

Prince Philip displays wide ranging interests

His Royal Highness The Prince Philip, Duke of Edinburgh, was born at Corfu on 10th June, 1921, son of Prince Andrew of Greece. On his father's side he is of Danish descent; Prince Andrew was a younger son of King George I of the Hellenes, son of King Christian IX of Denmark; however when Prince Philip, retaining his royal title, became a British subject, it was under his mother's family name, Mountbatten, because his father's family have no family name.

His mother was Princess Alice of Battenberg, eldest daughter of Prince Louis of Battenberg, who was naturalised in 1868 and during the first world war took the name of Mountbatten, renounced his royal title, and became the first Marquess of Milford Haven. Prince Louis's wife was Princess Victoria of Saxe-Coburg and Gotha, daughter of the Duke of Edinburgh, like Queen Elizabeth II. is one of Queen Victoria's great-great-grandchildren.

The young Prince came to Britain at an early age to be educated, making his home during his holidays with his grandmother, the Dowager Marchioness of Milford Haven, or with his sisters in Germany. From a preparatory school, Chesham, he went to Mr. Kurt Hahn's school at Salem, Germany, and after the Nazis' rise to power moved with him to Gordonstoun, near Elgin in Scotland. He was popular with his school-fellows and known as a good sportsman he was an enthusiast for games and swimming, and was captain of the school's cricket and hockey teams. Mr. Hahn was a progressive schoolmaster, one of whose educational theories was that his boys should take part in the local life of the neighbourhood. Prince Philip was well-known to the townspeople of Elgin and made friends among the local boys whom he met on the cricket field and on fishing and sailing expeditions; he kept up many of these friendships, and during the war would renew old contacts when on leave in the north.

KEEN OARSMAN
His love of the sea showed itself early. He was a keen oarsman, and qualified as a Sea Scout. He and his schoolmates built a cutter, and he took part in several sailing trips to the Shetlands, the Hebrides and Norway. He was so expert a sailor that he was allowed — a privilege granted to few — to be in charge of an open boat under sail in the Moray Firth without an adult on board.

Prince Philip was head of his school when he left to become, in May 1939, a naval cadet. In following the tradition of the Mountbatten side of his family, Prince Louis of Battenberg was an Admiral of the Fleet and First Sea Lord; his son the second Marquess served in the Royal Navy, like Prince Philip's cousin the third Marquess and his uncle Admiral Lord Mountbatten of Burma.

He was still at the Royal Naval College, Dartmouth, when war broke out. At Dartmouth he was awarded the King's Dirk as the best all-round cadet of his term, and the Eardley-Howard-Crockett prize as the best cadet. Later when taking his sub-lieutenant's examination he gained four firsts and one second, winning nine months' seniority out of a possible ten.

In January 1940 he went to sea as a midshipman in the battleship *Romilies*, and after serving in the cruisers *Kent* and *Shropshire* he was appointed at the end of the year to the battleship *Valiant* in the Mediterranean Fleet. A few months later came the battle of Cape Matapan, when he was in charge of a section of searchlight control in the *Valiant* for his work during the action he received a mention in despatches from Admiral Sir Andrew Cunningham (later Admiral of the Fleet Lord Cunningham of Hyndhope).

After returning home to qualify as sub-lieutenant Prince Philip was appointed to the destroyer *Wallace*. Promoted lieutenant in June 1942, he became the *Wallace's* First Lieutenant in the following October, being one of the youngest officers in the Navy to be second-in-command of a large destroyer. In July 1943 he took part in the Sicily landings, when

Wallace covered the Canadian beachhead. In 1944 he was appointed First Lieutenant in H.M.S. *Whelp*, one of Britain's newest destroyers, just nearing completion. He sailed in her for the Far East, took part in the war against Japan, and served for a time as A.D.C. to his uncle Lord Mountbatten, then Supreme Allied Commander, South East Asia. He was present at the Japanese surrender in Tokyo Bay.

After the end of the war he served in two training establishments, at Pwllheli in North Wales, and at Corsham in Wiltshire; at the latter he was one of the two officers responsible for the training of petty officers. Only officers with a high record for leadership are selected for these duties.

'HIS ROYAL HIGHNESS'
In July 1947 the engagement of Lieutenant Mountbatten — he had renounced his royal title on becoming a British subject in February 1947 — to Princess Elizabeth was announced. The marriage took place in Westminster Abbey on 20th November. On his eve King George VI created the bridegroom Duke of Edinburgh, Earl of Merioneth and Baron Greenwich and authorised his use of the prefix 'His Royal Highness'.

In the years immediately following his marriage, the Duke of Edinburgh continued his naval career. In October 1948 he went to Malta as First Lieutenant of H.M.S. *Chequers*, leader of the First Destroyer Flotilla, Mediterranean Fleet. In July 1950 he was promoted Lieutenant-Commander, and shortly afterwards took over his first command, H.M.S. *Maagpie*, a frigate based on Malta. He commanded her until July 1951, when he went on indefinite leave, it being announced that he would take up no more naval appointments until after the return of the King and Queen from their proposed Commonwealth tour. When King George's health made this exertion impossible, Princess Elizabeth and the Duke of Edinburgh undertook the proposed tour and began the journey which would have taken them to Australia and New Zealand had it not been interrupted by the sudden death of King George VI.

Since the accession of Queen Elizabeth II, the Duke of Edinburgh has made a private one, at his own request. The Chairman of the British Motor Corporation told the workers: "There will be no flags, no reception committees, no guards of honour, no formal presentations, and no red carpets. The Duke wants to see a factory as it is every normal working day, a thing he can never do on formal occasions."

The Duke of Edinburgh succeeded the late King George VI as patron of the Industrial Welfare Society. I was not, however, as patron of this Society but on his own initiative that he caused arrangements to be made for a conference at Oxford in July 1956. H.R.H. the Duke of Edinburgh's Study Conference on the Human Problems of Industrial Communities was held in Canada in the summer of 1955.

He had been sworn of the Privy Council in December 1951. In 1953 he was Chairman of the Coronation Commission. As President of the Royal Mint Advisory Committee he was concerned with the choice of the coinage for the new reign.

His interest in science is outstanding. The British Association for the Advancement of Science invited him to be its President in 1951, the year of the Festival of Britain. He made a great impression with his presidential address which dealt with Britain's contribution to the development of science and technology during the past hundred years, and which was described by Sir Harold Harvey, the previous President, as "a most discerning survey".

In the course of the address he dwelt on an aspect of the subject which particularly interested him, the practical application of scientific discoveries, saying that the concrete measurement and indirect effect of all scientific effort has been the general improvement in the condition in which people lived and worked, the improvement of health, in the expectation of life and standards of living. A nation's wealth and prosperity, he said, were governed by the application of science to its industries. He was Chairman of the Duke gives further evidence of his interest in the application of scientific discoveries by his eagerness to study scientific work at first hand, and he has visited research

stations and laboratories all over the country. He is interested not only in scientific research, but in industry as a whole, and many of his visits have been made with the object of getting to know the industrial life of Britain at first hand. He has been down coal-mines, and has toured factories, engineering works and industrial plants. When in December 1953 he paid a visit to the Austin motor works at Birmingham, the occasion was made a private one, at his own request. The Chairman of the British Motor Corporation told the workers: "There will be no

with the Commonwealth and Empire. The Conference, attended by men and women from all over the Commonwealth, conducted a practical study of the human aspects of industrialisation and, in particular, those factors which make for satisfaction, efficiency and understanding, both inside industrial organizations and in the everyday relations between industry and the community around it. A second Commonwealth Study Conference, on Consequences of Changing Industrial Development, was held in Canada in the summer of 1955.

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E.I.R

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INTERESTED IN SCIENCE

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