R.N.

This means that the R.N. will get more Sea Hawks earlier than would otherwise have been financially possible.

EGH/CCB/1

H. M. S. ILLUSTRIOUS
ENGINEERING DATA DURING PERIOD
1ST JANUARY 1951-31ST DECEMBER, 1952

Days at Sea.	270
Hours under way.	3,000
Mileage.	56,564.3.
Average Speed.	18.8 Knots.
Oil Fuel Consumed.	53,443.8 Tons.
<u>Water Distilled:-</u>	
For:- Boilers	39,349 Tons
S/Tks.	32,672 Tons
Avgas Consumed	147,469 Galls.
Avtur Consumed	19,715 Galls.
No. of Arrested Landings.	5,454.
No. of Barrier Engagements.	20.
No. of Catapult Launches.	227.

(March 1953)

(1/30/17)

NOTES ON PREVIOUS SHIPS BEARING THE NAME
H.M.S. ILLUSTRIOUS.

The following notes are meant to be read in conjunction with the October 1952 edition of the booklet "A Short History of H.M.S. ILLUSTRIOUS".

2. The first ILLUSTRIOUS was built at Buckler's Hard in 1789 and carried a complement of 600 with a displacement of 1616 tons.
3. She served in the Mediterranean where she fought two fleet actions in the French Revolutionary War, soon after she was built. She was lost by stranding in 1795.
4. Her successor was soon on the stocks. The second ILLUSTRIOUS launched in the Thames in 1803 was present at the attack on the French Fleet in the Basque Roads in 1809. It was a brilliant, daring and successful attack on an enemy fleet in a defended harbour at night, conceived and executed by the genius of Lord Cochrane, and it has perhaps no parallel in naval history until the present ILLUSTRIOUS was to do much the same thing, though with very different weapons, at Taranto in 1940.
5. Later on, the second ILLUSTRIOUS took part in the reduction of Mauritius and Java, towards the end of the Napoleonic Wars.
6. The French Revolutionary War (1793-1802) has been compared to the early part of the late war, when England's back was to the wall. The Napoleonic War (1803-1815) has been compared to the latter part when we slowly gained the initiative in all the theatres of war and finally launched the offensives which led to victory. It is interesting to recall that there was an ILLUSTRIOUS in the Mediterranean in 1794 as there was in 1940, when the control of that sea by the enemy would have meant the loss of the war; and there was an ILLUSTRIOUS at the Basque Roads as there was at Taranto; and that there was an ILLUSTRIOUS in the Indian Ocean and Far East in the prelude to Victory in 1810-1811 as there was in 1944-45.
7. The third ILLUSTRIOUS, a 14,000 ton battleship of 10,000 horsepower with a main armament of four 12 inch guns, was launched at Chatham in 1896. She saw service in the first world war, but was too much out of date to play any distinguished part, and was sold at the end of the war.
8. A picture of this third ILLUSTRIOUS as she was at the launching is to be found in the Captain's Quarters of the present ship.
9. This picture together with a carved wooden mallet and a chisel were presented to the ship by Rear Admiral D.K.T. Bedford, retired, whose mother, Lady Bedford launched the 1896 vessel. The carved wooden mallet and the chisel were used at the time of the launching. The steel blade of the chisel is engraved: "H.M.S. Illustrious" floated at Chatham September 17th 1896" on one side, and with naval crown, rose, thistle and shamrock design engraved on the other side. Lady Bedford was the wife of Rear Admiral Sir Frederick George Denham Bedford, K.C.B., a Lord Commissioner of the Admiralty at the time.

A piece of yellow silk 8" by 12" bearing a printed poem "Success to H.M.S. ILLUSTRIOUS" by Philip Thompson also forms part of this collection and has been mounted in a suitable frame to enable it to be placed on the table at Ceremonial Dinners in the Wardroom.

PRESENT H.M.S. ILLUSTRIOUS

Laid down	27.4.37.
Launched	5.4.39.
Commissioned.	16.4.40.
Length	750 feet.
Beam... ..	116 feet (96 feet at waterline)
Displacement	28,210 tons when fully loaded.
Horsepower... ..	110,000
Full Speed... ..	about 30 knots.
Gun Armament.	16 4.5". 5 Multiple pom-poms. 17 Bofors. 12 Oerlikons.
Complement... ..	War - about 1900 officers and men. Peace - about 1300 officers and men.

(Produced in H.M.S. ILLUSTRIOUS - March, 1953.)

(1/30/17)