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# Navy News

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No. 137 NOVEMBER, 1965

Published first Thursday of the month

Price Sixpence

## Navy to have two new carriers? U.S. SHIP ONLY A STOP-GAP

**T**HE Minister of Defence for the Royal Navy, Mr. Christopher Mayhew, M.P., stated last month that the new aircraft carrier programme was "right in the centre of the stage of the Defence Review" upon which the Government is at present engaged.

In a speech at the annual dinner of the R.N.V.R. Officers' Club Mr. Mayhew said "No decision had been made but we are considering CVA 01 and CVA 02."

For the last three years or so there has been talk about ONE large aircraft carrier (of about 50,000 tons), but the possibility of two new attack aircraft carriers will give great satisfaction to the fleet and to those who have been advocating the build-up of Britain's carrier strength.

Royal Navy is five, (including H.M.S. Centaur at present at Portsmouth and about whose future a decision is awaited). The others are Ark Royal, Victorious, Eagle and Hermes. In addition there are the Commando Ships Albion and Bulwark. By the mid-1970's all these ships will be at the end of their useful life.

### STOP-GAP CARRIER

Speaking deliberately "to end the speculation of the last few months," the Minister also said that "We are also considering without commitment whether a second-hand American carrier would improve our capability for a few years in the early 1970's. But we are not considering second-hand carriers as a replacement for CVA 01 and CVA 02. Second-hand carriers would do as stop-gaps; they will not do as substitutes for new carriers."

The U.S. carrier widely mentioned as a possible 'stop-gap' is one of the 38,000 tons 'Essex' class, of which the Americans have 19 and which are adequate to operate Phantom or Buccaneer aircraft.

Mr. Mayhew said that whatever Government was in power the Navy was invariably called upon to do too much with too little, a statement which would have found an echo in the hearts of all Commanders-in-Chief and the Admiralty Board. He referred to the Far East saying that "by simply being there in those waters the Navy stops the war spreading. That was the great task our armed forces were performing in many parts of the world—not fighting wars, but preventing them."

### PRESENT STRENGTH

Talking of the Defence Review he said that its purpose was to bring the resources of the Services into balance with the tasks which the nation gave them.

The present strength of the

## ADMIRAL OF THE FLEET GLAD HE 'MEASURES-UP' TO ROYALS' STANDARD

"DO you measure up to the Royal Marines?" is the question the Recruiting Officer asks a candidate for the Corps. "I am pleased that you consider I measure up to the standard," said Admiral of the Fleet Earl Mountbatten of Burma when addressing a Parade in the Royal Marine Barracks, Eastney, on October 27, in honour of his appointment as a Colonel Commandant, the Royal Marines.

Lord Mountbatten was received by the Captain General of the Royal Marines, H.R.H. the Duke of Edinburgh. Drawn up on the parade were a company of young recruits, a display company and detachments from the Royal Marine Forces Volunteer Reserve, W.R.N.S. and members of the Royal Marine Association.

In his speech Lord Mountbatten recalled the capture of Gibraltar, the bravery of Major Harvey, R.M., of H.M.S. Lion, who was awarded the Victoria Cross at the Battle of Jutland when, although fatally wounded, he ordered his magazine to be flooded, thus saving the ship from the fate which had struck three other battle-ships.

### R.M. COMMANDOS

He referred to his time as Chief of Combined Operations, saying how astonished he was to find only 30 or 40 Royal Marines in Combined Ops when he took over that appointment. They were volunteers who were serving in an Army Commando.



The ability to transfer fuel, stores and ammunition at sea is essential, and every opportunity is taken to take on stores, etc., in ships of the Royal Navy. Apart from the obvious advantage of being able to replenish ships miles away from any base, thus enabling ships to be fully operational for long periods, such 'topping up' while at sea means that men are not tied to their ships when they do enter harbour, giving more time for leave and recreation. In this picture a Sealug guided missile is being transferred to H.M.S. Kent from a Royal Fleet Auxiliary

## Nuclear-powered submarine to be named Churchill

**M**R. Christopher Mayhew, M.P., the Minister of Defence for the Royal Navy, gave news at the Trafalgar Day Dinner at Leeson-Solent, which gave great pleasure throughout the Royal Navy in general and to the submariners in particular. He stated that an order had been placed that day for the building of the Royal Navy's fourth nuclear-powered Fleet Submarine, and that it will be named H.M.S. Churchill.

The builders will be Vickers Ltd., Shipbuilding Group, of Barrow-in-Furness, who also built H.M.S. Dreadnought, the prototype Fleet Submarine, and are building the other two nuclear Fleet Submarines, Valiant and Warspite. Dreadnought is in service, Valiant was launched in December, 1963 and Warspite on September 25 last.

It is noticeable that the Minister referred to the 'Fleet' submarine. This may very well have been done to distinguish these submarines from the nuclear-powered Ballistic Missile submarines (Polaris). The Polaris boats will work singly, but the use of the term 'Fleet' leads one to think that the non-Polaris boats would work with the fleet, forming part of a task force.

H.M.S. Churchill, like the other ships of her class, will be 285 feet in length and have a beam of 33 feet. Her primary role will be anti-submarine warfare although she will be equally effective against surface ships. Her armament, consisting of homing torpedoes operated through the latest weapon control equipment will, together with long range sonar, inertial navigation system and the means of measuring her depth below ice, make her a valuable addition to the Royal Navy for the defence of maritime lines of communication.

Refuelling of the reactor will be necessary at only very long intervals and, being fitted with the latest air-conditioning and purification equipment, the submarine will be able to undertake patrols of long duration at continuous high under-water speeds, if necessary staying sub-

merged for over two months without recourse to air from the surface.  
The U.S.S. Herndon, a 'Four-stack' flush-deck destroyer, among the first of the 50 American destroyers to be transferred to the Royal Navy in 1940, was renamed 'Churchill.' That 'Churchill' took part in Atlantic convoys, including one for the landing in North Africa. She was transferred to the Russian Navy in July, 1944, and renamed Deiatelnyi and was sunk by a U-Boat in the Arctic Ocean on January 16, 1945.

He asked for, and eventually obtained, Royal Marine officers for his staff and subsequently he was able to persuade the powers that be to form the first Royal Marine Commando, which fought with such distinction at Dieppe and in Burma.

### 'ROYALS' IN FRIGATES

As First Sea Lord he was pleased when the Commando Ships came along and, saying how pleased he was to see the Royal Marine detachment of H.M.S. Ashanti on the parade, he saw Royal Marines going to sea in the frigates of the Persian Gulf and the West Indies.



The new Colonel Commandant

Lord Mountbatten stated that of all the honours that had come his way, his appointment as Colonel Commandant, Royal Marines, was one of the greatest.

## First Sea Lord at Submarine Reunion

**W**HEN the Chief of Naval Staff and First Sea Lord, Admiral Sir David Luce, G.C.B., D.S.O., O.B.E., visited Fort Blockhouse on October 15, he was briefed by the Flag Officer, Submarines (Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C.), and members of his staff on current and proposed submarine operations, in H.M.S. Osiris (Lieut.-Cdr. A. D. C.

Lund, R.N., Cmdg. officer). There were more staff briefings on matters of submarine interest in the afternoon, and in the evening the First Sea Lord was present at the Annual Submarine Reunion. Admiral Luce is eminently qualified to attend this function in his own right, as he served in submarines from 1928 until 1941 when he was promoted to commander.

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# Navy News

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**ACCOUNTS, ADVERTISEMENTS,  
 CIRCULATION & SUBSCRIPTIONS:**  
 'Navy News' Accounts and  
 Circulation Office,  
 c/o Gale & Polden Ltd.,  
 Edinburgh Road, Portsmouth.  
 (Tel: Portsmouth 22052).

*Alterations, cancellations or Amendments to Subscriptions or Subscribers' Orders can be accepted up to ten days before the date of publication, i.e. first Thursday in the month.*

## EDITORIAL

**OCTOBER** was quite a month for the Royal Navy—a month which showed that the 'powers that be' have not, as so often has seemed possible during the past few years, lost sight of the fact that the Royal Navy is the sheet anchor of the country.

First things first. It was announced during the month that the Government had under earnest consideration the building of two aircraft carriers and the purchase of at least one American carrier.

For some years the Navy has been looking for a definite decision on one large carrier, of around, it was thought, some 50,000 tons. Two, perhaps not quite so large would fill a long felt want.

Manning them? Although there are shortages in certain categories of men, recruiting of the right sort of man is fairly good. The re-engagement of senior ratings is, perhaps, not quite as good as the Admiralty Board would wish, but steps are being taken to make the Service even more attractive to such men—and what is so important—to their wives.

### RISE IN PAY EXPECTED

More married quarters are being built, a substantial rise in pay is expected next year, and although less sea time is dependent upon the lessening of world tension, the Admiralty Board is well alive to the fact that so much sea time, and so frequent drafting, has a bad effect on re-engagement figures.

Conditions afloat are never as in one's home, but welfare generally takes a high priority today. Accommodation in shore establishments is improving all the time—witness the new buildings in H.M.S. Collingwood and elsewhere and, despite the out-of-date accommodation at Culdrose which aroused so much comment in the national Press.

### NEW NUCLEAR-POWERED SUBMARINE

The submariners are, of course, highly delighted that an order has been placed for another nuclear-powered submarine and, like all Navy men, happy that it will be named Churchill.

The launch of another 'Leander' class frigate in Devonport 'yard' to be named Danae also took place last month.

The move of the Joint A/S School from Londonderry to the Plymouth area, recently announced, will not please everyone, but most people drafted for that duty will be glad that their leave journey will not involve a sea crossing.

Yes—October was quite a month!

## DRAFTING

**THE following ships are expected to commission or recommission on the dates mentioned. It is emphasised that the dates and particulars given below are forecasts only and may have to be changed—perhaps at short notice.**

**HECATE** (Surveying Ship), November 4 at Glasgow, General Service Commission, Home/N. Atlantic, U.K. Base Port, Devonport.

**ARETHUSA** (A/S Frigate), November 9 (tentative date) at Chatham, Home Sea Service/Foreign Service from date of sailing (East of Suez), Div't Ldr., 26th Escort Squadron, (A).

**LONDON** (G.M. Destroyer), November 11 at Portsmouth, General Service Commission (Phased), Home/East of Suez/Foreign Service, U.K. Base Port, Portsmouth.

**CAPICE** (Destroyer), November 11 at Rosyth, Port Service, To Reserve on completion (Under consideration).

**ARETHUSA FLIGHT**, November 15 at R.N. Air Station, Culdrose, Foreign Service (East of Suez), Wasp, L.L.A. (A/D Frigate), November 15 at Devonport, for trials, Commission January 13 for Home Sea Service/Foreign Service from date of sailing (East of Suez), 26th Escort Squadron, (A).

**SIRIUS** (A/S Frigate), November 25 at Portsmouth, for trials, Commission April for Home Sea Service/Foreign Service from date of sailing (East of Suez), 24th Escort Squadron, (A).

**CARIAMPTON** (C.M.S.), November at Aden, Foreign Service (Middle East), 9th M/S Squadron (Under consideration).

**FEARLESS** (Assault Ship), November 23 (tentative date) at Belfast, Home Sea Service/Foreign Service from date of sailing (East of Suez).

**LEOPARD** (A/A Frigate), December 2 at Portsmouth for trials, General Service Commission February 8, Home/East of Suez/Foreign Service, U.K. Base Port, Portsmouth.

**NURTON** (M/H Conversion), December 6 at Portsmouth, Home Sea Service, To Lochinvar early February, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

**WOLVERTON** (C.M.S.), December 6 at Portsmouth, Home Sea Service, To Lochinvar December 13, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

**MALCOLM** (A/S Frigate), December 22 at Rosyth, Home Sea Service, Commission March 3 for Fishery Protection Squadron, U.K. Base Port, Rosyth.

**CLEOPATRA** (A/S Frigate), January 4 at Devonport, Home Sea Service/Foreign Service from date of sailing (East of Suez), 24th Escort Squadron, (A).

**FLOVER** (Coastal M/L), **BRONINGTON** (M/H Conversion), **LEWISTON** (C.M.S.), **UPFON** (C.M.S.), and **WISTON** (C.M.S.), January 5 at Portsmouth, To Lochinvar January 5, Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

**MONKTON** (C.M.S.), January 5 at Portsmouth, To Lochinvar between January 7 and 14, on completion of re-assignment, Home Sea Service, 1st M.C.M. Squadron, U.K. Base Port, Rosyth.

**PHOENIX** (A/S Frigate), January 6 at Glasgow, General Service Commission, Home/East of Suez/Foreign Service, U.K. Base Port, Chatham.

**HYDRA** (Surveying Ship), January 11 at Glasgow, General Service Commission, Home/N. Atlantic/Far East, U.K. Base Port, Chatham, (A).

**FALMOUTH** (A/S Frigate), January 13 at Devonport, General Service Commission (Phased), Home/East of Suez/Foreign Service, U.K. Base Port, Devonport.

**BRIGHTON** (A/S Frigate), January 13 at Chatham, General Service Commission (Phased), Home/East of Suez/Foreign Service, U.K. Base Port, Portsmouth.

**CAISSA** (Destroyer), January 13 at Chatham, General Service Commission (Phased), Home/East of Suez/Foreign Service, U.K. Base Port, Portsmouth.

**CASSANDRA** (Destroyer), January (tentative date) at Gibraltar, Local Foreign Service, L.R.P. complement.

**ZET** (A/S Frigate), January 13 at Devonport, General Service Commission (Phased), Home/W. Indies, 8th Frigate Squadron from 24th Escort Squadron, U.K. Base Port, Devonport.

**CAVALIER** (Destroyer), January 14 at Gibraltar, Home Sea Service, Trials crew, To Reserve on completion of trials.

**FIFE** (G.M. Destroyer), February 11 (tentative date) at Glasgow, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

**MAXTON** (M/H Conversion), February 25 at Devonport, Local Foreign Service (Far East), 6th M/S Squadron (K. Hassan), (H).

**KIRKINTON** (M/H Conversion), February at Chatham, Foreign Service (Middle East), 9th M/S Squadron, Senior Officer in October, (E).

## FORECAST

**PENELOPE** (A/S Frigate), March 1 at Devonport, Port Service, L.R.P. complement.

**LONDON FLIGHT**, March 3 at Portland, General Service Commission, Wessers.

**RELENTLESS** (A/S Frigate), March 17 at Devonport, General Service Commission (Phased), Home/W. Indies/Home, W. Indies, 8th Frigate Squadron, transferred from 26th Escort Squadron, U.K. Base Port, Devonport.

**KEDLETON** (C.M.S.), March at Aden, Towing Crew to United Kingdom.

**TARLTON** (C.M.S.), March at Aden, Towing Crew to United Kingdom.

**UNDAUNTED** (A/S Frigate), End March at Chatham, for trials, Commission end May, Captain (F), 2nd Frigate Squadron, U.K. Base Port, Chatham, (C).

**STRIKER** (L.S.T.), March 8 at Aden, Port Service (Middle East), Amphibious Warfare Squadron.

**EXMOUTH** (A/S Frigate), late March at Rosyth, Port Service, L.R.P. complement.

**LINCOLN** (A/D Frigate), April at Portsmouth, Port Service, L.R.P. complement.

**JAGUAR** (A/A Frigate), mid-April at Chatham, Port Service, L.R.P. complement.

**YARNTON** (C.M.S.), April at Chatham, Foreign Service (Middle East), 9th M/S Squadron, (E).

**MINERVA** (A/S Frigate), end April at Newcastle, Home Sea Service/Foreign Service from date of sailing, East of Suez, 26th Escort Squadron, (A).

**IVESTON** (M/H), April at Chatham, Foreign Service (Middle East), 9th M/S Squadron, (E).

**CALTON** (C.M.S.), April at Aden, Foreign Service (Middle East), 9th M/S Squadron, (E).

**ROTHESAY** (A/S Frigate), May at Portsmouth, Port Service, L.R.P. complement.

**YARMOUTH** (A/S Frigate), May at Chatham, Port Service, L.R.P. complement.

**INTEPID** (Assault Ship), May 24 (tentative date) at Clydebank, Home Sea Service/Foreign Service from date of sailing, East of Suez.

**NURBAN** (G.P. Frigate), May 12 at Portsmouth, General Service Commission, Home/Middle East (Phased), 9th Frigate Squadron, U.K. Base Port, Portsmouth, (B).

**PROTECTOR** (Ice Patrol Ship), June at Portsmouth, General Service Commission, Home/South America and South Atlantic, U.K. Base Port, Portsmouth.

**DARING** (Destroyer), June at Devonport, Port Service for trials, General Service Commission, August, 29th Escort Squadron, U.K. Base Port, Devonport.

**BARRONA** (A/D Conversion), July at Singapore, Foreign Service (Phased), East of Suez until July, 1967, then Home Sea Service, 24th Escort Squadron to 20th Frigate Squadron in July, 1967, (A).

**ESKIMO** (G.P. Frigate), July at Chatham, General Service Commission (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Chatham, (B).

**CHICHESTER** (A/D Frigate), August at Singapore, Foreign Service (Phased), East of Suez, 26th Escort Squadron from 29th Escort Squadron, (A).

**LOCH FADA** (Frigate), August at Singapore, Foreign Service (Phased), East of Suez, 26th Escort Squadron, (A).

**PLYMOUTH** (A/S Frigate), August at Portsmouth, Port Service, L.R.P. complement.

**EURYALES** (A/S Frigate), mid-August at Singapore, Foreign Service (Phased), East of Suez, 26th Escort Squadron, (C).

**GLAMORGAN** (G.M. Destroyer), end August at Newcastle, General Service Commission, Home/East of Suez, U.K. Base Port, Portsmouth.

**GURKHA** (G.P. Frigate), September 1 at Rosyth, General Service Commission (Phased), Home/Middle East, 9th Frigate Squadron, U.K. Base Port, Rosyth, (B).

**MINERVA FLIGHT**, September at Portland, Foreign Service, Wasp.

**GALATEA** (A/S Frigate), September 29 at Portsmouth, General Service Commission (Phased), Home/Med./Home/Med. Captain (D), 27th Escort Squadron, U.K. Base Port, Portsmouth, (C).

**CAMBRIAN** (Destroyer), August 25 at Portsmouth, General Service Commission (Phased), 29th Escort Squadron, U.K. Base Port, Portsmouth.

**PENELOPE** (A/S Frigate), September (tentative date) at Devonport, Port Service for trials, Commission date uncertain, U.K. Base Port, Devonport, (C).

**NOTES:** The term 'U.K. Base Port' means the port at which a ship may normally be expected to give leave and return.

**As ratings are normally detailed for overseas service about four months ahead of commissioning date and for home service about two months ahead of commissioning date, this should be borne in mind when preferring requests to volunteer to serve in a particular ship.** Ships in which Locally Entered Cooks (S), Cooks (O) or Stewards are to be



## 'COUNTRY IN THEIR DEBT'

**ON November 5, 1940, the armed merchant cruiser H.M.S. Jervis Bay was escorting a convoy of 38 ships across the Atlantic when she met up with the German pocket battleship Admiral Scheer.**

The Jervis Bay had six-inch guns against the German ship's 11-inch but, reporting the presence of the enemy by wireless, the Captain of the Jervis Bay ordered the convoy to scatter, and steamed towards his overwhelming antagonist at full speed.

The Scheer opened fire at 18,000 yards, the shots of the Jervis Bay falling short. The convoy had been sighted at 4.50 p.m., but the Jervis Bay's desperate venture kept the Scheer engaged until 6 p.m. when, heavily on fire and out of control, she was abandoned, finally sinking about 8 p.m., with the loss of her gallant Captain and 200 officers and men.

### CONVOY HAD SCATTERED

Scheer did not pursue the convoy until the end of the one-sided fight, but by then darkness had set in and the convoy had scattered, the German ship managing to overtake and sink five of the 38 ships.

The great majority of the valuable convoy had been saved by the devotion of Jervis Bay. Her Captain, Cdr. Edward Stephen Fogarty Fegen, R.N., was posthumously awarded the Victoria Cross, and it was said of him and his ship's company at the time, "God knows these men have put their country in their debt today."

A total of 65 officers and men were rescued from the Jervis Bay and they were taken to Canada. The picture shows some of the survivors in the Ajax Club, Halifax, Nova Scotia.

Among the survivors was a 19-year-old Midshipman, who received the D.S.C., and is believed to be the youngest naval officer ever to have received the award. He is now Cdr. Ronald Alfred Gardyne Butler, D.S.C., R.N., of Sevenoaks, and on November 3 he flew to Canada

(Continued from column 3)

borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and Stewards; (B)—Cooks (S) other than one P.O. Cook (S), all Cooks (O) and all Stewards; (C)—Cooks (O) and Stewards only; (D)—Cooks (S) other than C.P.O. and P.O., all Cooks (O) and all Stewards; (E)—Leading Cooks (S) and Stewards only; (F)—Cooks (S) and Stewards only.

to take part at the anniversary celebrations at the invitation of the Principality of St. John, Canada.

Two of the crew are known to be living in Canada, but the whereabouts of the remainder are unknown. Cdr. Butler states: "We have never had a reunion and it would be interesting to hear from those who were picked up 25 years ago."

Cdr. Butler, who lives at

Weghill, Chipstead Park, Sevenoaks, escaped from five vessels which were sunk under him during the war.

One of them was the destroyer Intrepid, sunk in Leroy harbour in September, 1943. Eventually escaping to Cyprus in a small diesel auxiliary, he made his way to Beirut and then to Cairo, where he had another escape: this time from his aircraft, which crashed on take off.

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Vice-Admiral Smeeton ceremoniously unveils the new crest

## A name change for Lee-on-Solent base

THE traditional home of the Fleet Air Arm, R.N. Air Station, Lee-on-Solent, received back its original name on October 5, when Vice-Admiral Sir Richard Smeeton renamed H.M.S. Ariel, the Naval Air Electrical School, H.M.S. Daedalus.

Attending the ceremony of the unveiling of the ship's crest was Vice-Admiral R. Bell Davies, V.C., the first Flag Officer Naval Air Stations, and many other naval aviators of the Second World War. It had been hoped that Air Chief Marshal Sir Arthur Longmore, one of the Navy's first aviators, who received his initial flying training in the Royal Naval Air Service, would have been present, but a heavy cold prevented his attendance.

### NAME USED IN 1915

It was in April, 1939, that the air station was taken over from Coastal Command, Royal Air Force, and named H.M.S.

Daedalus, a name which had also been used as the nominal depot ship for the R.N.A.S. in 1915 and on whose books all the members of the Naval Air Service were borne while undergoing training.

When the Air Electrical School moved to Lee in October, 1959, it was decided to rename the station H.M.S. Ariel, but in December, 1964, the commanding officer H.M.S. Ariel (Capt. T. N. Jaggard, R.N.), suggested that the original name should be restored. Admiral Smeeton supported the suggestion and, the Ministry of Defence (Navy) having no objection, Lee and Daedalus have again become synonymous.

# SHIPS OF THE ROYAL NAVY

H.M.S. SIDLESHAM

No. 120



## MINESWEEPERS IN RESERVE

THE Royal Navy has about 60 of the inshore minesweepers of the 'Ham' Class in Reserve, of which H.M.S. Sidlesham is one.

These vessels, 159 tons (full load) are 107 ft. in length, with a beam of 21½ ft. and a draught of 5½ ft., carrying one 20 mm. gun and have a complement of two officers and thirteen ratings. Maximum speed is 14 knots.

Now mostly about 12 years old they were designed to operate in shallow waters, and they embody the lessons learned in the last war. The first ones had hulls of composite construction, but the later ones are of wooden construction. They are powered by two Paxman diesels.

## H.M.S. OWEN

IN the October issue of 'Navy News' it was stated that H.M.S. Owen evacuated the people of Tristan da Cunha in 1960 from their island.

L.S.B.A. L. B. Killick (and others) have rightly pointed out that it was H.M.S. Leopard which went to the island when there was a volcanic eruption. The eruption took place in October, 1961.

H.M.S. Owen called at Tristan da Cunha in October, 1960, her medical officer being on the island for a month while the ship was on her duties elsewhere.

H.M. Submarine Orpheus will visit Setubal from November 12 to 17.



N.A.M.(O) David Curwin wearing his new cap ribbon and Wren (Vict.) Sally Dence, still sporting her old ribbon, during the name changing ceremony

## 'OLD LIONS' TO VISIT CRUISER

ON Thursday, November 25, a number of 'Old Lions' are to meet at Portsmouth in H.M.S. Lion. The term 'Old Lions' is applied to those who served in the battle cruiser Lion, the flagship of Admiral Beatty in the First World War.

The present cruiser, flagship of Vice-Admiral J. O. C. Hayes, the Flag Officer Second-in-Command Home Fleet, has held a number of such gatherings, and the 'Old Lions' who have taken part clearly appreciate the opportunity of seeing a modern cruiser, and something of the Royal Navy today.

Among the guests who have accepted the invitation for the coming gathering is Admiral of the Fleet Earl Mountbatten who served in the Lion at Jutland as a midshipman. His captain at the time, Admiral of the Fleet Lord Chatfield, regrets that at the age of 92 he feels that he must leave the honour of attending to the more youthful representatives of the old flagship.

Readers of 'Navy News' who are 'Old Lions' and have not yet received an invitation should get in touch with the commanding officer, Capt. E. F. Hamilton-Melkale, M.B.E., R.N., who will see that the omission is put right.

About eight flag officers, 20 officers and 70 ratings will be attending, arriving on board at

about 1500 for a quick walk round the ship, followed by a reception. The proceedings will end about 1730.

## ATLANTIC DAY?

SIR.—The Cardiff branch of the Royal Naval Association would like to know the feelings of other branches of the Association, and individuals too, on its idea of a day being set aside each year as a 'Battle of the Atlantic Day.'

The members of the Cardiff branch feel that it is only fitting that the longest, most vicious and the most vital battle of two World Wars should be remembered each year.

Atlantic Day is celebrated each year in Canada (7 in May) — a reader may be able to confirm this. If any branch is interested in the idea perhaps its secretary will contact me.—Yours, etc., A. S. BINES, 13 Knox Road, Adamsdown, Cardiff, Glam.

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Mr. Bennett and some of the Juniors from H.M.S. Raleigh about to cut his cake

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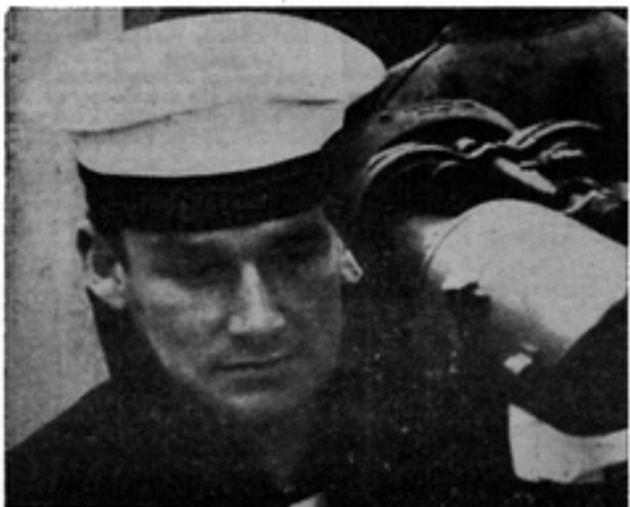
OCTOBER 14 was quite a day for Mr. William Bennett, of 'Windsor,' New Road, Liskeard, Cornwall, for on that day he celebrated his 100th birthday, and the Navy, complete with a Guard of Honour commanded by Lieut.-Cdr. D. Randall, R.N., called upon him.

A former Chief Stoker, Mr. Bennett joined the Royal Navy on May 22, 1885, and was pensioned in 1907, but was recalled

for service in the First World War. During his time in the Royal Navy he served in the West Indies, China, Australia and the Mediterranean.

Cooks of H.M.S. Raleigh made him a special birthday cake and this was presented to him by Junior Mechanic Michael Page, of Ipswich. On the cake were the words "William Bennett, 100 up" and a C.P.O.'s cap badge in icing sugar. To cut the cake, Mr. Bennett—one of the Navy's oldest pensioners—donned a naval cap.

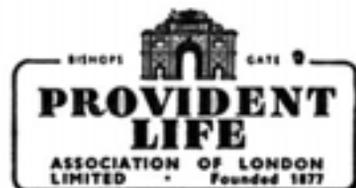
Mr. Bennett received many congratulatory telegrams, including one from the Queen, and among his many visitors were the Mayor of Liskeard, Mrs. Margaret Nadin; the Mayoress, Mrs. Joyce Crabb; the Town Clerk, Mr. H. J. Timbrell, and the Vicar, the Rev. D. H. P. Davey.



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## MEDALS FOR SUBMARINERS



C.P.O. B. C. Scarr being presented with the B.E.M. by Rear-Admiral I. L. M. McGeoch, Flag Officer Submarines. On the right is C.E.A. G. N. Trigg, who also received his B.E.M. from the Admiral

### Advancements

CONFIRMATION has been received that the following have been advanced to the Chief Petty Officer or Chief Artificer rate:

- To Acting Chief Engine Room Artificer: M 92865 J. A. G. Mortimer, M 92841 C. J. Scott, M 93380 J. A. Cranwell.
- To Acting Chief Mechanician: KX 89483 S. W. Shaw.
- To Chief Engineering Mechanician: KX 86743 L. D. Hodges, KX 891804 V. M. Whiting.
- To Acting Chief Ordnance Artificer: MX 81629 B. N. W. Basser, MX 88597 H. F. Harrington, MX 87982 A. Kopp.
- To Acting Chief Control Artificer (W): M 92035 P. M. Phillips.
- To Acting Chief Electrical Artificer: MX 85871 D. J. Down, M 91351 M. Symons, MX 87479 A. J. A. Stait.
- To Acting Chief Electrical Mechanician: MX 81506 L. C. Jordan.
- To Chief Electrician: MX 91547 D. J. Lown, MX 89342 W. J. Jordan, MX 90700 M. G. King.
- To Acting Chief Radio Electrical Artificer: MX 92020 J. D. Stevens.
- To Chief Radio Electrician: MX 89945 B. J. Quoin.
- To Chief Radio Supervisor (W): JX 92165 L. Gough.
- To Sixth Berth Chief Petty Officer: MX 84265 M. R. Renc.
- To Chief Petty Officer: JX 83761 N. R. Aunwick, JX 94452 E. S. Field, JX 66181 J. P. Hepburn, JX 60961 G. W. Arnold, JX 8616 D. W. Hooper.
- To Master-at-Arms: MX 84548 H. W. Davies.
- To Chief Petty Officer Writer: MX 84879 D. J. Barber.
- To Chief Petty Officer Stores Accountant: MX 81896 A. P. Poley, MX 87979 T. G. Hooper, MX 86120 R. H. Hunt, MX 85842 J. G. Cotton, MX 872187 J. T. Dunford, MX 84952 D. C. Perry, MX 86454 P. Fairbairn, MX 87104 J. B. Whittle, MX 87016 D. K. Saxby, MX 84276 J. M. Sifton, MX 84845 D. Irvine, MX 89037 K. Blackwell, MX 66717 A. Hill, MX 84827 J. Cooney, MX 71979 Y. R. Butler.
- To Chief Petty Officer Cook (O): MX 87578 S. H. Baker, MX 84065 D. G. Rumbidge.
- To Chief Wren (Regulation): 80764 B. M. Edwards.
- To Chief Wren (Writer (Pay)): 112921 E. M. Pearson.
- To Acting Chief Aircraft Artificer (AE): L/FX 870189 D. J. Mardie, L/FX 85947 D. J. Sparkes, L/FX 85541 R. G. Stephens, L/FX 85790 D. J. G. Pount.
- To Acting Chief Aircraft Mechanician (AEM): L/FX 874751 R. J. Glenister.
- To Chief Air Fitter (AE): L/FX 789799 R. E. Noet, L/FX 81656 G. D. Lambert, L/FX 816422 J. M. Trickett, L/FX 109778 J. A. Smith, L/FX 81724 S. McDonald.
- To Chief Air Fitter (O): L/FX 822857 T. Kelly.
- To Chief Airman (AID): L/FX 902019 J. F. Singleton.
- To Chief Airman (phot): L/FX 67055 E. J. Slaughter.

AT a pleasing and friendly ceremony in Fort Blockhouse on September 30, two chief petty officers who, between them have over a quarter of a century of service in submarines, were presented with the British Empire Medals by the Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, D.S.O., D.S.C.

C.P.O. Bernard Charles Scarr, who has been a coxswain since 1935, when he was only 26, has, for the last three years, led a team of senior C.P.O.s and P.O.s in the Submarine Escape Training Tank. 'By his example of exceptional diligence, physical fitness, vigour and smartness he has set a very high standard where these qualities are essential,' says his citation.

C.P.O. Scarr is married and lives at Stubbington. He has two children, Cheryl (16) and Karl (8).

Acting Chief Electrical Artificer Trigg was the Senior Electrical rating of H.M.S. Alaric, a submarine fitted with a considerable amount of com-

plex electronic equipment and not carrying a qualified electrical officer, his responsibilities were considerably greater and more onerous than those of a C.E.A. in General Service. His citation goes on 'his skill, ingenuity, knowledge and devotion to duty, both in preventive and breakdown maintenance, ensured the continued operational ability of the equipment and he frequently worked long hours carrying out routine and emergency repairs under difficult conditions.'

Married, C.E.A. Trigg has four children, twins Kerry-Jane and Kathryn-Jill (6), Michael (3) and Robert, four months. He lives at St. Budeaux, Plymouth.

## EXCHANGE OF SHIPS

THE following ratings are anxious to exchange ships. Anyone with similar qualifications and same type of service who is interested should write to the applicants direct. In accordance with Defence Council Instructions 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

C.E.R.A. F. S. Pelly, C.P.O., Mess. H.M.S. Osprey, on draft to H.M.S. Terror in January, 1966, for Local Foreign Service, wishes to change draft with any C.E.R.A. on draft to H.M.S. St. Angelo or any other L.F.S. billet in Malta.

A.B. R. Eckton, H.M.S. Highburton of the Portland Squadron wishes to change draft with any A.B. S.G. Q on Home Sea Service in Vernon Squadron.

L.R.E.M. (A) L. Spicer, R.N.A.S. Bawley, wishes to change draft with rating of R.N.A.S. Yonkison.

Shipmate i/c K. J. Clarke, H.M.S. Lochinvar, detailed for draft to H.M.S. Mall of Kinoye (L.F.S. Singapore), wishes to exchange ships with rating going to a Foreign Service ship.

L.S.A. (V) M. J. Bowden, H.M.S. Grouse, detailed for draft to H.M.S. Pembroke, Chatham, would gladly exchange draft with anyone stationed at Portsmouth.

P.O.M.E. (L.C.E.) M.S.H. Bowater, H.M.S. Britton, based at Devonport, wishes to exchange ship with similar rating from Portsmouth based Coastal Missions.

P.O.M.E. A. Tyeel, R.N.A.S. Bawley, on draft to H.M.S. Anor, January 13, 1966, for General Service Commission, Home East of Suez, wishes to exchange draft with rating detailed to H.M.S. Zest Home/West Indies.

L.Wr. A. W. Parry, Pay Officer, H.M.S. Mercury, over six months clearance on shore wishes to exchange draft with anyone in same position in the south of Scotland or north of England.

P.O.Ch. (S) A. Barnett, R.N.A.S. Yonkison would like to exchange ships with anyone in a Portsmouth area shore base.

L.Ch. (S) M. A. Kent, H.M.S. St. Vincent, Gosport, being drafted to H.M.S. Diana in November for Foreign Service in March wishes to exchange draft to a Home Service Ship, Base Port, Portsmouth.

L.Sea. R. R. Taylor, Ross 7 Mess, H.M.S. Dryad, detailed Foreign Service (H.M.S. Tamar), February 28, wishes to change draft with unmarried L.Sea. detailed Local Foreign Service, Tamar.

R.E.Mech. L/c D. Dalton, H.M.S. Mohawk, being drafted Douglas for Polar equipment course in December (not submarine service), and for Polar base at Faslane, wishes to change draft with R.E.A. i/c or R.E. Mech. i/c in London or N. England.

A.B. A. H. O. Booth, S.G. (O), H.M.S. Malabar, wishes to exchange draft with man in Londonderry Squadron.

### SALT PORK AND BISCUITS

Talking to the Juniors from H.M.S. Raleigh, Mr. Bennett recalled his early days in the Navy when the menu consisted, in the main, of salt pork and hard biscuits, saying "It's a wonderful life. If I was a young man I would join again."

Mr. Bennett is still an active man. He reads without glasses, chops wood and helps his wife, Mrs. Dorcas Bennett, who is 74, and to whom he has been married 38 years, with the housework.

After the First World War he farmed near Liskeard and he has lived in his present home for 30 years. To our reporter he said "It was wonderful speaking to the young sailors. It brought back many wonderful memories. It was a nice gesture by the Royal Navy to remember me."

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# TWO CREWS FOR FIRST POLARIS

WHEN Britain's first Polaris submarine, H.M.S. Resolution, now building, commissions, she will have two crews and two commanding officers. The submarine will have a patrol cycle of about two months at sea and one in harbour and the two crews will alternate. One will be known as the 'Port' crew and the other the 'Starboard' crew.

Certain members of both crews have already been chosen and some technical members are standing by the submarine.

The two commanding officers were named by the Ministry of Defence (Navy) last month. They are Cdr. Michael Charles Henry, R.N., aged 37, and Cdr. Kenneth David Frewer, R.N., aged 35.

### COMMANDED SERAPH

Commander Henry joined the Royal Navy in 1942 and is a former commanding officer of the famous war-time submarine Seraph which was once commanded by both a British and an American Captain for the trip she made when taking leading Allied officers to a secret rendezvous with French officers on the coast near Algiers.



Cdr. M. C. Henry, R.N.

From 1962-1964 Cdr. Henry was Staff Officer, Submarines, in Washington, and he saw the start of the British Polaris programme and set-up the training programme for British crews. He had had experience at sea in American submarines during missile firing tests.

His last appointment was as

executive officer of the guided-missile destroyer, H.M.S. London. He is now doing a Nuclear General Course at the R.N. College, Greenwich.

Cdr. Frewer, who has been in the submarine service since 1951, is now with the Director of Naval Equipment, Foxhill, Bath. He provides a user-advice service to design departments and also carries out inspections and trials of new construction submarines for the Royal, Canadian and Australian Navies.

He joined the Navy in 1947 and has commanded three submarines since 1958. His only shore appointments have been as an instructor at the Joint Anti-submarine Warfare School, Londonderry. His last appointment was Commanding Officer of H.M. Submarine Finwhale.

### SERVED IN SAME SHIP

The appointment to H.M.S. Resolution will not be the first time that these two officers have served in the same ship for they served together at lieutenants in the submarine H.M.S. Alcide during 1952.



Cdr. K. D. Frewer, R.N.

# Another 'Leander' launched

ANOTHER 'Leander' Class frigate, whose name will bring back memories to many whose service covered the years between the wars, and the Second World War, was launched at H.M. Dockyard, Devonport, on October 21. She is the Danae, and the naming ceremony was performed by Lady Talbot, wife of Vice-Admiral Sir Arthur Fitzroy Talbot, K.B.E., C.B., D.S.O., the Commander-in-Chief, Plymouth. The religious service was conducted by the Rev. G. K. Giggall, B.A., R.N., Chaplain of H.M.S. Drake and the Dockyard.

The previous Danae was the 'D' class cruiser of 4,850 tons, built by Armstrongs at Wallsend, between September, 1916 and July, 1918. The others of that class were the Despatch, Diomedea, Delhi, Durban, Dauntless and Dragon. The 'D' class Danae was broken up in 1948.

### TO CARRY HELICOPTER

The displacement of the 'Leander' class is about 2,800 tons (full load), and the ship has an overall length of 372 feet and a beam of 41 feet. Her armament will consist of 4.5-inch guns in a twin mounting directed by a fully automatic radar-controlled fire control and gun direction system, a Seacat ship-to-air launcher and director and an anti-submarine mortar. H.M.S. Danae will have the same improved structure as her sister ships. This structure gives greater all-round visibility than has been possible in previous ships with enclosed bridges.

As with other ships of the class, a high standard of living accommodation has been achieved for the ship's complement of 17 officers and 264 ratings. This includes bunk sleeping, separate dining halls and cafeteria messing. Modern electric galleys are being installed and the ship will be air conditioned throughout.

### 'A SPLENDID GIFT'

WHEN H.M.S. Centaur paid off in September, the Welfare Committee of the ship donated £50 to the Training Ship Arethusa.

Cdr. M. H. Le Mare, R.N., the captain of Arethusa, asks 'Navy News' to say: "I would like any old Centaurians who read your paper to know how grateful we are for such a splendid gift."

### M.P. visits Middle East

IN order to see what the living conditions are like for members of the Royal Navy and Royal Marines, Mr. J. P. W. Mallalieu, M.P., the Parliamentary Under-Secretary of State for Defence for the Royal Navy, spent a week last month visiting Bahrain and Aden.

Arriving at Bahrain, on October 2, he attended the commissioning ceremony of the coastal minesweeper, H.M.S. Burnaston, which has recently completed a refit, the following day.

On October 4, he visited ships, living accommodation and married quarters at Bahrain and he spent the next day at sea in a frigate.

Flying to Aden on October 6, Mr. Mallalieu toured H.M.S. Sheba, the Naval Base, inspected married quarters and the facilities at the Royal Navy sports ground. He spent some time with 45 Commando, Royal Marines, and returned to the United Kingdom on October 9.

### Barrosa officer weds in Singapore

WHEN H.M.S. Barrosa (Cdr. D. L. G. James, R.N.), after 10,000 miles of patrol duty in six weeks, berthed alongside H.M.S. Triumph at Singapore, the occasion had a special significance for Lieut. C. P. Lawrence, R.N., for he was about to start on another long voyage—to embark on the sea of matrimony.

On September 11, he married Miss Maureen Woodruff at St. Andrew's Church in the Naval Base. The Barrosa's Navigating Officer, Lieut. M. E. W. Bush, R.N., helped the bridegroom to start out on a true course by acting as best man.

### In Memoriam

Raymond Thomas Titcomb, Leading Cook, D/MX. 898503. H.M.S. Collingwood. Died September 12, 1965.

David John Edward Stokes, Electrical Artificer (Air), 1st class, I/F. 928657. H.M.S. Fulmar. Died September 18, 1965.

James Karol Olanczuk, Able Seaman, P/059021. H.M.S. Pembroke. Died September 28, 1965.

Graham Stuart Taylor, Stores Accountant (S), P/072165. H.M.S. St. Angelo. Died October 6, 1965.

David Edward Burns, Royal Marine, R.M. 18541, R.M. Depot. Deal. Died October 8, 1965.

Maurice James Felton, Chief Electrical Artificer, P/Mx. 704158. H.M.S. Euryalus. Died October 9, 1965.

Peter Everard Petty, Able Seaman, P/J. 982548. H.M.S. Aisne. Died October 12, 1965.

Lieut.-Cdr. David John Wilson Sheppard, R.N. H.M.S. Vernon. Died October 12, 1965.

Christopher Laver, Junior Seaman 1st class, P/073001. H.M.S. Urssa. Died October 13, 1965.

Admiral of the Fleet Sir Henry Francis Oliver, G.C.B., K.C.M.G., M.V.O., L.L.D. Died October 15, 1965.

Acting Sub-Lieut. Christopher John Martin Sage, R.N., Britannia Royal Naval College, Dartmouth. Died October 16, 1965.

# HARWICH FORCE MEN MEET AGAIN

OF those who served under the famous Commodore Tyrwhitt (later Admiral of the Fleet) in the Harwich Force during the First World War, there still remain 52 who are members of the Harwich Naval Force Association, 1914-1918, originally founded in 1938. Membership is confined to those who served in those war years in ships operating from Harwich Harbour.

The average age of members is now around the 70-year mark, yet more than half of them continue to make the effort to attend the association's reunion dinners still held in London each year.

Not all can hope to see actual shipmates, but the light which shines in their eyes is on seeing once again the chaps who served in ships of the force under the venerated old 'Comm. D.'

### 27 AT ANNUAL DINNER

The new venue of the 27 old stagers this year on September 25 was the Victory Ex-Services Club and, as always, it was pervaded by the murmur of memories of the incidents of

half a century ago, still fresh in their minds.

A satisfying feature this year was the welcoming of even three more new members who had not previously known of the association.

The president, Capt. P. L. Gunn, D.S.M., R.N., stated that first, H.M.S. Ganges, or alternatively, the Royal Hospital School, Holbrook, have expressed willingness to preserve in their chapel (in company with other famous Flags and Standards), the Standard of the association when no member is left to look after it. So the name of the Harwich Force, and the association, is destined to live on for very many years.

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# NAVY HANDS OVER JUNGLE BASE TO ROYAL AIR FORCE

"THE move of 848 Naval Air Squadron away from Sibuan, Sarawak, ends a chapter in Naval aviation in which the Service can look back with pride," said the Commander, Far East Fleet, (Vice-Admiral Sir Frank Twiss), in a special message to the Squadron as it left for Labuan, where it will operate in future.

In leaving Sibuan 848 Naval Air Commando Squadron has said farewell to Naga Gaat, the Sarawak jungle forward base 150 miles from the sea, from which the Fleet Air Arm has operated for more than two years.

The friendly Ibans in the region contributed towards the cost of a simple stone memorial which the Squadron leaves behind, to the aircrew and paratroopers who lost their lives in flying operations.

## WORLD'S WORST TERRAIN

The first squadron to fly from

Naga Gaat, 30 miles from the Indonesian border, was 845 Naval Air Commando Squadron and this was replaced by 848 Naval Air Commando Squadron when the former returned to the United Kingdom in June this year. Over some of the worst terrain in the world, the two squadrons logged some 14,000 hours of operations.

In cold statistics 60,000 passengers, 6,000,000 pounds of stores and 600 casualties and medical cases were moved by the Fleet Air Arm.

When the helicopters of 845 Squadron first arrived at Naga



The Paramount Chief of the Ibans accepts a silver model from Capt. J. H. Adams, commanding officer of H.M.S. Albion, on behalf of 845 and 848 Squadron and of his ship and H.M.S. Bulwark

Gaat, the Ibans—described as 'the friendliest people in the world'—knew little of the outside world and regarded the aircraft as giant metal birds. Since that time the lives of scores of them have been saved by the flying ambulance service operated by the Royal Navy. Hundreds of Ibans were flown from their longhouses to hospital, while thousands more were treated by the Service in the sick bay, or in their homes.

Last month the White Ensign was lowered for the last time and the ensign of the Royal Air Force was raised in its place. The memory of the members of the Fleet Air Arm will long be remembered, not only by the words inscribed on the jungle memorial, but also in the hearts and minds of the Ibans.

One of the last acts linking 848 Squadron with the Iban

people in the region of the Naga Gaat base was enacted in H.M.S. Albion (Capt. J. H. Adams, R.N.). The Temmanggon Jugan, Paramount Chief of the Iban tribe and Malaysian Federal Minister for Sarawak Affairs, was flown to the commando ship off Sibuan. He lunched with the captain who presented him with a silver model of a commando ship as a symbol of the connection of his people with 845 and 848 Squadrons.

## Manxman kept 25th birthday

H.M.S. Manxman (Lieut. Cdr. T. E. R. Kitson, R.N.), remembered the 25th anniversary of her launching by Messrs. Alexander Stevens of Govan, by a small ceremony, during which the 15th captain of the ship said he believed the ship's company to be as ready and able to do the work required of them as their predecessors a quarter of a century before.

Manxman, which now supports minesweepers and also shares their operational patrol duties from Singapore Naval Base, was first commissioned in June, 1941 and sailed as part of a convoy to Malta.

Subsequently she was disguised as a French cruiser to penetrate the Gulf of Genoa to lay a minefield off Leghorn after re-boasting the White Ensign.

## TORPEDOED

During later service in the Mediterranean she was torpedoed and badly damaged, but repaired in time to be at Melbourne at the time of the Japanese surrender.

After a gap of nearly 16 years, the Manxman returned to the Far East in May, 1963.

## Manpower and accommodation discussions in Rosyth area

THE Director-General Naval Manpower and the Chief Naval Supply and Secretariat Officer (Rear-Admiral H. C. Lyddon, C.B., O.B.E.), paid a two-day visit to the Rosyth area on October 7 and 8.

On the first day he opened a one-day Supply and Secretariat Officers' symposium dealing with logistic and career structure in H.M.S. Caledonia, and later he visited H.M.S. Cochrane to discuss manpower requirements involved in the building of new barracks to replace ships at present being used for accommodation.

On October 8 he again visited H.M.S. Caledonia after seeing the work at the Maritime Headquarters at Pitreavie and then went to H.M.S. Lochinvar where it is planned to replace existing accommodation. He discussed manpower aspects with the Commanding Officers.

## Rating spends seven hours with man with 'the bends'

H.M.S. Tamar's decompression chamber was used for the first time recently for a civilian diver transferred from the Queen Elizabeth Hospital, Hong Kong, suffering from 'the bends' after surfacing too quickly from 102 feet from work beneath the piers of the new Ocean Terminal in Kowloon.

The diver spent seven hours in the chamber, accompanied by A.B. Patrick Harris, of Headley, near Newbury, under the supervision of Lieut. D. J. Burton, R.N., Diving Officer of the 8th M/S Squadron and Surg.-Cdr. D. G. Dalgleish, R.N., the Base Medical Officer.

It is understood that the diver has fully recovered.



Lieut.-Cdr. P. D. Dellen, R.N., transfers the base at Naga Gaat to Sqdn. Ldr. Price, R.A.F.

# A LONG ASSOCIATION

Westland helicopters are to-day playing a vital role in Royal Navy operations, thereby continuing an association which began as far back as World War 1.



'Wasp' about to take off on an anti-submarine mission from its 37 ft. x 22 ft. operating platform on the frigate H.M.S. 'Nubian'.



Twin-engine 'Wessex' troop transports prepare for take-off from the flight deck of the Commando ship H.M.S. 'Albion'.



'Wessex 1' transports at a forward landing site in Malaysian North Borneo, during operations against Indonesian terrorists.



'Wessex 1' about to 'dunk' its Sonar underwater detection equipment during an anti-submarine patrol.

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# A Deputy Chief of Naval Staff who flies Hunters

VICE-ADMIRAL Sir Frank Hopkins will shortly complete his third year as the Deputy Chief of Naval Staff. It was fitting that, as one of the senior serving aviators he was appointed as Deputy Chief of Naval Staff and Fifth Sea Lord in January 1962, some 27 years after joining the ranks of the Fleet Air Arm. As Fifth Sea Lord he had a particular responsibility for air matters and although this title disappeared in the change from Admiralty to Ministry of Defence (Navy) in April 1964, DCNS retains his special relationship towards the Fleet Air Arm and he continues to be the chief focus through which the interests of the Fleet Air Arm are represented on the Admiralty Board.

DCNS, like the Vice Chief of Naval Staff, is a Board member in his own right, responsible to the First Sea Lord for stating the requirements of all ships, aircraft, and weapons, and for the fighting efficiency of the Fleet. Thus, in deciding on a new escort building programme, VCNS deals with the size of the escort fleet requirement—the quantity aspect—and DCNS with the types of ship to be built and the weapons to be fitted—the quality aspect.

The characteristics of a new ship, a new aircraft, a new weapon system or simply a new piece of technical equipment are prepared in the form of a Staff Requirement. The preparation is a continuous function of the Naval Staff Divisions under DCNS.

## ACHIEVING ECONOMY

The Operational Requirements Committee processes all new staff requirements—and the Weapons Development Committee, on which DCNS serves, advises the Chiefs of Staff on the development of the more expensive projects which have been vetted by the Operational Requirements Committee. Frequently, the same new weapons or equipment can be used by two or more Services and this procedure ensures control and co-ordination of requirements between the Services, and economy in the limited resources available for research.

Additionally, DCNS is responsible for the operational train-



Vice-Admiral Sir Frank H. E. Hopkins

ing of ships and Naval Air Squadrons, for the policy for organisation and administration of training in strategy and tactics, and for liaison with Commonwealth navies.

## AVIATOR SINCE 1934

Vice-Admiral Hopkins entered the Royal Navy in 1927. He qualified as an Observer in 1934 and cross trained as a Pilot during the war, in which he won the DSO and DSC, whilst serving in Fleet Air Arm Albacore and Swordfish Squadrons.

Since the war he has had a variety of aviation appointments and has commanded H.M.S. Ark Royal and the Britannia Royal Naval College Dartmouth.

He keeps in practice as a pilot and normally flies a Hunter when visiting Naval Air Stations.

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Capt. R. G. Raper, R.N., C.S.O.(Tech.) to Flag Officer, Sea Training, and Captain of the Base, Portland. He administers Portland dockyard and the various port services provided there. He is to be promoted to Rear-Admiral in January next

## Portland—no longer 'back of beyond'

(By ACHARBEE)

It is 40 years since first I saw 'The Bill'—that strange configuration which juts into the Channel as if trying to escape from England. It would take more than four decades for the seasons to soften the Portland stone which has weathered the centuries and withstood the power of the waves, and which, incidentally, has been used for the building of some of the most imposing buildings in the land, but today, compared with the mid-1920's when I first knew it, the Island of Portland (as the natives still refer to it) has become strangely different.

In those far-off days Portland seemed to consist of Underhill (Fortuneswell) and a few hamlets comprising Tophill. The prison and the Verne still dominate the skyline as Portland is approached by road, but the new houses looking over the harbour have, somehow, altered the appearance of the hill. The green sward where once cows grazed and sheep roamed and picnics, in the summer, were the order of the day, have given place to houses which, as yet, have not merged with the countryside.

### PEOPLE HAVE CHANGED

The people, though seem to have changed slightly. Years ago the Tophill and Underhill folk were hardly on speaking terms: a marriage between families from the different areas was almost unheard of, and only 40 years ago it was difficult to 'break into' the Portland fraternity, and to become 'accepted.'

I used the same hostility every evening for nearly six months before I was accepted. But, once accepted there is no stone on the island more lasting than a Portland man's friendship. That insularity is not now so apparent.

For the Service man there have been great changes in Portland. To be drafted to Victory XI, Boscawen, the Fishery Protection ship, or to one of the base craft was to receive a draft to the 'back o' beyond.' Weymouth itself was a good 'run ashore,' but for those not permanently based at Portland, the visit of a ship to Portland usually meant with the Home Fleet and Weymouth became saturated with the Navy. Ships' boats were infrequent and packed, and so visits to Portland were not regarded with pleasure.

### THAT LONG WALK

No one considered a run ashore in Portland unless the driving force was an unquenchable thirst. There seemed to be nothing to persuade men to brave that long walk from the base to the Square, up that solitary, or seemingly solitary,



The Naval Base and Air Station at Portland. 'Work-up' ships are berthed at 'Q' pier in the foreground, with R.N. Air Station beyond. Behind the oil tanks, top right, is the Chesil Beach

# PORTLAND—THE DORSET HOME OF THE ROYAL NAVY

street, and that winding climb to Easton and Tophill.

Except for 'natives' few people drafted to Portland had their families with them. There was virtually nowhere for them to go, and if a man *did* find accommodation for his wife she was very much a stranger in a strange land.

### MANY CHANGES

The situation is vastly different for the Service man at Portland today. There are a large number of married quarters and more are to be built, and with much better pay and leave, and with so many officers and ratings owning cars, Portland is no longer cut off—is no longer 'back o' beyond.' True one has to get away from Portland to have a choice of cinemas, bingo halls, and places of amusement, but with the whole of beautiful Dorset within easy reach, and a home on the island near to one's place of work, it is no wonder that Portland will soon become a Preference Draft Area.



Rear-Admiral P. G. Sharp, D.S.C., Flag Officer Sea Training, inspecting Divisions in H.M.S. Blackwood, F.O.S.T. 'works-up' the majority of the ships in the Royal Navy and checks them out as fit to join the various fleets

## AFTER THE 'WORK-UP' SHIPS CAN COPE WITH ANYTHING

NEARLY every small ship in the Navy goes to Portland for a 'work-up' under the Flag Officer Sea Training (Rear-Admiral P. G. Sharp, D.S.C.). The work-up varies in length from four to seven-and-a-half weeks, depending on the type of ship and her future task. It is a period of intensive training at sea and in harbour, designed to weld together the many degrees of skill and experience found in a ship's company on commissioning, into a team able to cope with anything which they may be called upon to do; from limited war in the Far East to providing cakes for a children's tea party in Scandinavia.

A staff of officers and instructors supervise the exercises and drills carried out during the work-up. The aim is to ensure that correct drills are carried out and that everyone in the ship, from the commanding officer to the lowliest junior, benefits, and that the ship's company progresses steadily towards the Flag Officer Sea Training's Sea Inspection.

### MUST REACH STANDARD

On this great day, the final day of the work-up, F.O.S.T. and his staff descend on the ship en masse and the ship proceeds to sea. All sorts of likely, and some unlikely, situations are created by the staff to see what the ship can do and to assess, finally, whether she and her company have reached the standard necessary to join the fleet.

There are about 25 'Work-up Instructors,' all borne in H.M.S. Osprey, who are all C.P.O.s and

P.O.s skilled and experienced in their jobs, in addition to the officers on the staff. They include C.E.R.As., O.As., C.P.O. (P.R.Is.), T.A.S.Is., Rad. Supers., and G.Is. The complexity of the modern ships mean that the instructors have to maintain high standards of knowledge, and they are frequently asked for advice on matters outside their own specialisation. This, however, is no problem after they have seen some 20 or 30 ships 'work-up.'

### A TYPICAL DAY

A work-up instructor's day begins early, as he must catch the staff boat which leaves the Naval Base at 7.30 every morning, winter and summer, to ferry the staff to ships anchored in the harbour.

Once aboard, and getting there may be a wet, unpleasant experience with a winter gale blowing in the harbour, the instructor checks that equipment is ready for the exercises which

concern him and that the personnel involved have been properly briefed and made available.

Instructors frequently cover two or more ships in a day, making use of a helicopter or crossing between two ships on a jacksay, but few of the staff are keen to cross on the first transfer of a ship's 'work-up' as this is usually a bumpy ride,

but, it is said, "You can get used to anything."

The day is usually a long one and ships do not return to harbour until well after dark, when the instructors are disembarked to prepare for the next day. Sea-going instructors spend four or five days each week at sea, and although the hours are long and tiring, they find the work interesting and rewarding.



Maureen—a children's nurse and part-time fashion model from Weymouth—one of the reasons why it is good to be based at Portland. (Photo—D. J. Evans)



Capt. A. Turnbull, R.N., C.S.O.(A.) to F.O.S.T. and Commanding Officer of H.M.S. Osprey. All naval personnel serving ashore at Portland are borne on the books of Osprey

## Osprey—a base 'with' the fleet

WHILE many shore establishments are so firmly settled into the countryside that the casual observer cannot detect any naval connection until he sees a man in uniform, or the White Ensign, there is no mistaking H.M.S. Osprey's mission.

Perched on Portland Bill, and from which, on a fine day, the Isle of Wight can be seen, there are nearly always some of H.M. Ships in sight, on the job, at sea. The windows are rattled by the discharge of break-up shot; there is a steady traffic of men going and coming from ships of the active fleet, while the air is filled with the busy chatter of A/S helicopters.

Osprey has been largely reorganised in the last 10 years, and its two primary functions are now those of (a) the Navy's 'work-up' base, and (b) a Naval Air Station specialising in Anti-Submarine helicopters.

### 'YOU WANT IT?'

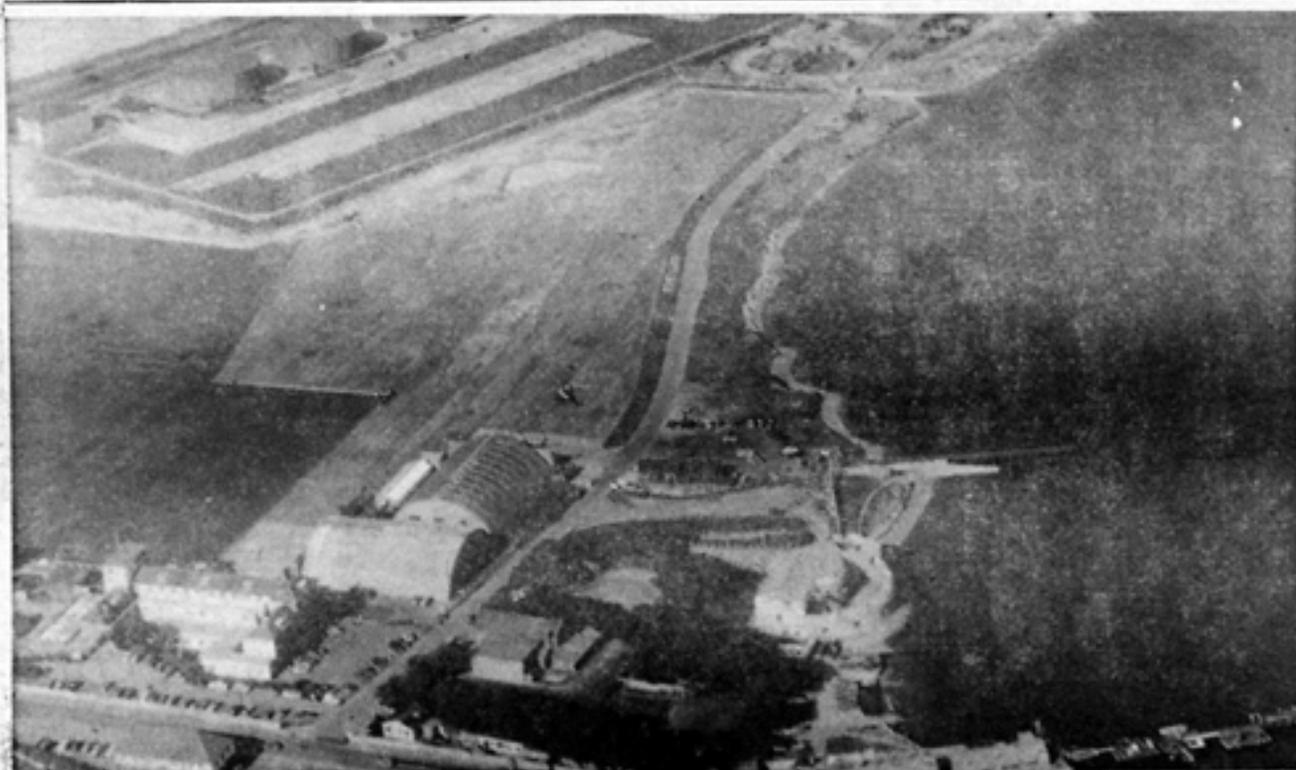
Such functions provide interesting factors. For instance, the ship's company of about 1,000 permanent residents is almost equally divided between the General Service and Fleet Air



Joss—a member of the Regulating Staff, H.M.S. Osprey and the ship's mascot

Arm ratings. Osprey also has under its wing a large number of interesting small units such as the Headquarters of the Pilotless Target Aircraft Unit, the Action Speed Tactical Teacher, the various trials units attached to the Admiralty Underwater Weapons Establishment, such as Diving, Minesweeping, and so on. With such a wide variety of activities going on, Osprey can say with confidence, "You want it?—We've got it."

This may sound like all work, but the other side of life is well catered for. Dorset is, perhaps, the most attractive and unspoiled county in the south of England, and is claiming more and more naval residents who appreciate its climate, rural charm, and central position between Portsmouth and Plymouth, for General Service, or between Lee, Yeovilton and Culdrose for the Fleet Air Arm.



R.N. Air Station, Portland. In the background are the oil tanks with the Chesil Beach beyond. The main building is the large structure in the bottom left hand corner, with the hangars and hard-standings, and the sports field. The main building of the Air Station was originally the Naval Canteen.

They train them young at Portland. Sea Cadets getting ready for a flight in a Whirlwind of 829 Squadron

## AN AIR STATION WHICH LOOKS TO THE FUTURE

Wessex, Whirlwinds and Wasps always in the air

R.N. Air Station, Portland, is the progressive Naval Air Station at the southern end of Chesil Beach, nestling below the Verne plateau. The main building (the 'old salt' may remember it in the pre-history of Portland as the Naval Canteen), has had a vast internal reorganisation. A new wing has recently been added. Outside, a new hangar of Hilton-like proportions is in the process of building. The sea-level heliport looks outward with a menacing eye on all bordering territory. Land has even been reclaimed. A dummy deck protrudes into the harbour. This threatening air of expansiveness hangs around like a low cloud over Portland Bill.

737 and 829 are the native Squadrons. The former has Wessex aircraft that, day and night, move to and from the Portland exercise areas where they weave the intricate patterns of anti-submarine warfare. Besides performing the major role of training student pilots and observers in this task, they roam the Hardy country on navigation exercises, taking their bearings on landmarks like Puddletown, Turner's Puddle, Piddlehinton, Dorchester.

### UNENDING QUEST

Often they embark in the helicopter ship H.M.S. Lofoten, going further afield in their unending quest for submarines. Their brothers, the Wessex, from the 'County' class destroyers occasionally join them for a spell of residence in this bed and breakfast land.

It is said, with confidence, that 829 Squadron is the largest squadron in the Fleet Air Arm. It comprises Whirlwinds and Wasps. The former aircraft are engaged in training rating aircrew who 'net' and 'winch' with gay abandon. They also lend themselves to the Search and Rescue job, rescuing the errant

cliff-climber, the capsized canoeist, and his big brother, the distressed yachtsman.

There is also the taxi service in which the Whirlwinds are engaged, transferring staff officers from ship to shore. The Wasp—a solitary insect with powerfully venomous sting (the dictionary definition)—sees service with the small ships, the 'Leanders,' 'Tribals' and survey vessels like the new Hecla. Their flight commanders arrive at Portland, complete their courses, give an 'R.P.C.' and depart, qualified, in a seemingly unending stream.

### FUTURISTIC HOVERCRAFTS

A migrant to Portland is in the Interservice Hovercraft, which heralds its arrival by an atmosphere of froth and spray. It then floats on to the hard-standing to give the whole station the futuristic look its presence evokes.

Indeed the entire air station looks to the future. Even in the crowded hours of today, schemes are being laid that will, tomorrow, involve men from the basement workshops to the control tower.



Some of the aircraft of 737 Squadron parked on the deck of H.M.S. Lofoten

## 'Are my wings of any use?'

(By a Pilot of 737 Squadron)

I MUST confess to it. Until August, 1963, the name of Portland, to me, meant, vaguely, one of those south coast dock-yards. I'd also heard, again vaguely, that it was distinguished by a pocket-size strip of tarmacadam, whence they flew helicopters to chase submarines.

At first sight the air station alarmed me. I'd been used to the spaciousness of Culdrose, the basic training airfield, with its large hard-standings and vast acreage of grass. Now, gazing on 15 helicopters packed on an area roughly equivalent to two rugby pitches, sandwiched between Portland Bill and a line of lethal fuel tanks, I wondered—"Are my brand-new wings going to be of any use?"

My distress was furthered for, after meeting the Captain and my new commanding officer and filling in innumerable forms, I ascended to Air Traffic Control and was given a local area brief. I descended, convinced that my days in the Fleet Air Arm were numbered. Provided that I did not hit anything I was certain to fly through some restricted air space.

### DELIGHTFUL WESSEX

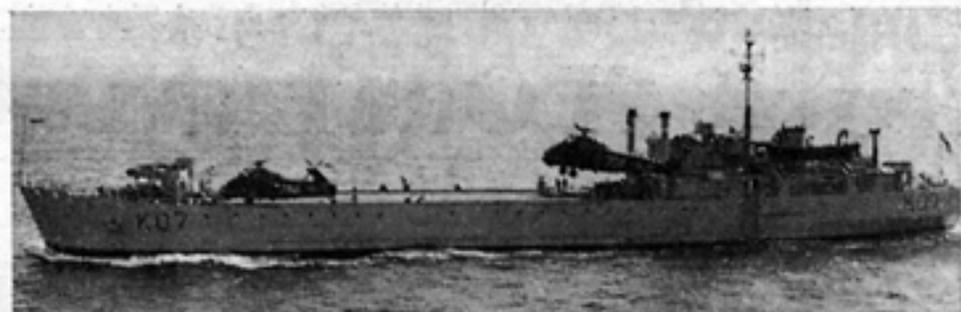
Things were not as bad as I had imagined. I flew the Wessex H.A.S. Mk. 1, a delightful machine, easy to handle. I came to accept the fact that there was little room for landing and taking off. Days were filled with lectures and flying: nights with flying and runs ashore.

Our course was a small one with three young pilots, bachelors of the eligible class with cars-of-a-sort. Though we had to work hard we still contrived to have a pretty uproarious time that culminated in the night we had our cars banned from the dockyard for a month. But that's another yarn.

The course lasted three months. For me there followed 18 months East of Suez in H.M.S. Victorious, probably the best months of my life. A tour round half the world, lots of flying, lots of the delights offered exclusively by the Far East.

### BACK AGAIN

Such delightful episodes, however, must have their end, and I returned to Portland as a staff (Continued in column 4)



When it is necessary for the helicopters of 737 Squadron to go farther afield in their search for submarines they operate from H.M.S. Lofoten, the Helicopter Support Ship (ex L.S.T. (3) 3027)

## Nothing so black as taking off from a frigate at night

(By a Pilot of 829 Squadron)

A TYPICAL Caribbean day with the temperature soaring and the ship enveloped in heat haze, and a Radio Operator pokes his head into the wardroom to inform me that my next appointment is Portland, I shuddered to think of all that rain and mist the Bill seems to collect. However, it was a glorious day when I joined and the place seemed just the same as when I left it two years before.

I was to join 829 Headquarters Squadron as a Staff Pilot and after meeting the commanding officer and senior pilot, made my way to Air Traffic for an area briefing. With all the danger areas, restricted areas, etc., surrounding Portland, I thought it only a matter of time before I violated somebody's air space, but although the concrete landing area still seems as small as ever, especially with 15 helicopters parked on it, everyone manages.

### AIRCRAFT ALL OVER WORLD

The squadron has the primary responsibility of training aircrew to operate from the 'Tribal' and 'Leander' class frigates, together with the 'County' class destroyers. It also looks after all embarked flights and thus has the dis-

(Continued from column 3)

pilot to the squadron which had trained me. The wheel had turned full circle.

On my first day back I walked into the crewroom to feel as if I had never been away. Outside, students' cars were as dilapidated as ever, and were still being banned from the dockyard. The dispersal was even more crowded.

I met the Captain and the commanding officer and was given a local area brief. "How long would it be," I wondered, "before I had violated someone else's air space?" It wasn't long in fact. I had been back about a week when I got entangled with an innocent-looking frigate, unfortunately in the middle of an A.A. shoot. Still, it's a good life.

tion of having the majority of its aircraft scattered all over the world. This task, coupled with Search and Rescue Training and all Fleet Requirements, makes 829 a hive of industry, both by day and night. Even with all this activity the aircrew find time for the occasional run ashore to the Black Dog, the Officers' Club, the Rum Hole, and similar places of historic interest.

### DIFFERENT TASKS

Every day there is a different task to perform. I may be transferring Flag Officer Sea Training's staff around the ships in the morning, and then be involved in an anti-submarine exercise in the afternoon, hovering with the sonar ball in the water, hunting submarines. At dusk I'm off in a Wasp to practice deck landings on the

frigates and carry out A/S exercises with them.

The frigate's deck always looks so small, but somehow, the Wasp seems to fit. Everyone talks about pitch-black night, but I can tell you, nothing is as black as being launched from a frigate at night. On deck, with the lights from the ship, everything appears normal, then—whooosh—it's as black as the ace of spades outside, and the only illumination comes from the comforting lights of the instrument panel.

### "THERE I WAS . . ."

When the Channel 'clag' comes rolling in, and the weather is too bad to fly (and that's not often), stories are banded around the crewrooms, the most common being, "There I was, sitting in the dunk, (in the hover with the sonar ball in the water), when up my chuff (rear) bored a 22,000 ton merchant ship. If I hadn't seen him I wouldn't be telling this tale now."

Do I enjoy this life? The answer is a very big 'Yes': it's demanding, exciting and rewarding. I dread the thought of being desk-bound.



A Wessex aircraft of 737 Squadron, with Lieut.-Cdr. J. Cobbold, Chief Ground Instructor, talking to P.O. Michael Bush and a student



An aerial view of the new Westcliff Married Quarters estate on Portland Bill. When the gardens and lawns are laid out the estate will be most attractive

## Married Quarters situation excellent at Portland

**DURING 1965, 150 new ratings' permanent married quarters will become available for men serving in the Portland area. This number, together with 100 quarters built some years ago, plus a considerable number of civilian hirings, will enable approximately 500 families to be accommodated within reasonable distance of the Base.**

Further new ratings' quarters are scheduled for building during 1966, and it is anticipated that of these 150 houses, approximately 75 per cent. will be completed during that year.

The waiting time on the Married Quarters' roster has now been reduced to an average of two months for C.P.O.s and P.O.s, and three months for junior ratings. In spite of increasing demand the number of new houses being built should ensure that waiting time is progressively reduced in the future, and those in authority are confidently looking forward to the day when a house can be offered to any man requiring one as soon as he joins the base.

The new houses are of the standard three-bedroom type, with a combined lounge/dining room and kitchen on the ground floor. Sixty two-bedroom flats have been included for use by those ratings with smaller



C.P.O. Blacksmith H. V. Darley and family in his married quarter at Walkin Crescent, Wyke Regis. He and his wife are impressed with the amenities and comforts provided, but wish the winds and rains from off the Chesil during the winter were not so penetrating

families. These flats, with ultra-modern design kitchens have panoramic views of the Lyme Bay area and the Dorset coast line.

**OFFICERS' ACCOMMODATION**  
Officers' accommodation has also been extended at Portland with the completion of a further 14 new houses on the mainland,

some six miles from the Naval base. This brings the total of officers quarters to 41. A further 28 houses are scheduled for completion during 1966.

All permanent married quarters are within easy reach of schools, shops and entertainment. An adequate bus service connects Portland with the Weymouth area.

## A REWARDING JOB

**THE Base Maintenance Party exists at Portland to maintain and repair work-up ships, the 2nd Frigate Squadron and the 3rd Minesweeping Squadron, including one fast patrol boat. The Radio Section are also responsible for Portland Bill Radio Station. Over 150 strong, the 'BMP' forms a sizeable section of the Osprey ship's company.**

The composition of the party consists of three main sections, engineering, hull, weapons and electrical with an adequate number of senior ratings of each specialist trade to cope with any eventuality. The facilities ashore consist of machine shops, welding and plate shops, radio and

electrical repair shops. In addition, there is a shore-based tank cleaning plant for cleaning bilges, tanks and boilers.

Ships go alongside for one week maintenance periods. There is also a certain amount of unprogrammed work, dealing with defects in ships, which

must, particularly in work-up ships, be rectified as quickly as possible. This can involve flying out men and/or equipment by helicopter, at any time.

**HAPPY VOLUNTEERS**  
It is significant that many senior ratings volunteer on their Drafting Preference Cards to return to the base and are quite happy to return to their old jobs.

A Senior Chief Petty Officer who has been associated with the base on and off for some years states:

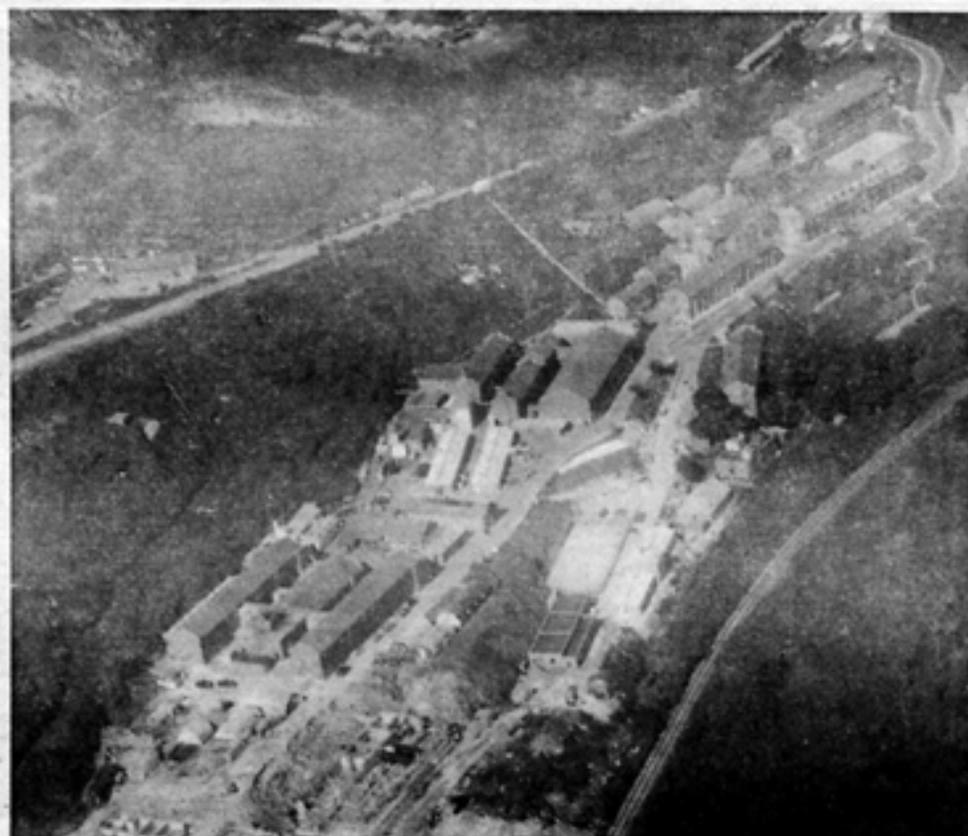
"I first became associated with the present Naval Base in 1958 when the dockyard started to 'run down,' and the 5th Minesweeping Squadron and the 2nd Training Squadron arrived, the 'BMP' having just been formed to maintain the new Type 14 Frigates in the 2nd Training Squadron.

"Later I returned to Portland in a frigate for one of the early full-length 'work-ups'—quite an experience, and after a commission on H.M.S. Chichester I was drafted back to Portland. My wife and I found this basically good. A very short wait for a married quarter and two of the now three were back at excellent schools in the Wyke Regis area.

"I became the first 'Sea Rider' (Technical). This was



E.R.A. Lawson, E.R.A. Mathews and M.(E) Manuel, members of the Base Maintenance Party, in the workshops



H.M.S. Osprey. At the bottom construction of the new Senior Ratings building, with cabins for 180, can be seen in progress. All ratings' accommodation is being rebuilt in the next few years

## PLANS FOR MODERNISED OSPREY INCLUDE NEW CLUB

**H.M.S. Osprey, situated on the north side of Portland Bill commands a panoramic view of the harbour and Weymouth Bay, and is reputed to be better situated than any other naval establishment in the United Kingdom. The barracks comprises the entire accommodation of the Royal Navy in Portland.**

The whole barracks is in the process of being modernised. Work has already started on the new Chief Petty Officers' block, the first building in the New Development Plan. The overall building programme, which will incorporate modern design features, is designed to increase the present capacity of the establishment, and at the same time allowing more space per man, with the provision of every modern amenity.

Plans include a new canteen/club, accommodation for W.R.N.S., and the complete

rebuilding of all ratings' accommodation.

At the moment the redevelopment is causing more pain than pleasure, as the old buildings still standing are overcrowded and many people are living

in temporary accommodation. Even old 'Mocons' are in use as C.P.O.'s bijou residences. However, the pinch will start to ease as soon as the first of the new blocks comes into use in, it is hoped, 1966.



Ready to launch, a P.T.A. on board a frigate

## The pilotless targets fly at 200 knots

**TO assist ships in their gunnery practices there is, at Portland, part of H.M.S. Osprey, the R.N. Pilotless Target Aircraft Squadron which operates the 'Shelduck'—a radio-controlled pilotless target aircraft, using remote control from a self-contained ground transmitter.**

The Shelduck has a flight endurance of one hour. It is 12 ft. 7 1/2 in. long and has a wing span of 13 ft., standing 3 ft. high, and is launched from a zero length launcher, assisted by a solid propellant rocket motor (JATO) which boosts it from 0 to 80 knots in seven seconds. The motor falls away and it continues under its own power at approximately 200 knots. It is possible to launch a Shelduck from any vessel with a clear deck space of 20 ft. by 16 ft. It has been operated from all classes of ships at present in the Service.

Recovery of a Shelduck, presuming it is not shot down, is accomplished by cutting off the 'climb and dive' signal from ground control transmitter. This has the effect of releasing a parachute, simultaneously cutting out the engine. It then descends into the sea at a rate of 24 ft. per second, and is kept afloat, until recovery, by flotation packs built into the aircraft.

'A' and 'B' Flights (Home)

are responsible for providing a target service for the Home and Mediterranean Fleets, South Atlantic and South America Station, the Middle East, and for the Flag Officers Sea Training and Aircraft Carriers. Thus their time is spent mainly travelling from area to area. 'D' Flight (Far East) is responsible for providing a target service for the Far East Fleet and is resident in Singapore.

### WORLD-WIDE SERVICE

Places visited by Flights of the Squadron in 1964 included Simonstown, Gibraltar, Bahrain, Malta, Amsterdam, Bordeaux, Rosyth, Invergordon, Belfast, Vancouver, San Francisco, San Diego, La Guardia, Barranquilla, Callao, Punta Arenas, Valparaiso, Rio and Dakar, taking part in practically all Fleet Exercises and Weapon Training Exercises. The Squadron is a much travelled one and unique in many ways, having 127 serviceable aircraft at the time of going to press.



A member of the Base Maintenance Party, Ch.(M)E) Finch, arrives on the job

probably the hardest work I have experienced and there was an awful lot to learn.

"My next frigate's 'work-up' followed the normal pattern, and even with my previous experience of both sides of the fence, the constant 'Action Stations' and 'Special Sea Dutymen' were very tiring.

"Back to Portland again, almost like coming home. The Dorset County Education, for which I have a great admiration in its standards and easing of the Naval families' difficulties, has dealt with my children extremely well.

"The Technical Sea-Riders are now numerous enough to be of real assistance to any ship which likes to accept them, and it is now recognised that the way to get a newly commissioned ship into 'running order' is to go to Portland."

## NEW SPORTS PITCHES FOR PORTLAND

WITH the growth of the Air Station at Portland in recent years a reduction in the number of playing fields occurred, but this is now being rectified and the outlook for the future is very promising. There are plans for the surfacing of a large quarry area above Osprey Barracks with 'all-weather' type of pitches.

Most of the seasonal sports are catered for with opportunities for all sportsmen to take part in plenty of first-class fixtures in rugby, soccer, cricket and hockey throughout Dorset.

Facilities for swimming exist, either from the rocks below Osprey, where there is ample depth to dive into the 'Blue Mediterranean,' or from the extremely fine beach in Weymouth itself where, during the summer, to add to the pleasure, the company of the opposite sex is available.

Athletics and cross-country running have a strong following in the area and in both sports Portland has been doing quite well in past seasons and should do even better in the future as the base expands.

### TRIPS TO CHANNEL ISLES

Expedition training and canoeing have become very popular, especially the 'M.F.V. Expeds' to the Channel Islands.

A thriving Sailing Club, with plenty of naval and civilian boats available for enthusiasts is in being. This is situated close to the Air Station, and regattas and races are organised during the season.

Inshore and deep-sea fishing

from Osprey's M.F.V. or the fishing club's boats is a very popular pastime, and is a sport where no one returns empty-handed. Weymouth Bay and the Shambles Bank are well-known to the deep sea fishermen.

A keen Archery Club holds its meetings on the Rifle Range and it has a good following, with plenty of budding 'Robin Hoods' in attendance.

Many other sports and pastimes take place, e.g., tennis, squash, tug-of-war, volley ball, soft ball, deck hockey, and weight training, and one which it is hoped to start shortly, roller skating.

### POOL PLANNED

Gymnasium and swimming bath facilities are limited at present, but the provision of a small gymnasium in the base is planned in the next 12 months and there are more distant hopes for a swimming bath, similar in size to the bath at the R.N. School of Physical Training at Pitt Street, Portsmouth, in years to come.

The prospects for men to partake in a sporting activity of their choice in Portland are very good, and with the plans for sports fields, gymnasium and swimming bath expansion in the future, excellent opportunities will be available for all.

H.M.S. Loch Alvie, the veteran Persian Gulf frigate, which was in Reserve at Singapore for two years, has been towed to the breaker's yard.



## Anti-Submarine training in the Second Frigate Squadron

THE Second Frigate Squadron, based at Portland, consists of two 'Leander' Class frigates, three Type 14 and four Type 15 frigates, and a converted tank-landing ship, and is manned by approximately 110 officers and 1,580 ratings. Personnel are Home Sea Service and, except those in key billets, spend an average of about a year with the Squadron.

The primary function of one division of the Squadron is basic anti-submarine training of ratings from H.M.S. Vernon at Portsmouth. The ships carrying out this task are Aurora, Dundas, Fellow, Murray and Undaunted.

The training is undertaken by classes of up to 12 ratings, each class spending a fortnight in one of the ships mentioned before returning to H.M.S. Vernon. Other A/S training in these ships includes the Officers' Long T.A.S. Course for three weeks each year, the overseas Officers' Long T.A.S. Course for two weeks a year, groups of Sub-Lieutenants (X) intending to specialise in T.A.S. for eight days six times a year, and Helicopter Control Officers' training.

Interspersed with this the Squadron looks after a large variety of visitors, ranging from other Services, Attaches (both foreign and national), manufacturers' representatives, Sea Cadet Corps and Combined Cadet Force personnel, designate Commanding Officers gaining single screw experience, the B.B.C. and film company representatives, Members of Parliament, and a host of others. It will be realised that the ships companies lives are very busy ones.

The other division of the Squadron consist of H.M. Ships Penelope and Verulam, carrying out trials for the Admiralty Underwater Weapons Establishment, H.M.S. Wakeful undertaking a similar task for

(Continued in column 5)

## A.U.W.E. RATINGS DO NOT WANT TO CHANGE DRAFTS

VERY much part of the Royal Navy at Portland, but with only a comparatively few uniformed personnel among the 1,800 or so employed, is the Admiralty Underwater Weapons Establishment.

The livelihood and existence of this country depends upon our ability to use the sea lanes of the oceans, and so the Royal

Navy must be prepared to meet any form of attack by any potential aggressor. Underwater warfare is one of the main threats and the A.U.W.E.'s broad responsibility is continued research and study of techniques in various scientific fields relevant to this type of attack.

It is an unusual and interesting job which awaits the 'U.W.' and 'C.D.' rating drafted to 'H.M.S. Osprey for A.U.W.E.', a job which can take them from Portland to other parts of the United Kingdom and, indeed, other parts of the world.

The main task of the 'U.W.' ratings, known as the Minesweeping Trials Party, is the maintenance and fitting of newly developed minesweeping equipment to the ships of the Third Minesweeping Squadron.

(Continued from column 4)

Admiralty Surface Weapons Establishment at Portsmouth, H.M.S. Ulster carrying out navigational training for H.M.S. Dryad, and sea training of junior ratings at Portsmouth, and H.M.S. Lofoten which operates to provide a staging platform for anti-submarine helicopters.

## Twin pillars are well founded

IT is said that the twin pillars of contentment in the Navy, as in the other Services, are pay and messing, and these pillars are well founded in Portland.

To cope with the 2,000 or so pay accounts of officers and ratings; the victualling and messing of all personnel accommodated on shore; to look after all naval stores for the Air Station, Barracks, etc.; to deal with the victualling accounts of sea-going tenders and to provide the secretariat of Flag Officer Sea Training and the Captain, H.M.S. Osprey, the Base Supply Officer, Portland, who is also the Senior Supply Officer on F.O.S.T.'s staff, has about 140 officers and ratings to assist him.

There are, usually, about five ships 'working-up' at a time, and this number occasionally rises to 10, and experienced officers and senior ratings are borne for the supervision and assistance of officers and ratings in the tenders to Osprey, and to help the 'working-up' ships.

A feature of the work of the Supply department at Portland, which is common to all naval and civil departments in the Naval Base, is the promptness with which requirements of the working-up ships, and of the Air Station, must be met: at any time of the day or night.



Nearly all ships in the Royal Navy go to Portland for their 'work-up.' The 'County' class guided missile destroyer, H.M.S. Devonshire, 6,200 tons (full load), built by Cammell Lairds, Birkenhead, is shown alongside during her period at Portland

## THE SHAPE OF THINGS TO COME



A W.R.N.S. Unit is planned to be formed as part of H.M.S. Osprey in 1967/8. New accommodation is being built in Osprey barracks to receive them. Wrens shown above recently paid a visit to a ship of the 2nd Frigate Squadron



When the Naval Base held its Open Day this year, three destroyers of the German Navy (ex-U.S. Navy ships of the 'Fletcher' class) were present. The ships were 'working-up' at Portland. They receive the same treatment as Royal Navy ships. The picture shows the destroyers alongside 'Q' Pier, and part of the immense number of visitors on the occasion of the Open Day

## A 'Riotous Exercise' misfires

'WORK-UP' ships are put through their paces in all fields of naval activity during their time at Portland. This includes internal security duties and the ships' landing parties

are exercised in dealing with civil disturbances.

The culmination of this is a live 'riot' for which one ship provides the riotous mob, complete with agitators, banners, bags of flour and other missiles, for another ship to quell with an armed landing party to suppress.

(Continued in column 6)

(Continued from column 5) port civil authority in the shape of a magistrate in a top hat.

On one occasion one of the 'sixpenny sickener' motor boats from Weymouth was cruising round Portland with a boat-load of trippers as one of the ships was getting her mob of 'rioters' ready to land for one of these exercises.

The result was an angry letter from an elderly lady from Birmingham to Flag Officer Sea Training complaining that she was "... insulted by the ill-disciplined crew of one of your ships who waved a banner at me on which was written 'Filthy British—Go home'."

# Refugees cared for in Singapore

**T**HE Royal Sailors' Rest in Singapore Naval Base was cleared to provide temporary accommodation for 150 British refugees on their way to the United Kingdom from the East Pakistan war zone.

The Asian staff worked round the clock to provide hot meals for the tired men, women and children arriving from R.A.F. Station, Changi, after flights from Chittagong and Dacca.

Medical, welfare and other facilities were arranged by the Royal Navy, while wives of officers and ratings took families, who had left Pakistan with only 50 pounds of hand luggage, to local shopping centres in their cars to make essential purchases.

Petty officers of H.M.S. Terror bought boxes of toys for the 81 children included in the numbers involved.

## RUMOUR IS A LYING JADE

**H.M.S. VERULAM** (Lieut.-Cdr. D. F. Watts, R.N.), now finishing a five-month refit in Devonport, hopes to proceed on post refit sea trials in mid-November before proceeding to its base port of Portland for a fortnight's shakedown.

As reported in a recent issue of 'Navy News,' the ship's company recently spent two days at St. Albans, the city which adopted the Verulam in Warship Week, 1943, and the news of this visit appears to have spread afar, because a letter, received from a Sea Cadet officer in Durban, states that there is a village in the sugar plantation area outside Durban called Verulam.

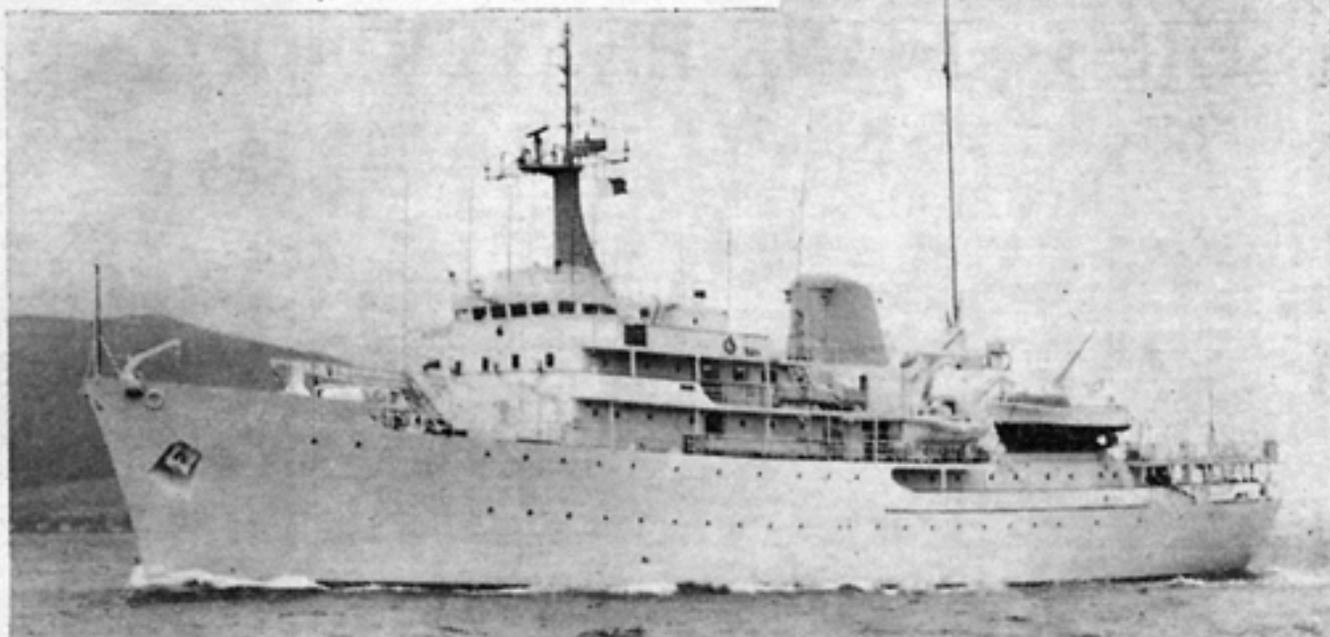
This village, like the ancient city of Verulamium near St. Albans, is also steeped in historical interest and, apparently, was the site of a large native kraal, built by Shaka, a tribal leader who featured prominently in struggles with white settlers in Natal's early days.

Unfortunately it does not look as if the ship's programme for 1966 will allow the ship's company to visit their South African namesake.

**The rumour that one of the ship's company who recently won £700 on the pools is going to pay for the captain to visit South Africa is, apparently, completely untrue!**

H.M. Submarines Finwhale and Thermopylae are to visit Rotterdam from November 25 to December 1.

# PROPELLER IN BOWS



As reported in the October issue of 'Navy News,' H.M.S. Hecla, the first of three new-type survey ships commissioned at Glasgow on September 8. Built on commercial lines, Hecla can carry a helicopter and a Land-Rover. The hull is strengthened for work in ice, and a propeller is built into a transverse tunnel in the bows to make for good manoeuvrability. Length is 260 feet and the ship's displacement is 2,800 tons. Her complement is 117 officers, scientists and ratings.

## Navy ship finds gear worth £1,000

**W**HEN, in very poor visibility, a fishing trawler went through the nets of three drifters, the Norfolk Yeoman, the Ocean Surf and the Henrietta Spashett, the drifters lost a total of 106 nets.

Despite the thick fog H.M.S. Wotton (Lieut.-Cdr. M. Mumford, R.N.), a 'Fishery Protection Ship' (a 'Ton' class ocean minesweeper of 425 tons), located the nets, at night, by radar, and the drifters were called in to recover them.

Lowestoft fishermen have officially thanked the Royal Navy for its assistance in saving the fishing gear, worth more than £1,000.

## PIGS FLOWN TO SCHOOL

### Navy helps remote village

**T**HANKS to the officers and ratings of a Royal Naval Air Command Squadron in the Far East, a fine new school is rising among the timber and bamboo native longhouses in the remote village of Bario, in Sarawak, Malaysian Borneo.

Two Wessex helicopters of 848 Squadron flew into the village 4,000 wooden tiles—no small load—an immense quantity of stones which, strangely, are scarce in that area, and other heavy equipment and materials.

Then, for good measure, they airlifted sacks of rice and two squealing pigs to feed the school's 300 pupils.

Bario, which lies in a long highlands valley, cool by day but very cold at night, is inhabited by Kelabits, one of Borneo's many varied indigenous races, noted for their long pierced ear lobes, and an inordinate love of coloured beads. Most of the children no longer have long ear lobes.

When the confrontation with

Indonesia started the people of many outlying districts were moved to the Bario valley for protection by British security forces. Hence the need for a new and bigger school. The headmaster of the school is a Canadian, Manston Toynbee, who went there under the Colombo Plan. He is assisted by educated Kelabits.

Bario is so remote that at the end of term some children have a two or three days' walk through jungle to get home.

This story—so typical of little known work which the Navy does round the world—began when three pilots and eight engineers were sent to Bario. They stayed there for 18 days and when they flew away, another job well done, they were cheered by the grateful Kelabits.

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms sent varies according to current wholesale prices—more blooms are sent for the same price during July and August, and a lesser number during December—owing to seasonal scarcity.

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# 'SOME HAVE MORE SHIPS - NONE BETTER'

## Controller at R.N.A. Reunion

WHY do they do it? Why do men travel from Scotland, the north of England, from Wales, the West Country, in fact from all parts of the British Isles, to London for the annual reunion of the Royal Naval Association?

The answer is clear enough at the reunion. In the afternoon the shipmates attend the Cenotaph and pay homage to those who fell in two World Wars, and then, in the evening, the answer to the question is obvious in the happy atmosphere of 'old ships' reminiscing over a glass of beer and recalling days which, although hard at the time, are remembered for the friendship and comradeship they found.

The obvious delight at meeting old friends permeates all the reunions and must be experienced to be believed.

On October 30 the Royal Naval Association held its reunion at the Festival Hall, London and, as always, it was a huge success. About 2,700 attended, with the Standards from 80 or so branches.

### SPIRITED OPENING

The evening's enjoyment opened with the Royal Marine Bands of the Portsmouth Command (by permission of Admiral Sir Varyl Begg, Commander-in-Chief, Portsmouth), under the direction of Lieut. Royston H. Nash, L.R.A.M., R.M. The 131 musicians gave spirited renderings of 'Heart of Oak' and 'A Life on the Ocean Wave,' to set a standard which did not falter throughout the evening.

The guest of honour was Vice-Admiral H. R. Law, Controller of the Navy, and he, with the President of the Association,

Admiral Sir Frederick R. Parham, were warmly welcomed by those present.

### MASSED BANDS 'STOLE SHOW'

The massed bands, naturally, 'stole the show,' but the Welwyn Garden City male voice choir, and a group, the Eddystone Lights, four members of the Plymouth branch of the Association, 'Odd Ode' Cyril Fletcher, and the 'Canadian Nightingale,' Miss Doreen Hume—all were outstandingly good and pleased the most attentive audience greatly.

In a well received speech the President referred to the retirement of Archdeacon Crick, for so long the Chaplain of the Association, and 'Tommy' Woodroffe, a Vice-President, who has been closely associated with the Association for many years.

He then referred to a Trust Fund to be set up in memory of the late Admiral Sir Alexander Madden. He appealed to the branches to support the Fund. The target was £6,000, and the income would be used each year to provide a guide dog for the blind.

After announcing that No. 1 Area Standard Bearer had won the Standard Bearers' Competition, he presented the 'John Cunningham Award' for the best all-round nurse under training at the hospital in which the late Admiral Sir John Cunningham

was a patient. The award went to Nurse Mrs. Averil M. Worrell and in addition to the award she was presented with a bouquet. During the evening bouquets were also presented to Miss Doreen Hume, Miss Kathleen O'Hagan who always delights with her piano accompaniments, and to Mrs. H. R. Law.

Introducing Admiral Law, the President referred to the fact that the Captain of Admiral Law's first ship was Admiral of the Fleet Lord Fraser.

### 'NONE BETTER'

Admiral Law told his audience that today the Navy has an up-to-date fleet (with the exception of its carriers). Some countries may have more ships, "but none better ones." Ships of the fleets were steaming many more miles than ever before in peace time. Men were being kept on foreign service for periods longer than the Admiralty Board would wish, but despite the strain the men were taking the extra stretch very well.

The Navy was expanding and recruiting was keeping pace. Men today have to be good to maintain the complicated machinery and weapons in the modern Navy and he told those present that they could make the best recruits by pointing out that the career was a good one and that in addition to being a good way of life, men in the Navy were giving fine service to the nation and, unlike most of those present in the hall, in receipt of good pay.

### CANNON AND SMOKE

The final item of the massed bands was 'Tchaikovsky's 1812 Overture,' complete with cannon and smoke. The 131 musicians excelled themselves in this work, rarely performed in full with such a large number.

After the touching ceremonial 'Sunset'—always so greatly appreciated by a Navy or ex-Navy audience, there was dancing, 'ship-visiting,' and more "Do you remember . . . ?"

## 'WHERE DID THE MEN COME FROM?'

"WHERE did all the men come from when the models paraded the nightdresses?" was a remark made after a fashion show and parade held in conjunction with a well-known fashion house of Grimsby at the headquarters of the Grimsby branch of the Royal Naval Association.

When told of the remark the members gave wry smiles, but all asserted that it was 'sheer coincidence.'

The occasion was highly successful and the branch funds received a good boost. A donation from the proceeds was made to the local Sea Cadets.

Shipmate J. Cantor, the branch president, who has a son at present serving in H.M.S. Eagle, recently made a handsome donation to the Branch Headquarters Fund—a fund which is receiving the support of all members.

Shipmate C. J. Purser, who has been branch secretary for some years, has had to relinquish that office because of business commitments. He has



## CARDIFF HAS NEW CLUB

THE Cardiff Branch of the Royal Naval Association now has its own quarters and on September 22 the new club was officially opened, the ceremony being conducted by the branch Chaplain, the Rev. Peter Lewis.

Shipmates turned up in force and gave great praise to the volunteers, who had put in a

tremendous amount of work in decorating, cleaning and re-wiring the premises, which are situated in Maindy Barracks, Cardiff.

The lady members, as usual, worked hard to make the evening a real success—which it was—and the sandwiches, rolls and other treats were much enjoyed.

On October 5 the club was visited by the branch President, Rear-Admiral M. S. Townsend, C.B., O.B.E., D.S.O., D.S.C., and by Brigadier R. E. C. Price and Major Griffiths, the Garrison Adjutant, and all remarked upon the pleasing and smart appearance of the club.

Members of the Cardiff branch celebrating the opening of their club. (Photograph by courtesy of Western Mail and Echo, Cardiff)

## Another new branch

A LARGE number of shipmates mustered for the commissioning of the Bletchley Branch of the Royal Naval Association on October 16. Branches from Aylesbury, Slough, Windsor, Stevenage and Wolverton were represented.

The ceremony was performed by Shipmate Eric C. Knight, Vice-Chairman of the Association, and National Council member for No. 6 Area (Beds, Bucks, Oxfordshire, Herts, Hunts and Berks).

During his address Shipmate Knight said that the membership of the Association was increasing, and he was pleased to report that Bletchley made a flotilla of 26 branches in No. 6 Area.

In the unavoidable absence of Shipmate S. Davis, Secretary of No. 6 Area, the good wishes of shipmates in the Area were conveyed by Shipmate E. Smith, Chairman of Stevenage Branch.

The newly elected Chairman, Shipmate A. Sheppard, expressed the thanks of Bletchley shipmates to the National Council member and all visiting shipmates for their support in launching the branch.

Shipmate P. Knowles was elected branch secretary and Shipmate N. Clarke, the treasurer. The secretary's address is 69 Kennet Drive, Bletchley, Bucks, who will welcome applications for membership.

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# Red-Letter Day for Plymouth

PLYMOUTH Branch had a red-letter day on October 5, when the Commander-in-Chief, Vice-Admiral Sir Fitzroy Talbot, K.B.E., C.B., D.S.O. and Bar, Branch President, Rear-Admiral A. J. Cawthra, Admiral Superintendent, Commodore P. Bailey, Commodore R.N. Barracks, H.M.S. Drake, Branch Vice-Presidents, attended a general meeting at the Branch Headquarters.

Unfortunately, Captain T. W. B. Shaw, D.S.C., a Vice-President, and the Branch Patron, Alderman P. D. Pascho, Lord Mayor of Plymouth were not able to be present, but the Branch was fortunate to have Captain C. H. Hammer, Captain Second Submarine Squadron, Captain D. G. Spickernell, Captain H.M.S. Figgard, the Rev. D. H. Sim, Branch Chaplain, Boatmate Parsons, who is believed to be the second oldest living submariner, Messrs. Bray and Phillpotts, the Chairman and Secretary of the Royal Marines Old Comrades Association, present.

In his address of welcome to the President, the Chairman, Shipmate 'Sid' Babbage stated that the Branch heard with great satisfaction that Shipmate 'Joe' May had again been re-elected National Chairman, and also appreciated the fact that there were so many Senior Officers present.

### 'R.N.A. WEEK' NEXT YEAR

The President made a brief, and witty, speech in reply, and was thanked on behalf of the Meeting by the senior Vice-President, Rear-Admiral Cawthra. Shipmate May, Branch Treasurer, thanked all for the good wishes accorded to him on his re-election as National Chairman. He felt that

it was more an honour to the Branch than a personal one. He then went on to outline the plans proposed with regards to holding a 'R.N. Association Week' next July. Branches throughout No. 4 Area would be invited to enter candidates to compete for the R.N.A. Carnival Queen, the finals to be held at Plymouth before the 'Week' opened. He hoped to get the judging done in one of the local TV Studios.

Among other things proposed for the Carnival Week were sports, carnival procession with decorated boats, competitions, displays, and numerous other attractions. He was hoping that the 'Week' would conclude on the Sunday with a No. 4 Area Rally and laying up of the old Standard and Dedication of the new one at St. Aubyn Church where the Branch Chaplain is the Vicar.

It was hoped to raise a large sum of money by these means, as owing to redevelopment in the area, new club premises would have to be found, and all members were asked to give their utmost support to this venture.

A stage show was put on by Mr. Geoff Pascoe and his company to entertain the 120 or so present while Sir Fitzroy and the other Officers mingled informally with the members.

# U.S. PORTSMOUTH'S WINNING STREAK

(BY TOUCH JUDGE)

THE U.S. (Portsmouth) Rugby Football team has continued its fine start and, since the last report, has chalked up four wins. The club has played seven games and won six of them with a points total of 132 points for and 47 points against, the line not having been crossed in the last three games.

The match against Guy's Hospital was a close affair (15 to 13), the Services just holding on to win after a hard but clean-fought game. The three tries were converted by Peter Golding.

Against the Old Cranleighans (22 to nil) the Services scored 22 points in the final 20 minutes.

In the match against the Devonport Services (10 to 3) the U.S. had 80 per cent. of the territorial advantage, but failed to press it home. A late try by Peter Golding, far out, which he converted with a fine kick, clinched the game.

### OUTCLASSED

For the first time for two or three years the Services had a full strength side with the match against the Old Dunstonians (47 to nil), and the Old Boys were no match for the U.S. There was really fast, open rugby, and the team was 23 points up at half-time.

There seems to be no reason why the winning streak should not continue, at least until the London Scottish match. This is one game the U.S. want to, and can, win.

Great credit is due to the captain, Peter Golding, who has built up a good team spirit. There are as many as 40 players at training on Monday nights, including all the first fifteen. Golding has scored three tries,

kicked two penalty goals and made 18 conversions. 'Jim' Casey has scored eight tries and 'Jim' Halley five.

## Fixtures

THE following Portsmouth Command fixtures have been arranged for November:

- November 4: Rugby, U.S.R.F.C. v. Fleet Air Arm, U.S. Ground.
- November 5: Squash, R.N. v. Surrey, R.N.C., Greenwich
- November 6: Rugby, U.S.R.F.C. v. Middlesex Hosp., Away; Soccer, Portsmouth R.N.F.C. v. Winchester, Victory Stad.
- November 7: Squash, Portsmouth Command v. Chichester, Nuffield Club.
- November 8: Soccer, Portsmouth Command v. Portsmouth F.A., Victory Stad.
- November 10: Squash, R.N. v. Civil Service, Crystal Palace; Soccer, R.N. v. London Univ. A.F.C., Away.
- November 11: Squash, Portsmouth Command v. R.A., Larkhill, Nuffield Club.
- November 12: Squash, R.N. v. R.A.C., Away.
- November 13: Soccer, Portsmouth R.N.F.C. v. Basingslake Res., Away; Rugby, U.S.R.F.C. v. London Scottish U.S. Ground
- November 15: Squash, R.N. v. Kent, Parkgate.
- November 16: Squash, Portsmouth Command v. Winchester, Nuffield Club; Rugby, U.S.R.F.C. v. Royal Marines, U.S. Ground.
- November 17 and 18: Hockey, Inter-Command Hockey Tournament, Eastney.
- November 18: Boxing, Portsmouth Command v. Poolesea Rotary Club, R.N.B., Portsmouth
- November 19: Squash, R.N. v. Berkshire, N.A.M. Club
- November 20: Rugby, U.S.R.F.C. v. St. Mary's Hosp., Away.
- November 21: Hockey, R.N. v. Henrippers, H.M.S. St. Vincent.
- November 24: Soccer, Navy Cup Semi-Finals, Victory Stad.
- November 27: Rugby, U.S.R.F.C. v. Bath, U.S. Ground; Cross Country, R.N. T.V.H., Portsmouth A.C., H.M.S. Dryad.

## Navy second in Pentathlon

IN the British and Inter-Services Modern Pentathlon Championships held at the end of September and beginning of October at R.A.F. Halton, the Navy team came third against strong competition from the other Services and civilian clubs, and second in the inter-Services competition.

The Army team was the favourite for first place, with two Tokyo pentathletes, Sergt. Finnis and Cpl. Fox in it, and came up to expectation by winning the team trophy; Fox also winning the individual championship.

The Navy team consisted of Lieut. 'Steve' Austin, R.N., from H.M.S. Figgard, Lieut. Paul Stevenson, R.M., from H.M.S. Mohawk, last year's British Pentathlon Team Manager at Tokyo, and P.O. Eric Adlam from H.M.S. Ariel, this year's Navy Champion.

### GOOD PISTOL SHOOT

At the end of the first event, the fencing, the Navy was laying second to the Army and just in front of the R.A.F., but the narrow margin was lost in the pistol shooting, and dropped behind the R.A.F., despite a very good shoot by Adlam who scored 186 and finished seventh in that event.

The R.A.F. lead over the Navy increased slightly in the next event, the swim, but was narrowed considerably by the running, in which Austin came third and Stevenson seventh.

This left only the riding event and Stevenson was lucky, rode his horse well, and scored 495 precious points, while Austin was luckier and scored 980 points to finish fourth in the event.

This secured the Navy in the second place in the Inter-Services' competition, Austin sixth place of the British competitors, Stevenson tenth and Adlam 17th.



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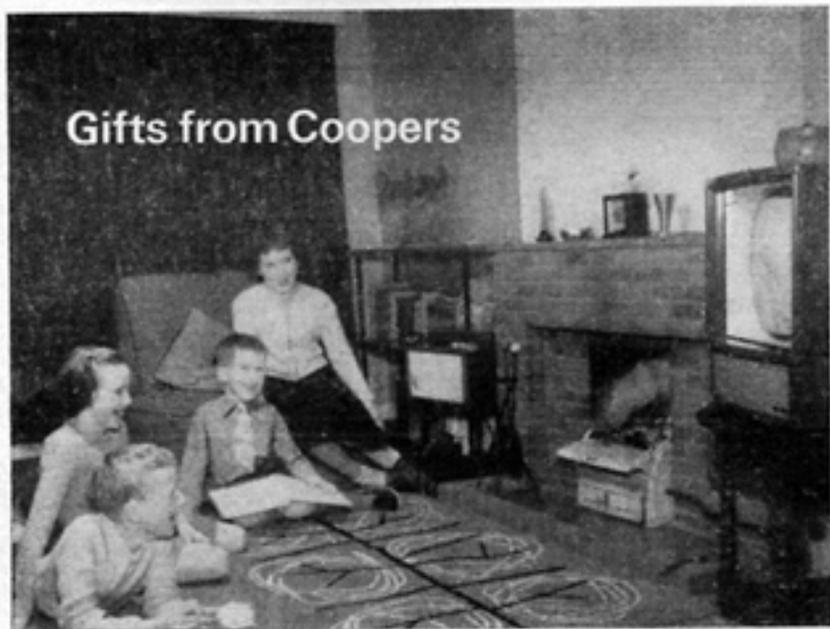
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The saddest note of the day was the demise of the 'Old Faithful', the R.N.S.A. 14 dinghy, only eight racing by comparison with 35 at a similar regatta a year ago.

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