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No. 142 APRIL, 1966

Published first Thursday of the month

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Veteran convoy carrier commissions for service East of Suez

THE aircraft carrier H.M.S. Victorious commissions today—April 7—for further service East of Suez, an area in which she served during 1964 and 1965.

Laid down in 1937 at Vickers-Armstrong's Newcastle-on-Tyne yard, launched in 1939 and first commissioned on March 29, 1941, Victorious celebrated her 25th anniversary last month.

The commissioning ceremony, some of which dates from the 16th century, was conducted by Senior Chaplains of 11 denominations.

A thousand relatives and friends attended the commissioning ceremony, and among them were Admiral Sir John Frewen (Commander-in-Chief, Home Fleet), Admiral Sir Frank Hopkins (Commander-in-Chief, Portsmouth), Vice-Admiral D. C. E. F. Gibson (Flag Officer Naval Air Command), Rear-Admiral W. D. O'Brien (Flag Officer Aircraft Carriers) and Alderman F. Lines (the Lord Mayor of Portsmouth).

The modern bakery produces 300 four-pound loaves of bread a day and a constant stream of cakes, pastries and breakfast rolls for the ship's 200 officers and 2,000 ratings.

H.M.S. Victorious is commanded by Capt. D. L. Davenport, O.B.E., R.N., who joined the Royal Naval College, Dartmouth in 1933.

WARTIME SHIPS

During the Second World War, he was serving in H.M.S. Blanche and H.M.S. Mashona when those ships were sunk.

Other ships in which he has served include H.M. ships Tetcott, Caesar, Cotton, Holmes, Porlock Bay, Sheffield, Virage and Woodbridge Haven.

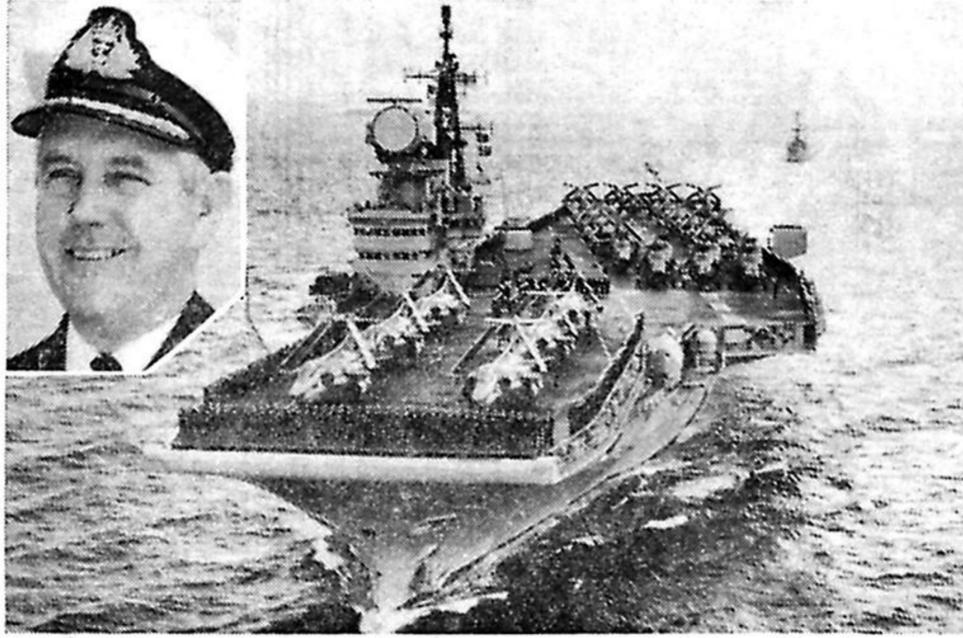
He was promoted to Captain in December, 1937.

The distinguished career during the Second World War of H.M.S. Victorious included operations against the Tirpitz and Bismark, service in Malta and Russian convoys and strikes in support of the North African landings.

In 1943, when the U.S. Navy was desperately short of carriers, Victorious joined the U.S. Pacific Fleet.

Back in Home Waters in 1944, she took part in strikes against the Tirpitz, returning to the East to join the British Pacific Fleet later that year.

She was hit by a Japanese Kamikaze (suicide) aircraft in May, 1945, but was in action again after a few hours' repair work.



TWENTY-FIVE-YEAR-OLD AT SEA AGAIN

Frigate halts tanker off Beira

H.M.S. Plymouth (Capt. T. E. Fanshawe, R.N.), operating off the coast of Mozambique, intercepted the Greek-registered oil tanker Ioanna V on April 4 on the instructions of the Ministry of Defence when the tanker was seen to be making for the port of Beira.

The master agreed to receive an officer from the frigate, who requested him to conform to the resolution of the United Nations regarding the discharge of oil at Beira.

The Ioanna V has a cargo of 12,000 tons of oil for Rhodesia.

Despite the intervention by H.M.S. Plymouth, whose captain had specific instructions not to use force, the master refused to halt his journey.

It has been stated that a 'most serious situation' will arise if the tanker discharges her cargo at Beira.

MORE MARRIED QUARTERS

THE Royal Navy now has 7,000 married officers and ratings.

In 1966-67, £7.38 million will be spent on further married quarters. Included in this programme is the large estate at Rowner, near Gosport, where 1,000 quarters have been started.

At other naval establishments in the United Kingdom the construction of a further 1,000 quarters is due to start during the current year.

MODERNISATION

A comprehensive plan to replace all sub-standard shore accommodation has been drawn up and major redevelopments are either in progress or being planned at 18 Royal Naval and Royal Marine establishments.

During 1966-67 nearly £4.86 million will be spent on modernising or rebuilding single accommodation, messes and recreational facilities.

NEW LEASE OF LIFE

During the early fifties the carrier was stripped down to the hangar deck level and rebuilt in Portsmouth Dockyard, and became one of the best equipped and most up-to-date nuclear age fighting units afloat, and given a new lease of life.

In 1962, Victorious was extensively refitted to make her capable of operating Buccaneer aircraft, and improvements were carried out to the ship's communication facilities.

When the carrier returned to Portsmouth from the Far East in 1965 for a short refit, the communication facilities were further extended and living quarters improved.

Victorious is equipped to withstand the hazards of nuclear attack and the 35,000 tons ship, which is 775 feet long, is equipped with three outstanding British inventions—the fully-angled deck, the mirror-landing sight and the steam catapult.

BEST RADAR

She is equipped, too, with ultra modern electronic equipment and a special long range radar system which gives simultaneous bearings, range and heights of aircraft, further, higher and more accurately than any other ship in the world.

Living quarters and working spaces are extensively air-conditioned.

Spacious kitchens are able to produce meals for up to 1,500 men per hour in a cafeteria style dining hall.

50 for Suzanne the shy pin-up

"SOME sailors are not that easy to please," wrote two 'disgusted Swrens' after seeing the advertisement in the March issue of 'Navy News,' offering copies of a pin-up photograph, at two shillings a time, to help the funds of the Sailors' Children's Society.

The picture was of Suzanne, and the advertisement 'Calling All Sailors' offered signed copies 'for your locker.'

The Wrens retorted: "It is true that we can't all be beautiful, but couldn't the Sailors' Children's Society be a bit more selective in choosing their models?"

Mr. Leslie Armstrong, of Coventry, was quite blistering in his criticism.

"I am by no means a prude, nor am I puritan in my outlook," he wrote, "but I was disgusted to see your little lass pictured in her swimsuit? undies?"

"Come off it mates. You don't mean to say that the Society is so hard up that it has to resort to selling 'sexy' pin-ups to keep the kids in a good home."

"Good luck to all of you if you get the response you are looking for, but when it comes to the Sailors' Children's Society as a worthy cause, I am afraid that it is OUT straight away."

Mr. R. Horwood, Organising Secretary of the Society, told

H.M.S. Victorious commissioned on April 7 for further service East of Suez under the command of Capt. D. L. Davenport, R.N. (inset)

'Navy News' that they had not heard of any other complaints. "We have had about 50 orders from all over the world," he said, "and we were most touched by the letters in praise of the Society's work."

One of the orders was from the Victualling Office of H.M.S. Ajax.

"The picture of Suzanne will grace the Victualling Office, and not, I can assure you, a locker," said the accompanying letter.

"Everybody in the office out here in Borneo thinks she is great, and we shall adopt her as the Victualling Office pin-up."

But the last word is from Mr. Horwood again. "Don't take it too seriously, lads. It was just intended as a bit of fun. Raising money is a highly-competitive business nowadays, and all we want to do is to make the work of the Society better known."



Nursery assistant Suzanne Close (19), a shipshape 36-26-36, was 'a bit shy' about posing for pin-up pictures. "But," she said, "it was for such a good cause."

RESCUE IN BOILING SEA

A STORY of exceptional courage and resolution has been highlighted by the award of the Commander-in-Chief, Mediterranean's Commendation.

On the morning of October 22, 1965, a man was swept by heavy seas out of a swimming pool on Dragut Point, Tigne, Malta. H.M.S. Ashton and H.M. Tug Airedale were present but were unable to effect rescue because of the heavy sea running and the proximity of the shore.

The man was about 150 yards off the rocks and being buffeted by angry seas M.F.V. 256 closed the man and a lifebuoy on the end of a line was thrown to him. He was hauled to the M.F.V.'s side when it was noticed that he was beyond helping himself.

SWEEP UNDER THE BOAT

C.P.O. Charles Greengrass, a member of the M.F.V., jumped over the side to assist the man, who at that moment could no longer hold the lifebuoy, let it go and disappeared below the

surface of a very turbulent sea. C.P.O. Greengrass dived and reappeared with the man. At this stage the M.F.V. had been blown perilously close to the rocks and the undertow of the heavy seas caused by the proximity of the rocks swept C.P.O. Greengrass and the man down under the M.F.V.

They reappeared near the stern with the Chief Petty Officer still holding the man who, by this time, had given up all hope and made no effort to survive. The violent rolling of the M.F.V., the undertow and the general turbulence of the sea made it impossible for anyone on the M.F.V. to assist the two men in the water. Twice more the two men were swept out of sight and on each reappearance the man was still supported by C.P.O. Greengrass.

After three attempts to

reach the bathing ladder, C.P.O. Greengrass, with almost superhuman effort, reached it and the man was hauled on board. During the latter stages of the rescue there was grave danger that in the conditions prevailing both the Chief Petty Officer and the man would lose their lives.

DISREGARD FOR OWN SAFETY

During the course of this rescue the M.F.V. was being set rapidly on to the rocks off Dragut Point. C.P.O. Greengrass was well aware of this and that the M.F.V. might have to leave him in consequence, when his chance of recovery by boat would have been slight. He was also well aware that he would have stood little chance of escaping grave injury, or indeed surviving, if the seas had swept him on to the rocks. His prompt action taken in complete disregard for his own safety undoubtedly saved the man's life.

Jutland Anniversary

UNITS of the Royal Navy and the German Navy will meet at the scene of the Battle of Jutland to commemorate its 50th anniversary on May 31.

It is hoped to arrange for veterans of the battle to be represented at the ceremony, but details of the ships taking part and of the veteran representation are still under consideration.

Navy News

EDITOR:
W WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194).

TELLING THE PEOPLE

IN setting the pattern of Government for the next four or five years, the General Election also squarely decided the future of the Royal Navy. Had the Conservatives achieved victory, they were pledged to reverse the decision on the run-down of the Fleet Air Arm, but there is no point now in dwelling on such possibilities.

The economic situation was the major issue for the electors, and in placing their confidence in the Labour Party, the row over the Navy was barely mentioned. Confirmation of this was most telling in the Dockyard constituencies. Brigadier Terence Clarke, a most ardent fighter for a new aircraft carrier, lost his seat at Portsmouth West, and the swing to Labour was no less evident in similar areas.

For all the effect it had on public opinion, the resignations of the First Lord and First Sea Lord might never have happened.

COMPLEX PROBLEMS

But it would be wrong to draw the conclusion that the nation's traditional respect and admiration for the Royal Navy has waned. The defence problems are highly complex, and the man-in-the-street might be forgiven for leaving the decision to the Administration, especially when experts in the three Services were themselves at variance on what was required.

But over and above all this, the electorate had been hammered from both sides about the dangers of the economic situation, and after this softening-up process, it was not to be expected, at this stage, that a strong preference would emerge for what was apparently the more expensive form of weapon.

Encouragement and support for the Navy in facing the problems and commitments of the future can best be won by making certain that they are widely known.

PUBLIC APATHY

Before he resigned as Minister of Defence for the Navy, Mr. Christopher Mayhew gave the warning that "too many commitments have been placed for far too long on too few men. . . Officers and men are accepting, as a matter of routine, conditions of service which are suitable only for an emergency."

How far is the public aware of this? Apathy spreads rapidly over a desert of silence, and the men facing arduous tasks and domestic hardships have at least the right to feel that their duties are known and understood.

The Navy has to do more than reshape its future on the lines now laid down. Its voice must be heard, loud and clear.

DRAFTING FORECAST

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.

LLANDAFF (A/D Frigate), April 1 at Devonport, Home Sea Service. (Foreign Service from date of sailing—Far East), 26th Escort Squadron (A).
LOWESTOFF (A/S Frigate) early April, U.K. Coasts and Stewards replace Chinese.
CALTON (C.M.S.), April 6 at Aden, Foreign Service (Middle East), 9th M.S. Squadron (E).
PHOEBE (A/S Frigate), April 13 at Glasgow, General Service Commission, Home/Far East/Home/Med, Capt's Command U.K. Base Port, Chatham.
JAGUAR (A/A Frigate), mid-April at Chatham, Port Service, L.R.P. complement.
HYDRA (Surveying Ship), April 26 at Glasgow, General Service Commission, Home/N. Atlantic/Far East, U.K. Base Port, Chatham (A).
MINERVA (A/S Frigate), April 28 at Newcastle, General Service Commission, Home/Far East/Home/Med, U.K. Base Port, Chatham (A).
WISTON (C.M.S.), April 28 at Devonport, Foreign Service (Middle East) 9th M.C.M. Squadron. (Part Iveston's crew) (E).
IVESTON (M/H), April 28 at Rosyth, Home Sea Service, 1st M.C.M. Squadron (Part Wiston's crew.) U.K. Base Port, Rosyth.
YARMOUTH (A/S Frigate), May 2 at Portsmouth, Port Service, Special refit (Dockyard control).
NAIAD (A/S Frigate), May at Portsmouth, Capt. (F), 20th Frigate Squadron vice Yarmouth, U.K. Base Port, Portsmouth (C).
WHITBY (A/S Frigate), May (tentative date), at Portsmouth, Home Sea Service, 20th Frigate Squadron, U.K. Base Port, Portsmouth.
NEBIAN (G.P. Frigate), May 12 at Portsmouth, General Service Commission Phased Home/Middle East/Home/West Indies, 9th Frigate Squadron, U.K. Base Port, Portsmouth (B).
DECOY (Destroyer), May at Portsmouth Port Service, Trials crew, To Reserve on completion.
KILDARTON (C.M.S.), early May at Singapore, Steaming crew, Far East to Aden. (Calton's crew transfers on arrival).
CORUNNA (A/D conversion), May 12 at Rosyth, Port Service, Trials crew, To Reserve on completion, General Service Commission July, 1967, Home/Far East/Home/South Atlantic and South America, U.K. Base Port, Rosyth.
KEPPEL (A/S Frigate), May 16 at Gibraltar, Local Foreign Service, L.R.P. complement.
HARLAND POINT (E.M. Ship), May 19 at Rosyth, Port Service, Trials crew To Reserve on completion.
ROTHESAY (A/S Frigate), May 30 at Rosyth, Port Service, Special refit. (Dockyard Control).
GRENVILLE (A/S Frigate), end May at Gibraltar, Towing crew from Gibraltar to U.K.

FIFE (G.M. Destroyer), June 1 at Glasgow, General Service Commission, Home/Far East/Home U.K. Base Port, Portsmouth.
KEDLESTON (C.M.S.), June 3 at Aden, Towing Crew to United Kingdom.
LINCOLN (A/D Frigate), June 6 at Devonport, Port Service, L.R.P. complement.
PROTECTOR (Ice Patrol Ship), June 13 at Portsmouth, General Service Commission, Home/South America and South Atlantic U.K. Base Port, Portsmouth.
SIRIUS (A/S Frigate), June 14 at Portsmouth, Home Sea Service/Foreign Service (Far East) from date of sailing 24th Escort Squadron (A).
SIRIUS FLIGHT, June at Portland, Foreign Service, Wasp.
DARING (Destroyer), June at Devonport, Port Service for trials, General Service Commission, Home/Far East/Home/W. Indies, August, 29th Escort Squadron, U.K. Base Port, Devonport.
BARROSA (A/D Conversion), June at Devonport, General Service Commission (Phased), Home/Far East/Home 24th Escort Squadron U.K. Base Port, Devonport (A).
UNDAUNTED (A/S Frigate), June at Chatham, for trials, Commissions August, 2nd Frigate Squadron, U.K. Base Port, Chatham (C).
YARNTON (C.M.S.), July 1 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron (E).
CHICHESTER (A/D Frigate), July 5 at Singapore, Foreign Service (Phased), (Far East) 24th Escort Squadron (A).
LOCH FADA (Frigate), July 16 at Singapore, Foreign Service (Phased) (Far East), 26th Escort Squadron (A).
ESKIMO (G.P. Frigate) July 28 at Chatham, General Service Commission (Phased), Home/Middle East/Home/W. Indies, 9th Frigate Squadron, U.K. Base Port, Chatham (B).
HARDY (A/S Frigate), GRAFTON (A/S Frigate) and RUSSELL (A/S Frigate), July U.K. Coasts (S) replace Maltese, 20th Frigate Squadron.
EURYALUS (A/S Frigate), August 18 at Devonport, General Service Commission (Phased), Home/Far East/Home/Med, Captain's Command, U.K. Base Port, Devonport (C).
PLYMOUTH (A/S Frigate), August 22 at Chatham, Port Service, Special refit Dockyard control.
CAMBRIAN (Destroyer), August 25 at Portsmouth, General Service Commission (Phased), Home/Far East/Home/Med, 29th Escort Squadron, U.K. Base Port, Portsmouth (C).
PUNCHESTON (C.M.S.), August at Singapore, Foreign Service (Middle East), 9th M.C.M. Squadron, (S.O.) (E).
GURKHA (G.P. Frigate), September at Rosyth, General Service Commission (Phased), Home/Middle East/Home, 9th Frigate Squadron, U.K. Base Port, Rosyth (B).
MINERVA FLIGHT, September at Portland, General Service Commission, Wasp.
FENELOPE (A/S Frigate) September (tentative date) at Devonport, Port Service for trials, Commission date uncertain, U.K. Base Port, Devonport (C).
GALATEA (A/S Frigate), September 29 at Portsmouth, General Service Commission (Phased), Home/Far East/Home/South America and South Atlantic, Capt. (D), 27th Escort Squadron, U.K. Base Port, Portsmouth.
CHILCOMPTON (C.M.S.), September (tentative date) at Gibraltar, Home Sea Service, Trials crew at Gibraltar and Steaming crew to Aden. (Nice Kildarton).
ALBION (Commando Ship) October (tentative date) at Portsmouth, Home Sea Service/Foreign Service (Far East) from date of sailing, U.K. Base Port, Portsmouth (C).
CRAYSFORD (Destroyer), October 6 at Devonport, General Service Commission (Phased), Home/Far East/Home/W. Indies, 27th Escort Squadron, U.K. Base Port, Devonport.
TROUBRIDGE (A/S Frigate), October 6 at Chatham, General Service Commission (Phased), Home/Med./Home/Far East, 27th Escort Squadron, U.K. Base Port, Chatham (C).
AGINCOURT (Destroyer), October 6 at Portsmouth, General Service Commission (Phased), Home/Far East/Home/Med, 27th Escort Squadron, U.K. Base Port, Portsmouth (C).
BEACHAMPTON (C.M.S.), October at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron (E).
BURNASTON (C.M.S.), October at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron (E).
DEVONSHIRE (G/M Destroyer), October 6 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth.
GLAMORGAN (G.M. Destroyer), mid-October (tentative date) at Newcastle, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.
INTREPID (Assault Ship), October 20 (tentative date) at Clydebank, Home Sea Service/Foreign Service (East of Suez) from date of sailing.

DUNCAN (A/S Frigate), October 27 at Rosyth, Port Service for trials, Commission December for Home Sea Service, Fishery Protection Squadron, U.K. Base Port, Rosyth.
CHAWION (C.M.S.), November at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron (E).
URSA (A/S Frigate), November 24 at Devonport, General Service Commission (Phased), Home/Far East/Home/Med, 8th Frigate Squadron, U.K. Base Port, Devonport (C).
DAMPIER (Surveying Ship), November 1 at Singapore, Foreign Service (Far East) (C).
1967
AJAX (A/S Frigate), January at Singapore, Foreign Service (East of Suez) (Phased), Capt. (D), 24th Escort Squadron (C).
TARTAR (A/S Frigate), January 5 at Devonport, General Service Commission (Phased), Home/Middle East/Home/W. Indies, 8th Frigate Squadron, U.K. Base Port, Devonport.
PUMA (A/A Frigate), January 12 at Devonport, General Service Commission (Phased), Home/Far East/Home/South Atlantic and South America, 7th Frigate Squadron, U.K. Base Port, Devonport.
DANAE (A/S Frigate), end of February at Devonport for trials, General Service Commission Home/Far East/Home Med, end May, Capt. (D), 23rd Escort Squadron U.K. Base Port, Devonport.
NOTES: The term 'U.K. Base Port' means the port at which the ship may normally be expected to give leave and refit.
A 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 borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards, (S)—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.

Training will continue at Ganges until 1971

THE possibility of the school-leaving age being raised to 16 in 1971 or about 1970 will mean that the last under-16 entry into the Royal Navy (Junior U), will complete training during 1971.

Consideration is therefore being given to concentrating all new entry training for the Royal Navy at H.M.S. Raleigh, Torpoint, Cornwall, after that date. A re-building plan for H.M.S. Raleigh is to be prepared so that all relevant factors may be studied carefully. It is unlikely that the final decision will be taken before 1968.

Consideration will be given at that time also to the future of H.M.S. Ganges, at Shotley.

It is here that the majority of Junior U's currently receive their training. It is the intention that H.M.S. Ganges should continue to be used for this purpose until at least 1971.

Should it be decided in two or three years' time to concentrate all new entry training at H.M.S. Raleigh after about 1971, then—on present assumptions—it seems unlikely that there will be any further naval use for H.M.S. Ganges. It would be premature however to assume that the establishment will be closed in the early 1970's. A decision on its future will not be taken before 1968.

Artificer Apprentices will continue to be trained at H.M.S. Figgard.

EXCHANGE OF SHIPS

THE following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. In accordance with Defence Council Instruction 151/65 requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

Supt. i/c D. A. Green H.M.S. Eastborne, Dartmouth Squadron. Will change for Home Sea Service ship based at Portsmouth.

Lt. S. T. Gallon, H.M.S. Lofoten. Change for any shore establishment, staff job of Reserve Ships except Orion.

Lt. M. R. Tully, H.M.S. Collingwood. Being drafted to H.M.S. Eagle mid-June. Exchange for any married accommodation draft or any draft in Scotland.

Lt. S. J. H. Mansell, H.M.S. Caledonia, on draft to Cudroze-Home Port Service, over six months. Would change with someone being drafted to Caledonia.

Supt. i/c G. Lightfoot, 67 Lower Drayton Lane, Portsmouth being drafted to Rochesay for long refit at Rosyth May 31. Would change for job in Portsmouth area with at least six months' Home Service still to serve.

El. Mech. i/c P. B. Clare, H.M.S. Rochesay, L.R.P. complement for over six months at Rosyth. Will change drafts with anyone with the same draft forecast only in the Portsmouth area.

H.M.S. Aurora (Capt. B. H. Notley, R.N.), arrived at Portsmouth on April 3 from Bergen.

Wartime shell kills diver

FOR cool, calculated courage, that needed by the officers and men of the Bomb and Mine Disposal Units, cannot be surpassed. Because of the attention to detail, the training and meticulous care taken, accidents are fortunately rare.

On March 4 however, Petty Officer Kenneth McKenzie, a naval diver from the Underwater Weapons Establishment, was called from Portland to deal with a wartime shell dredged from the sea bed near the Needles by the dredger Sand Martin.

As he was trying to make the shell safe it exploded. Taken to Poole General Hospital he died soon after arrival.

NAVY NEWS EDITOR

The Ministry of Defence (Navy) has appointed Mr. W. Wilkinson as a Senior Information Officer to act as Editor of Navy News.

For ten years, Mr. Wilkinson has been News Editor and Deputy Editor of the Portsmouth Evening News, and by journalistic experience it is hoped to widen the interest and usefulness of NAVY NEWS among personnel and their families.

Assisting Mr. Wilkinson will be Lieut. (S) H. R. Berridge, R.N.(Retd.), who has become known to thousands of people for his work over the last 11 years in bringing NAVY NEWS to its present popularity and expanding circulation. Often working under great difficulties, he has seen NAVY NEWS distribution extend all over Britain, and to a wide readership overseas.



John Yates gets reacquainted with a scrubbing brush, with him is A.B. William Patterson, of Woodford, Essex

NEWSMAN GOES BACK TO SEA

A FORMER able seaman in the Royal Navy of the 40's, John Yates, assistant editor of the 'West Essex Gazette,' returned to his desk on March 14 after spending seven days at sea on board a ship of the modern 'Andrew.'

He flew by Comet to Madrid and then in a Vanguard to Gibraltar to join H.M.S. Defender for a 1,300-mile voyage. A 'Daring' Class destroyer,

John Yates, who served aboard a minesweeper and the destroyer depot ship H.M.S. Tyne during his national service, is writing of his impressions of life today in the Royal Navy and of Defender's men, some of whom have their homes in his newspaper's circulation area.

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N.B.—To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone, or call

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Lord Louis' laugh at the 'watered' inspection

RE the spraying of newspaper men in Australia by the Duke of Edinburgh. When Earl Mountbatten inspected Combined Operations in Hayling Island, Hampshire, in 1942, I was in charge (just for that occasion) of trailer-pumps crew, which consisted of Wrens.



Earl Mountbatten

When the water was switched on, the Wrens were unable to hold the hose pipe, which swung around. The full force of the jet was directed into the chalets opposite, one of which was the Coxswain's office, flooding out the office staff.

No one enjoyed it more than 'Lord Louis.'

I wonder if anyone reading this was there at the time.

B. Welch
(pensioner S.P.O.).

Bridport,
Dorset.

Punishment

ABOARD the old three-masted ironclad HMS Achilles, 1894-95 (Capt. Algonon Corry), I was a signal boy and captain's messenger.

Capt. Corry used to have a sentry outside his cabin door, and anyone wishing to enter had to send in the sentry to announce him, and then be escorted in and out. Even the Yeoman of Signals had to carry out this routine when he had a signal for him.

I had one punishment from Capt. Corry which we read about a good bit in Nelson's time, but few naval men have experienced it.

He was on the bridge one

Peak marathon

WITH regard to Cdr. William Donald's 'Peak Must Have Grown' (January 'Navy News'), the Commander has his facts wrong as to the winning team being HMS Osiris in 1933. HMS Bridgewater, in which I served, put up the record for the China Station by winning The Small Ships Marathon three years in succession (1932, 1933, 1934).

I know, as I had the honour of being in each victory. Lieut. Smyth and A.B. Murphy were our first men home, Murphy in 1932 and Lieut. Smyth in 1933.

In 1934, the first man home was an officer from H.M. Submarine Rainbow, which had just arrived on the China Station.

It was an achievement for the Rainbow's officer, as their team had little scope for training.

M. Lilly.

Royal Naval Association,
Plymouth.

H.M.S. Striker

SIR.—I have read your March edition with interest, and in particular, the Special Supplement on the Defence Review.

In the diagram depicting the strength of the Royal Navy during the period 1966/67 I note you generously include a large number of ships which are in reserve.

On the other hand, you have made no reference whatsoever to H.M.S. Striker, in full commission on the Middle East Station, with the Third Assault Unit, Royal Marines, embarked, and playing a remarkably active part in naval operations in that theatre.

Lieut.-Cdr. W. F. Charter, R.N.
(Commanding Officer).

DOUGHNUTS REMEMBERED

IT seems a pity to let 1965 pass without remembering that 25 years ago, in the late January, the last of the Regular Service Writers were entered. Some joined in the later months, but we always thought of ourselves as the last classes.

We trained at Trevol as Peps classes during the emotional days of January to April, and then dispersed, a few of us meeting again in December, 1961, at R.N.B. Release.

From a host of other recollections, may I just pick out the taste of the wonderful hot doughnuts we scrambled for at the Naafi, Devonport, R.N.B.

PMX63528

Plumpton Green,
Sussex.

morning when suddenly he threw his arms about, shouting 'Lead your captain off the bridge. He's got a stoker in his eye.'

When he spotted me laughing at him, he sent me up to the mizzen cross-trees till sunset.

A. Large.
Waterlooville,
Hants.

Letters to the Editor

The record?

WE were interested to read of the remarkable achievement of H.M.S. Zest, reported in the January 'Navy News.'

It is indeed commendable that this ship, which was commissioned in July, 1944, should after 20 years' service have steamed something like 90,000 miles in under two years.

This reflects great credit on the men who manned the ship and maintained her. Perhaps we may also mention, with some pride, that this company were the builders.

One is always impressed by the vast amount of sea time which H.M. ships now have to undertake in order to fulfil their world-wide commitments, but should not forget the remarkable long-range steaming by vessels during World War II.

H.M.S. Cumberland, a County class cruiser (in which I served) from September, 1939, to September, 1940, steamed something like 100,000 miles in 298 days at sea, which is, I believe, one of the outstanding records in naval history.

Lieut.-Cdr. L. G. Mudd,
R.N. (rtd.).

Public Relations Officer,
John I. Thornycroft & Co.
Ltd., Southampton.

Honour due

IN the January issue of 'Navy News' there was an item about the Home Fleet cookery competition, stating that 'no other ship had won both cups W.R. and G.M. galleys.'

H.M.S. Berwick (5th Frigate Squadron) won both cups in 1961-62.

Ldg. Ck. (O) A. E. Dodd,
H.M.S. Figgard,
Torpoint.

Salty Pilot

AS an avid reader of 'Navy News' I was greatly interested in your article 'Portland's First Planes' (January issue).

At the start of World War I, I was serving in H.M.T.B. No. 80, based at Portland, and as early as that a 'seaplane' was operating from there, piloted by a Cdr. Samson (a typical Capt. Kettle).

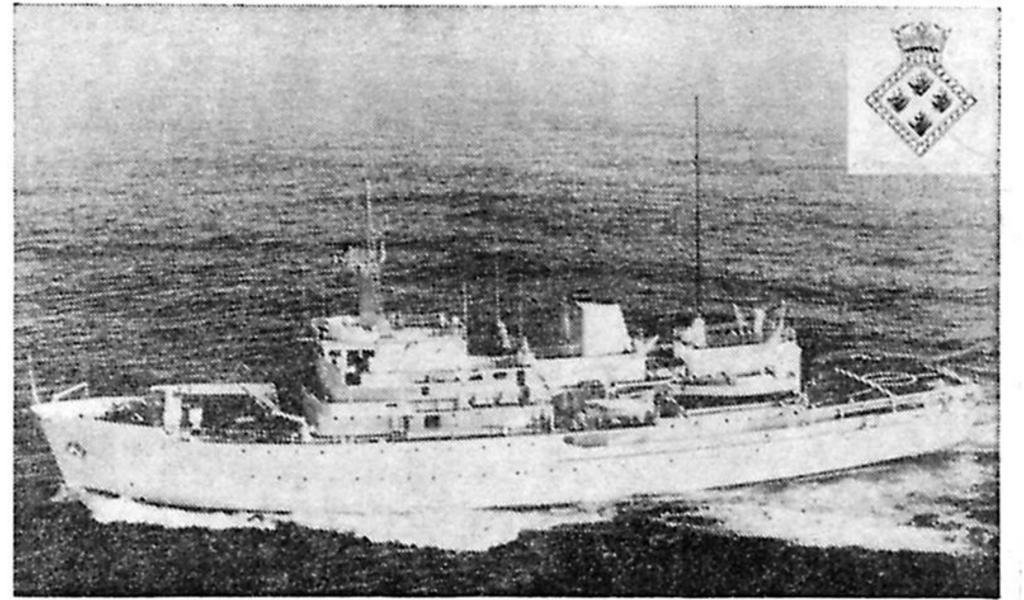
It was the job of the off-duty boats crews to haul his plane up the slipway (greatly assisted by his salty language) when he returned from one of his many sorties over enemy territory. Later a price was put on his head by the Germans.

E. F. S. March,
(ex-I.S. L.T.O.).

Hlford Branch,
Royal Naval Association.

H.M.S. HECLA

No. 125



Advancements

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

- To Chief Petty Officer: JX 815886 A. A. Rowlett, JX 159939 P. L. Woodley, JX 371303 E. W. Dodson, JX 660463 T. C. Harris, JX 660693 B. G. Sell, JX 670456 E. P. Carey, JX 661563 P. C. Whitaker.
- To Chief Sailsmaker: JX 371521 T. B. Brosnan.
- To Master-at-Arms: JX 875555 E. H. Welland, MX 833706 G. G. Martin.
- To Chief Petty Officer Writer: MX 858941 P. Fowke.
- To Chief Petty Officer Stores Accountant (V): MX 897673 F. E. York, MX 735281 M. J. Sullivan, MX 900473 F. Bridgen, MX 883704 F. M. G. Beattie, MX 877675 L. Bloomfield.
- To Chief Petty Officer Stores Accountant (S): MX 890734 W. J. Calder, MX 811209 A. I. Rogerson, MX 881352 H. W. J. Hawkins.
- To Chief Petty Officer Cook (S): MX 817307 D. B. Cuckow.
- To Chief Petty Officer Steward: LX 909964 H. C. Milne.
- To Chief Radio Supervisor (W): JX 883085 M. Lowthe.
- To Chief Communication Yeoman: JX 292086 G. Gates, JX 760318 H. E. Hunter.
- To Chief Petty Officer Medical Assistant: MX 863749 E. Bowns, MX 890540 M. B. Holder, MX 777106 R. W. Coote, MX 845432 M. A. Sherman, MX 842662 L. Morgan, MX 699530 A. J. Razez, MX 848533 G. Taylor, MX 843956 J. W. Mullen, MX 896399 D. Laine, MX 901226 L. W. Booth, MX 817125 R. W. Brown, MX 863862 B. J. Cox, MX 912817 B. McCormick, MX 881435 K. Higgins, MX 817455 E. A. Johnson, MX 904927 A. E. Ellis, MX 904920 D. Dowse, MX 880556 J. K. Elsom, MX 884451 R. Hanvey, MX 867172 K. Elliott, MX 877407 S. C. Spittle, MX 784319 E. Riley.
- To Acting Chief Engine Room Artificer: M 928976 R. C. Hounsome, M 943505 F. H. Deeks, M 976430 J. N. Price, M 943761 M. E. Targett, MX 857762 B. J. Reilly.
- To Acting Chief Mechanician: KX 921114 P. J. Hills.
- To Chief Shipwright Artificer: MX 888045 B. P. Purchase.
- To Chief Engineering Mechanician: KX 907756 S. Goodhand, KX 835367 J. B. Smith, KX 891954 N. Musk.
- To Acting Chief Control Artificer (W): M 933789 M. D. Butcher, MX 913666 G. I. Downey, M 928556 J. A. Elsmore, M 943550 P. C. Langdon, M 928682 M. C. McCloskey.
- To Acting Chief Electrical Artificer: MX 806680 A. W. Prine.
- To Chief Electrician (W): MX 841013 R. S. Beveridge, MX 908357 R. Shenton, MX 892759 K. A. Stickings.
- To Acting Chief Radio Electrical Artificer: MX 887914 M. Williams, M 943717 M. R. G. Linfield.
- To Acting Chief Radio Electrical Mechanician: M 937316 G. J. McCarthy.
- To Chief Radio Electrician: MX 903798 A. D. Catt, MX 864161 F. C. Wilkinson, M 933116 H. McK. MacKendie.

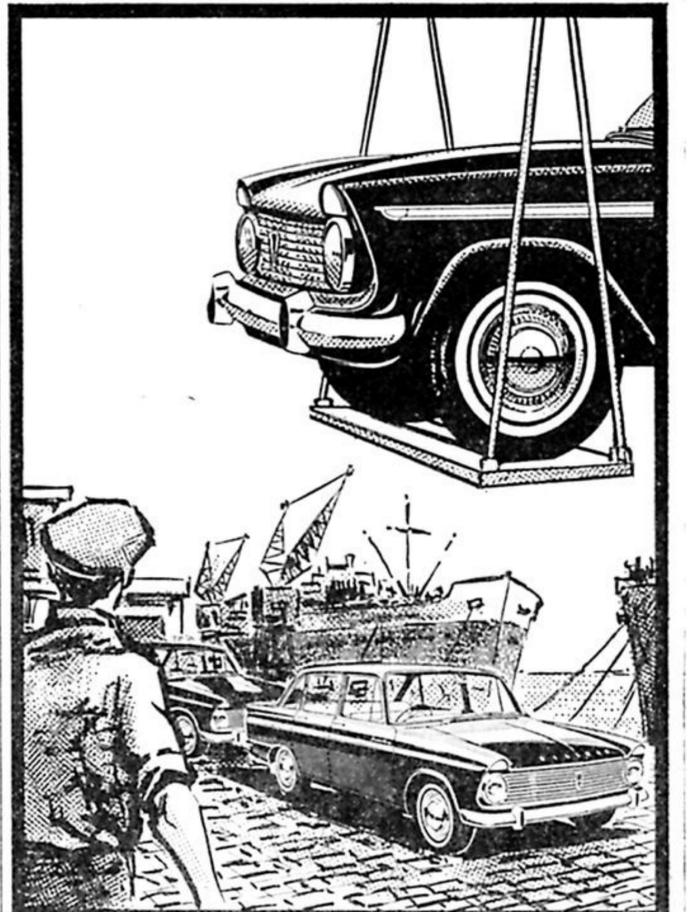
H.M.S. Hecla, first of three 'Hecla' class survey ships (the other two are Hecate and Hydra) was built by Yarrow & Co. Ltd., Scotstoun, being laid down on May 6, 1964, launched on December 21, 1964, and completed on August 24, 1965. This class is the first to be

designed with a combined oceanographical and hydrographical role; the first to be built on commercial lines without a supplementary naval function.

As shown above the ships have a merchant ship design. The hull is strengthened for work in ice, and a propeller is built into a transverse tunnel in the bow for good manoeuvrability. There is a garage in the fore end of the superstructure and aft is a helicopter hangar and flight deck.

Displacement is 2,800 tons and the overall length is 260 ft. Beam is 49 ft. Complement is 19 officers and scientists and 98 ratings.

The ship, which is capable of operating independently for long periods, has a high standard of habitability.



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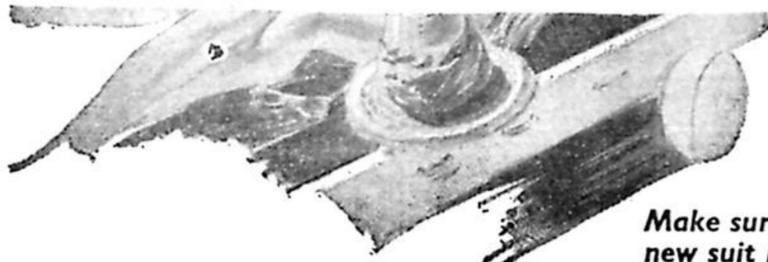
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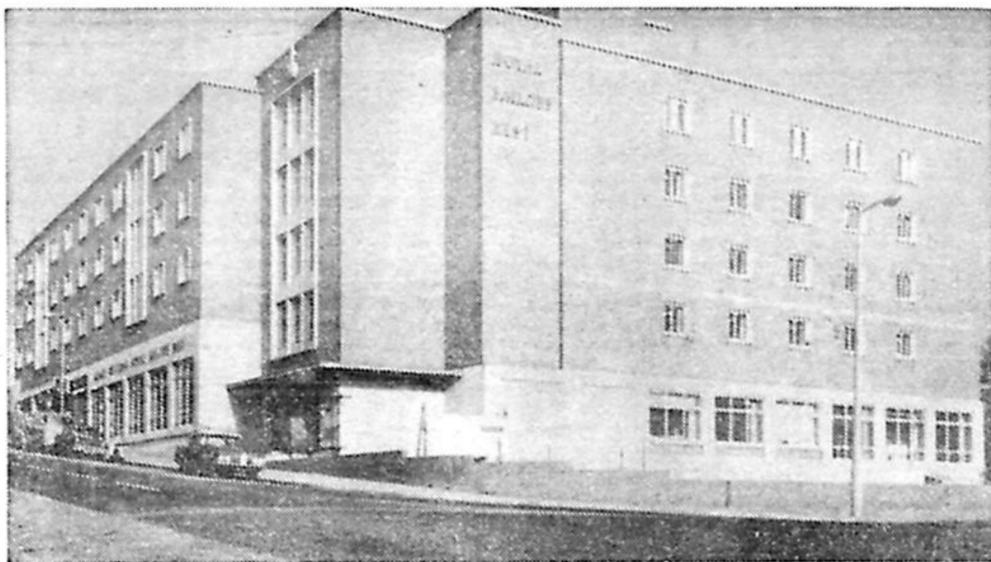
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The Royal Sailors' Rest, Devonport. Food, accommodation, entertainment, 'spiritual guidance'— All can be found at 'Aggie's'

'AGGIE'S' TO THE FORE

IN all the rebuilding which has taken place in the Plymouth area one of the earliest structures to be erected in Devonport in the post-war era was the Royal Sailors' Rest in Albert Road.

Recognising the urgent need for somewhere for the sailor to relax on his shore leave, the city fathers leased a site overlooking the Hamoaze and just above the Albert Gate of the Dockyard and approved the Trustees' plans for the most up-to-date (and still the biggest) Sailors' Rest to replace the one built in 1876 and blitzed in 1941. It was completed and opened

just before Christmas, 1959 and has twice been extended since that date to cater for ever-increasing demand.

FRIENDLY WELCOME

The latest extension provides a spacious lounge, an extra TV room and eight more cabins all of which are in great demand every week-end. 'Aggie Westons,' to use their more familiar

name, have always been popular meeting places for naval men and this was never more true than it is today, for the friendly welcome given by the superintendents and their staffs is given top marks by the sailor who is just as discriminating as his civilian counterpart when it comes to choosing a place where he can feed and sleep well. Wrens also subscribe enthusiastically to this viewpoint and there are rooms for them also in each rest.

The underlying principles of the rests are those of the Christian faith and it says much for those responsible that, without embarrassing anyone, their Christian life and its practical evidence is there for all to see.

SINGAPORE 'REST'

There must be few sailors who have not been to an Aggie's, but there will be many who have not yet visited the new rest in Singapore and for them the prospect of choosing from 100 English, Chinese and Indian dishes on the menu or taking a cooling swim in most attractive surroundings is one to which they eagerly look forward.

In furtherance of the aims of the founder, Dame Agnes Weston, who died in 1918 and was given the unprecedented honour of a Naval funeral, the Royal Sailors' Rests have opened four new Rests since the end of the Second World War. They are at Lossiemouth, Londonderry, Weymouth and Singapore. Within the last few months a new annexe has been built at Singapore.

At Southsea the Weston Naval Families Hotel for naval families in transit has also been opened.

U.S.S. Aldebaran visited Portsmouth from April 2 to 5.

Naval wives combat loneliness

THE Naval Wives Information Service, Portsmouth (which until recently was known as the Naval Wives Voluntary Service), has now been operating for four years. Like its sister service in Plymouth, its main aim is to combat loneliness among Naval wives and to give practical help whenever it is asked for.

The N.W.I.S. likes to make one initial visit to welcome families on arrival in Portsmouth and to hand out a booklet which contains much useful local information for newcomers. Where no visit is requested, or where families take up residence in areas where it has not been possible to find "visitors," booklets are sent by post. By these two methods over 17,500 booklets have been handed out in the last four years. It is not always easy to track down the newcomers to Portsmouth as they arrive, and inquiries from those who have not been visited or who have not received a copy of the booklet are always welcomed by the N.W.I.S.

The main office is in the R.N. Barracks Portsmouth (telephone Portsmouth 22351, Ext. 115). This office is always willing to try to help on any problem, or to advise which Naval department or other organisation a wife can approach on a particular query.

The N.W.I.S. sponsors the opening of clubs where these are required and the necessary premises can be made available.

Portsmouth would also welcome more co-operation from ships. Their wives face many months during which their husbands are away and letters can be a slow and sometimes difficult way of getting answers to their problems from the husband.

ACCOMMODATION

Though not run by the Naval Wives Information Service, it is worth mentioning that there is a Shore Accommodation Bureau in the R.N. Barracks, Portsmouth, which has a good liaison with landlords in the district. It is available to relatives of any rating serving in the Portsmouth Command or in Portsmouth-based ships. Some 75 per cent. of those who apply to the Bureau accept accommodation recommended to them. Initial applications should be made in person between 2 p.m. and 5 p.m. Monday to Friday.

H.M.S. Rhyl arrived at Portsmouth on April 6 from the Far East.



All smiles from N.A.M. (O) Alan Myatt, as he gives a pint

Blood donors had to be turned away

WHEN the National Blood Transfusion Service visited R.N. Air Station, Yeovilton, recently, there were so many volunteers that the unit was unable to take them all. The

Somerset County Organiser, Mrs. F. W. Lucas, said that she was hoping to extend the Unit's next visit in May to two days.

The Transfusion Unit normally visits the Air Station four times a year and about one in eight of the ship's company give blood regularly.

On the recent occasion 177 pints of blood were taken, this being 21 pints higher than any previous figures.

Four ratings received their badges after the visit, having donated blood to the Service more than ten times, and A. A. G. R. Coley received a silver badge for having donated 25 times.

'NEVER AT SEA'

A NEW book about the W.R.N.S. entitled 'Never at Sea' was published in February by Educational Explorers Ltd. in a careers series 'My life and my work.' The author, Chief Officer Vonla McBride, W.R.N.S., is in charge of the W.R.N.S. Officers' Training Course at the R.N. College, Greenwich.

The editor of the series writes: 'Destined to teach, Vonla McBride broke with family tradition to join the W.R.N.S.; and "Never at Sea" is the lively and interesting story of a life which has brought her happiness and success.

Now a Chief Officer, she writes enthusiastically about her work: from the beginning as a new recruit right up to the present day when she herself trains Officer Cadets and is one of very few W.R.N.S. officers to be stationed at the historical Royal Naval College, Greenwich.'

Copies of the book, which makes good general reading, will be available soon in libraries of establishments where there are W.R.N.S. Units.

DIRECTOR VISITS WRENS IN MALTA AND ITALY

IN March Commandant Dame Margaret Drummond, Director W.R.N.S., visited W.R.N.S. officers and ratings serving in Malta. On route, she went to Rome and Naples where W.R.N.S. officers are serving as Secretary to the Naval Attaché, and on the staff of the Allied Forces, Southern Europe.

The W.R.N.S. Unit in Malta numbers about 150 officers and ratings serving in H.M.S. St. Angelo, on the Commander-in-Chief's staff, at H.A.F.M.E.D., in the W.R.N.S. Quarters, Whitehall Mansions, and elsewhere.



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Royal Yachtsmen embark stems of bananas during Britannia's visit to St. Lucia

Banyans and bathing during busy Tour

THE Royal Yacht Britannia left Portsmouth in the snow on January 17, 1966, and, pausing briefly for fuel and four hours' leave at Madeira en route, arrived in the sun at Bridgetown, Barbados, on January 30. The Queen and the Duke of Edinburgh joined the Britannia at Bridgetown on February 1, after a 15-hour flight from London.

The subsequent 4,000-mile tour of the Caribbean area included visits to British Guiana, Trinidad, Tobago, Grenada, St. Vincent, Barbados, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Nevis, the British Virgin Islands, the Turks and

Caicos Islands and the Bahamas. The tour ended at Jamaica on March 6

Towards the end of the tour Her Majesty and His Royal Highness dined in the wardroom. After dinner they attended a most successful variety

shop produced by the yachtsmen, on the fore-castle.

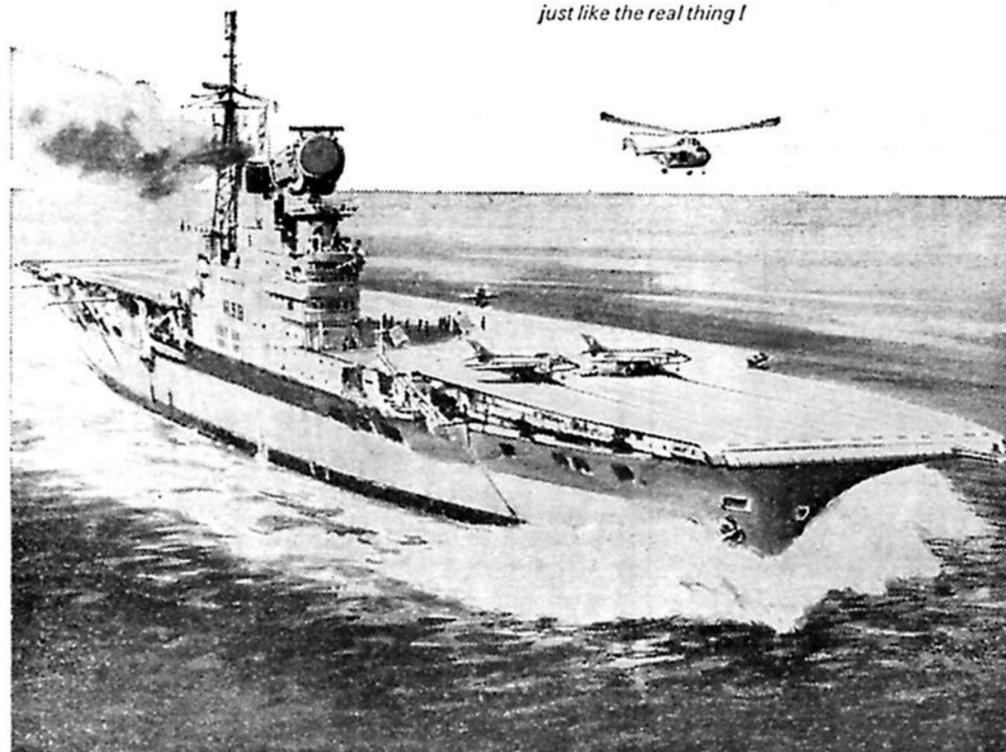
In some of the islands, steel bands, brightly dressed girl singers and calypso dancers combined to give really spectacular farewells. Recreational highlights have been the banyans and the opportunities to bathe on the sun-drenched beaches of the Caribbean. What will also be remembered by all yachtsmen is the kindness and hospitality extended by so many people in all places visited.

From Jamaica Britannia sailed to transit the Panama Canal and visit Tahiti before Queen Elizabeth the Queen Mother's tour of Fiji and New Zealand.

The aircraft carrier H.M.S. Victorious is one of Britain's most powerful warships. Completely modernised in 1958 she now incorporates a fully angled flight deck, steam catapults, mirror landing aids, and "three dimensional radar".

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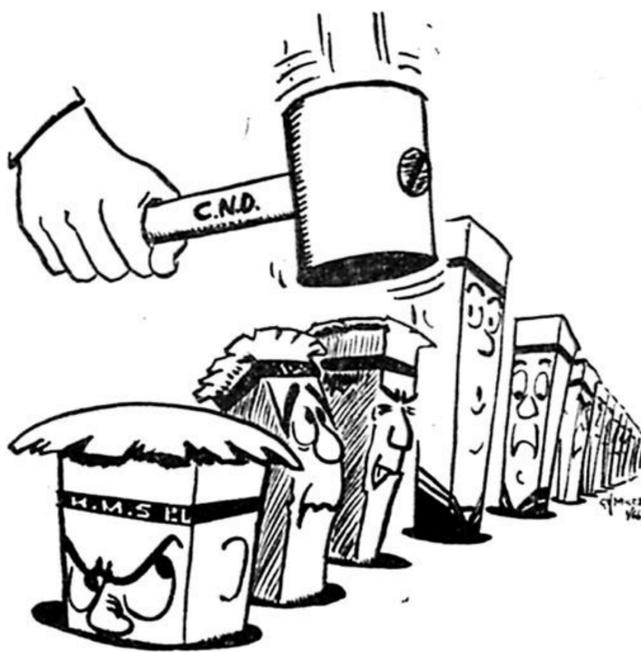
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The Fleet Air Arm and 'Positive Drafting'

I AM sure that at some time all Fleet Air Arm ratings have heard messmates discussing the doubtful parentage of 'Drafty' or endeavouring to understand how a fair minded person could possibly issue a certain Draft Order.

The word 'Drafty' is known to all, but few know what this name represents. As far as the Fleet Air Arm is concerned Drafty is part of the Flag Officer Naval Air Command's Staff and his office is manned by Fleet Air Arm Officers and Writer ratings.

The aim of the Drafting Office is quite simple. The Ministry of Defence (Navy) provides a list of all requirements to be met and also the total number of rating by category that may be borne to meet these commitments. As far as the overseas commitments are concerned, the ratings to fill these were selected on the basis of the rating who had the longest spell in the United Kingdom is the first one to go overseas, irrespective of previous experience.

OVERHAUL NEEDED

However, with the introduction of the present complicated aircraft, this system had the failing that a rating who was fully conversant with one type of aircraft went overseas to the Front Line on a completely different type. It also meant that during the months immediately prior to going overseas a rating was uprooted from his station and

sent to various other stations for SAMCO training, this being the time when he wanted to remain static to arrange family housing, etc.

A rating would also join a Front Line outfit abroad without seeing the Parent Station of the Squadron and, in many cases, leave the Squadron without going to the Parent Station although he was expected to house his family in a Married Quarter at this station. The system needed an overhaul and after much discussion and trial Positive Drafting emerged.

Positive Drafting means that as far as practicable as rating's movements are planned some 21 months ahead, although obviously not everybody can be passed through the 'pipeline.'

Drafty's Corner

In other cases a man with previous experience is selected for the Front Line in as far as this is practicable; to this end the Drafting Office is authorised to 'dip down' into the Longest at Home roster to a scale based on Sea/Shore ratio by category. The extent of the dip down can be six months to one year. If this is done a compensating adjustment is made to the rating's next overseas date on the roster.

COURSES ARRANGED

The man who can first go through the second line 'pipeline' before joining the Front Line, is first given SAMCOs if these are appropriate and joins the Parent Station for Type familiarisation some 18 months before proceeding overseas.

From the technical side this ensures that ratings joining Front Line Squadrons have the knowledge necessary to take over from the ratings they are relieving without any disruption to the Squadron's task.

From the 'conditions of service' view the rating is no longer disturbed immediately before going overseas, the married man has sufficient time to re-house his family at his new station and is able to assist in the move. The three year maximum quarter ruling was waived so that when returning from overseas the rating could spend his Port Service at the same station without having to vacate his quarter, thus providing a degree of stability for his family.

NO ILL EFFECTS

The rating with a residence in a 'non aircraft type' area (such as Lee-on-Solent) is also catered for and will not be moved unnecessarily. He will however be required to go overseas to an aircraft type on which he has had previous experience. Results so far show that Positive Drafting has had no ill effects on the Drafting Preference system, especially for those ratings returning from overseas.

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Her Majesty Queen Elizabeth the Queen Mother

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Widows are assisted to maintain their children at home with cash grants and clothing allowances. A holiday scheme is available at the Society's home on the Yorkshire coast.

Ask us if there is anything you want to know. Immediate and sympathetic consideration will be given

For inquiries to The Secretary Sailors' Children's Society Newlands, Hull Tel. 42331

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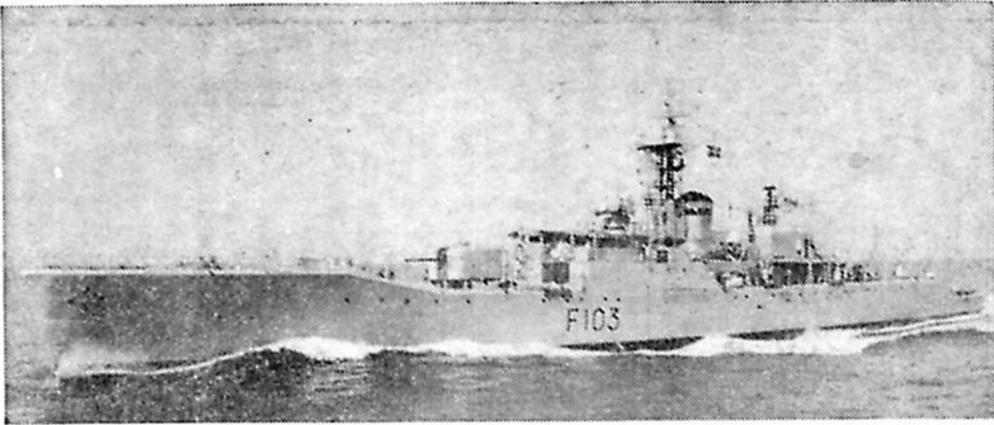


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H.M.S. Lowestoft, the 'Rothesay' class anti-submarine frigate

60,000 MILES AND MANY MORE TO COME

WHEN H.M.S. Lowestoft arrived at Portsmouth on April 5 she had steamed 48,000 miles in seven months and a foreign leg which was planned to last six months in the Mediterranean turned out to be seven months East of Suez.

The frigate left Chatham in September and after only a few days in the Mediterranean she was ordered to the Aden area and carried out escort duties with H.M.S. Eagle until early November, broken only by ten days in Mombasa.

During November the ship carried out patrols off the Arabian coast, stopping and searching dhows for illegal arms.

Leaving Aden at the end of

November in company with H.M.S. Albion for Singapore, Lowestoft was again detached to join H.M.S. Eagle off the East African coast.

Finally the ship arrived in Singapore on December 13, having steamed 27,000 miles in 14 weeks.

In January the ship spent ten days in Hong Kong before leaving the Far East Station as an escort to H.M.S. Ark Royal on her way across the Indian

Ocean to the East Coast of Africa.

After another spell in Mombasa and patrol duties in the Mozambique Channel H.M.S. Lowestoft was detached on March 12 to begin her passage home, with brief stops in Aden, Malta and Gibraltar.

On March 14 Cdr. E. M. G. Johnstone, R.N., took over command of the ship from Capt. J. D. Tracher, R.N., who flew home to take command of R.N. Air Station, Yeovilton.

Since the start of the commission in February, 1965, Lowestoft has steamed over 60,000 miles—more than on the whole of each previous commission—and she is not yet half-way through this one.



Navy in the forefront of technological advance

I HOPE, through the good offices of the Editor, that we can build up a monthly "Submarine Corner" in this excellent paper and thereby keep in touch, through News Letters, with activities in our various Squadrons and Divisions.

In common with the rest of the Service, our thoughts during the past few months have been considerably concerned with the revised Pay Code and with the long-awaited results of the Defence Review. The first we know and welcome, the second we are still digesting.

As far as purely submarine

matters are concerned, the disbandment of the Second Submarine Squadron at Plymouth on February 10 stands as a sad and salient landmark. The squadron started in 1914 at Plymouth and survived a subsequent history of disbandment and re-activation on many occasions and in many different parts of the world as the needs of the Navy and national defence dictated. It existed during the war at different times at Blyth, Dundee, the Holy Loch, Halifax N.S., and finally at Trincomalee. The latest disbandment was forced on us by the need to reinforce our squadron at Singapore to cope with the growing A.S.W. training and operational requirements of our powerful Far East Fleet.

Everyone in submarines should be aware that with the Polaris submarines, our submarine force is being augmented by vessels forming a complete weapons system using the very latest techniques in ship construction, marine and electrical engineering, electronics, computers, nuclear power, navigation, communications, sonar instrumentation, health physics, store-keeping and victualling—and that list of advanced techniques is by no means complete.

S/MS. LEADING NAVY

In short, the Polaris task is leading the submarine force into an advanced technological age, and the submarine force will soon be leading the Navy in this respect. The Navy itself will thus be in the forefront of the technological advance in Britain.

The pace of submarine development in recent years has been such that a rash of Type designators, describing different sorts of submarines have become current in the Service.

As a result, the Ministry of Defence (Navy) will shortly issue instructions establishing names, expressing the primary military characteristic of submarines, which are for use generally in the Navy.

These names are: (a) *Fleet Ballistic Submarine*—A submarine armed with a strategic ballistic missile system, e.g. Polaris. The term 'Polaris submarine' should normally be used in referring to Fleet Ballistic Missile Submarines of the Royal Navy fitted with this weapon system. The 'Resolution' class are Polaris Submarines.

(b) *Fleet Submarine*—A general purpose submarine capable of sustained submergence at fleet speed or greater and equipped to act in close support of a surface force when required. H.M.S. Dreadnought and the 'Valiant' class are Fleet Submarines.

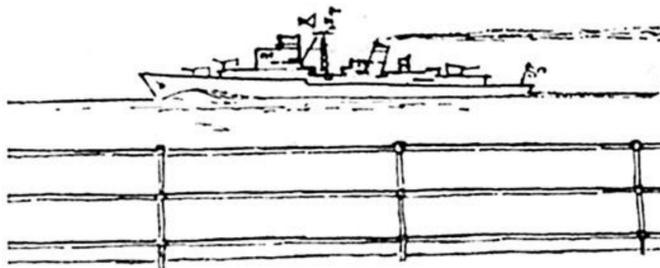
(c) *Patrol Submarine*—A general purpose submarine not capable of sustained submergence at fleet speed and therefore not capable of acting in close support of surface forces. 'Oberon', 'Porpoise' 'A' and 'T' classes are Patrol Submarines. I. L. M. McGEACH

WORK AT HOME

The build-up of the Fleet East of Suez has meant that fewer Fleet Exercises take place on the Home Station for the 1st and 3rd Squadrons to do their stuff in, and more and more of their running is concerned with training (a 25 per cent. personnel expansion programme is now under way as part of our nuclear building programme), running for Flag Officer Sea Training and trials and evaluation of new equipment, both submarine and surface borne. For most boats, these vital but perhaps less exciting commitments will be enlivened by 'Perisher' running, running for Joint A/S School at 'Derry, Squadron Training Periods, and of course there are always the one Home and Foreign visits per year to look forward to.

The pace at which the Submarine Command is preparing to assume responsibility for the Polaris force is accelerating. Captain SM3 has for some time been more and more closely concerned with the development of the Faslane Base. F.O.S.M.'s Staff has been augmented to cope with Polaris responsibilities and the Staff as a whole is beginning to feel the impact of the Polaris programme.

OUT OF COMMISSION



Invaliding-out can mean hardship

Every year the careers of some naval officers are cut short because of accident or illness. A scheme has now been designed by the Provident Mutual in conjunction with Crawford, Hobbs, Savill & Co. Ltd. under which officers can receive a lump sum if they are invalided out of the Service. This is provided under a special form of life assurance as an *addition* to all the usual benefits. The scheme is available to officers with permanent commissions in the Royal Navy and Royal Marines.

Full details can be obtained from CRAWFORD, HOBBS, SAVILL & CO. LTD., Incorporated Insurance Brokers, 2 St. Andrew's Cross, Plymouth, Devon. Telephone: Plymouth 67261 or from PROVIDENT MUTUAL LIFE ASSURANCE ASSOCIATION 25-31 Moorgate, London E.C.2. Telephone: Monarch 9151 or from any INCORPORATED INSURANCE BROKER

Coming 9th May

Never So Proud

John Wingate D.S.C.

May 1966 sees the 25th anniversary of the Battle of Crete. *Never So Proud* is the story of that heroic battle and evacuation, based on intensive research and on the records of survivors.

This is a book which those who remember the events and also those who were not even born then will find full of interest and excitement.

HEINEMANN

18s

Narvik—the 'Faslane Hilton'

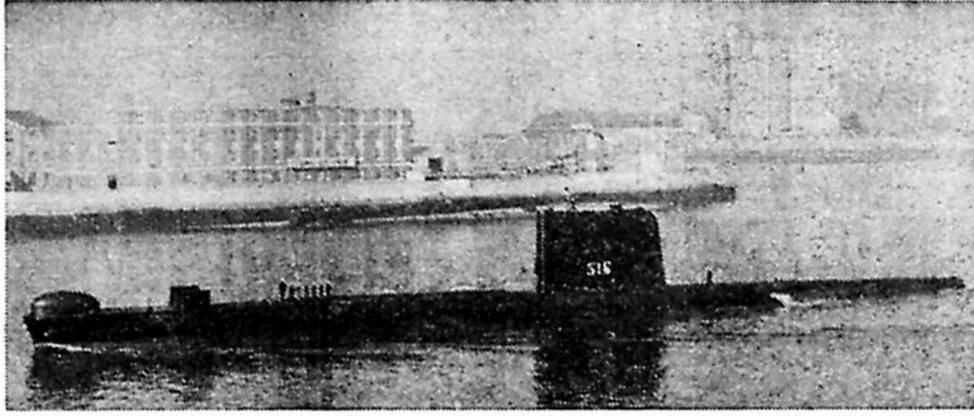
ONE of the less visually attractive features on the construction sites of the Clyde Submarine Base is the 20-year old L.S.T. which sits like a king-size fender between the Third Submarine Squadron depot ship, H.M.S. Maidstone, and the frigate berth at the north end of the newly built Faslane jetties. Her main engines lie cold and neglected. Her upper deck is more often than not a transit area for the depot ship's stores.

She is H.M.S. Narvik, spending her declining years in the cold and dirty loch waters of Faslane, thinking of her past glories in the 'fifties at Monte Bello and in the 'sixties as one of the last submarine depot ships in the Mediterranean.

Narvik's present task is to provide accommodation and other facilities for the teams building and setting to work the various elements of the Ace Base, as well as for the staff and students of the R.N. Polaris School which is due to commission shortly.

The ship's company consists largely of civilians, with only a small leavening of naval personnel, and their job is chiefly to run the ship as a 'Faslane Hilton'. (Officers and ratings accommodated have, however, been heard to comment that she doesn't quite justify a five-star assessment.)

Considering how few ratings are borne for ship's duties, an above-average number of successes has been achieved. The C.P.O.S.A.(V) is en route for promotion to Supply Sub-Lieutenant (S); the P.O. Cook (C) took a Third prize at Hotelympia this year; and the C.P.O. Steward has gained a Herbert Lott award. With many of the ship's company filling drafting preference billets, and therefore native in the Glasgow/Helensburgh area, they are a satisfied and efficient crowd.



H.M.S. Oracle. H.M.S. Dolphin is in the background

STAKE IS NEVER LOST

IN spite of many inducements to spend, there is over £8,000 million invested in National Savings, and the Navy's contribution has always been good, thanks to the help of pay offices and sub-post offices who provide the important ingredients—simplicity and reliability.

No one has ever lost the money he invested in National Savings. 'Ernie's' £25,000 jackpot may not be as big as the pools, but you always get your stakes back, win or not.

1966 is the 50th anniversary of the National Savings Committee and to mark the part played by the Navy during these 50 years, special commemorative plaques are being presented to the Commander-in-Chief, Portsmouth, and to the Flag Officer, Scotland and Northern Ireland by the Chairman of H.M. Forces Savings Committee, Air Chief Marshal Sir Hugh W. L. Saunders.

The presentation at Portsmouth took place on April 5.

The sail training ship Winston Churchill arrived at Portsmouth on April 2.

Oracle ends her first commission

H.M.S. ORACLE (Lieut.-Cdr. R. A. Morris, R.N.), entered Portsmouth Dockyard last month for a long refit after an eventful first commission, during which she steamed 68,949 miles. Launched by Lady Lambe, wife of the late Admiral of the Fleet Sir Charles Lambe, on September 26, 1961, and commissioned on February 15, 1963, Oracle was built by Cammel Lairds at Birkenhead.

During the last three years Oracle has visited ports in North America, Africa and in the Mediterranean, in addition to the normal visits to United Kingdom ports.

VISIT TO NEW LONDON

Highlights of the commission were the visit to New London in 1964 after a large-scale United Kingdom/United States submarine exercise, when members of the ship's company were able to visit New York for the World's Fair, the participation in the Home Fleet's recruiting cruise in the summer of 1965 and the Home Fleet Assembly,

reviewed by the Queen in the Clyde in August, 1965.

Oracle has been a member of the First Submarine Squadron based on Fort Blockhouse, Gosport, and besides several major exercises has fulfilled many other commitments, such as trials of new equipment, working-up newly commissioned frigates, training embryo submariners and evaluating new tactical doctrines.

The present H.M.S. Oracle is the third ship of the name to serve in the Royal Navy and was the eighth 'Oberon' class submarine to be commissioned.

14 MILES' WALK FOR A PINT

WHEN six ratings and an officer from the nuclear submarine H.M.S. Warspite, building at Vickers, Barrow-in-Furness, applied for a week's 'Exped' training at Arbroath, they little knew what they had let themselves in for.

After 'standing-by' learning the intricacies of a nuclear submarine, a week's 'Exped' in the Scottish Cairngorms was hailed as a breath of fresh air. This is exactly what they got.

Arriving at H.M.S. Condor to a friendly welcome, the party had a day's instruction into the use of map and compass and elementary climbing techniques.

One of the 'Exped' instructors of H.M.S. Condor, P.O. Macgregor, joined them and they were taken by Land-Rover into the heart of the Cairngorms.

Here, at Derry Lodge, camp was pitched while their activities were watched by herds of deer on the adjacent hills.

To limber up and to plan a course of action for the remainder of the week, the party cooked the main meal from the Army 24-hour rations and then decided to walk to the nearest 'local,' seven miles away.

Two hours later eight sailors were the only customers at Mar Lodge, once a Royal Hunting Lodge.

Here, around a log fire, the next day's expedition was planned.

It was well after midnight when the party was back at its camp; the first time any of them had walked over 14 miles for a pint of beer.

During the next two days in the Scottish hills (never referred to as mountains), there was plenty of opportunity for blind pilotage and compass marching over snow and ice.

In the teeth of a biting wind the planned 14-mile walk that had looked so easy on the map proved exacting.

The party returned to Barrow tired and happy, having thoroughly enjoyed their outing amidst some of the most glorious country in Britain, and willing to have another 'go.'

H.M.S. Jaguar arrived at Portsmouth on April 4 from the West Indies.

Two Ex-Orpheans meet

THE regard for the Service which he left over 25 years ago resulted in a meeting between Mr. Herbert Billings and C.E.R.A. D. G. Jones of the Submarine Spare Crew of H.M.S. Maidstone.

The St. Vincent Home at Kingussie in Inverness-shire had a number of surplus paperback books in its library and when the Red Cross Hospital Librarian, Mrs. Catherine MacGregor, mentioned the fact to Mr. Billings, he suggested that the books might be welcomed by the crews of submarines. Mrs. MacGregor acted upon the suggestion and in February C.E.R.A. Jones travelled to Kingussie to collect the books.

He was met by Mr. Billings and over tea they talked about the submarine service past and present. Mr. Billings, now 65, joined the Royal Navy in 1916 and, after serving in H.M. Ships Ramillies and Windsor, served in submarines from 1924 until 1939.

PAST AND PRESENT

His last submarine was H.M.S. Orpheus in China and as C.E.R.A. Jones had recently joined H.M.S. Maidstone from the present Orpheus, they were able to compare experiences in the two boats. The present Orpheus, an 'Oberon' class submarine was completed in 1960. The Orpheus in which Mr. Billings served was built in 1928 and was lost in 1940.

Mr. Billings contracted T.B. in 1940 and was subsequently invalided. He has been at the St. Vincent Home, run by the Sisters of Mercy, since 1961, and is still very active. He plays golf regularly and is very interested in marquetry.

The books, a very welcome gift, were distributed to the submariners of the Third Submarine Squadron, and the thoughts of an ex-submariner are very much appreciated by those at present serving.

H.M.S. Dryad's new 7½-ton yacht, Planet was named by Mrs. Ollivant (wife of Capt. M. S. Ollivant, R.N. of H.M.S. Dryad) on April 4.

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Over 50,000 miles in less than a year

IN less than 12 months H.M.S. Jaguar, the 'Leopard' class anti-aircraft frigate has steamed 50,170 miles, visited all the continents of the world except Australasia, sailed in all the oceans of the world save the Arctic, rounded both the Cape of Good Hope and Cape Horn, crossed the equator four times and the Atlantic Ocean four times.

Commissioning on September 8, 1964, Jaguar was refitting at Chatham until mid-January, 1965, and after trials, working-up and leave, finally sailed from Chatham on May 17, 1965.

She arrived at Portsmouth on April 4, sailed for Chatham the next day after handing over a block of stone for Portsmouth Cathedral, the gift of the Mayor and Municipality of Simonstown, and arrived at Chatham on April 6 for a dockyard refit.

Since commissioning the frigate has sailed 55,894 miles and in the 322 days since she left Chatham she has been at sea on 177 days of them, the longest continuous time at sea being 31 days in the Mozambique Channel.

Places visited included Gibraltar, Dakar, Rio de Janeiro, Simonstown, Durban (twice), Port Louis (twice), Rodrigues, St. Brandon, Diego Suarez, Mombasa (twice), Aden (twice), Masirah, Port Elizabeth, Tristan da Cunha, Puerto Belgrano, Buenos Aires, Punta del Este, Port Stanley, Deception Island, Valparaiso, Guayaquil, Panama City and Bermuda.

WIDESPREAD HOSPITALITY

Hospitality in the places visited was widespread and no fewer than five members of the ship's company became engaged to South African girls.

On arrival in the United Kingdom 13 members saw their children for the first time.

An Austin Mini, owned by the First Lieutenant, was carried on board and now claims to be 'The world's most travelled Mini' as well as being the first to be seen in the Antarctic. In it many officers explored South Africa and parts of South America.

In Buenos Aires, where its English number plate was inadequate, a special number 'RN 37' was registered thanks to the co-operation of the Mayor. (The ship's pennant numbers are 37.)

In the course of the com-

mission three officers were promoted and 67 ratings were advanced to higher rates.

CHILDREN ENTERTAINED

In every port visited a children's party was arranged for under-privileged or handicapped children. At these the children were shown round the ship, enjoyed film shows and entertainments and had been given tea.

Sport has been played at every port of call—often under very trying circumstances, rigger on a hard sand pitch at Dakar, soccer in the heat of Diego Suarez and Guayaquil and so on. As might be expected results have been varied, but the teams have generally held their own and have always been applauded for their enthusiasm and sportsmanship.

GUIDE DOG PURCHASE

In the last eight months the ship has raised over £200 towards purchasing and training a guide dog for a blind person. If the animal is a dog he will be called 'Jason' after the ship's jaguar in London Zoo. If a bitch then she will be called 'Juno'—the name under which the Jaguar laboured until someone found out the mistake!

Private anecdotes are legion and will doubtless be recounted for many years to come. No one who was present is likely to forget the sight of Brazilian models nosing around the ship; or the Chief Petty Officer who woke up one morning to find himself the owner of 500 head of Brazilian cattle; or the motorcycle and its intrepid driver who left half his skin on the road in South Africa; or the visiting naval officer who solemnly, at the end of lunch, ate six ounces of Cheddar cheese, leaving none for anyone else; or the British Consul who happily got out of the boat into five feet of water.

They, and many other things, contributed to a very good commission in a very happy ship.

DULL? NOT FOR ROTHESAY

NOTHING has been happening and it's all very dull' was what the ship's company was told when H.M.S. Rothesay (Cdr A. F. R. Weir, R.N.), took over as Bahamas Guardship on December 31, 1965.

After a while it did seem a little dull, although the fishing was good and 'Jimmy' (Lieut.-Cdr. D. J. R. Chapman, R.N.), had ideas of his own about how to keep everyone occupied.

By January 13 the ship had been to Freeport, Grand Bahamas twice, Fort Lauderdale and Key West, Florida, once, to say nothing of a couple of rough nights in Nassau. Nevertheless six refugees from the British-owned Lobos Cay, only a few miles from the coast of Cuba, were rescued.

'TORPEDO TRACKS'

Some Anti-Submarine exercises at Key West provided good sport for those involved. The bridge look-outs had their eyes sharpened by the sight of a torpedo passing swiftly down the side on a couple of occasions. Few had ever seen torpedo tracks before and it was a matter of surprise that our submarines do not use these practice types more frequently.

On the evening of January 13 Rothesay set off for Anguilla, a favourite desert island in the middle of the patrol area. The Royals, acting as guerrillas, were to take on the seaman's landing party.

The guerrillas, in small groups, had landed and spread out earlier, and then at 0915 the first wave of Gemini carrying the seamen hit the beach. R.O. Coward, carrying the batteries, disappeared in ten feet of clear blue water. However, he had the decency to reappear from time to time, enabling the rest of his section to get ashore quite dry by treading on his head.

Next, as per instructions, the seamen raced across the beach and hit the undergrowth on their bellies. It was full of cacti—tough cacti with three-inch spikes.

The rest of the day was packed with ambushes, captures, escapes and even a ceremonial 'execution.' The executed Marine Stray thought this was the best part of the proceedings. He stripped off and stretched out by the water's edge.

A pall of dark smoke hung over the island as the demolition party set to work blowing up 'ammunition dumps.'

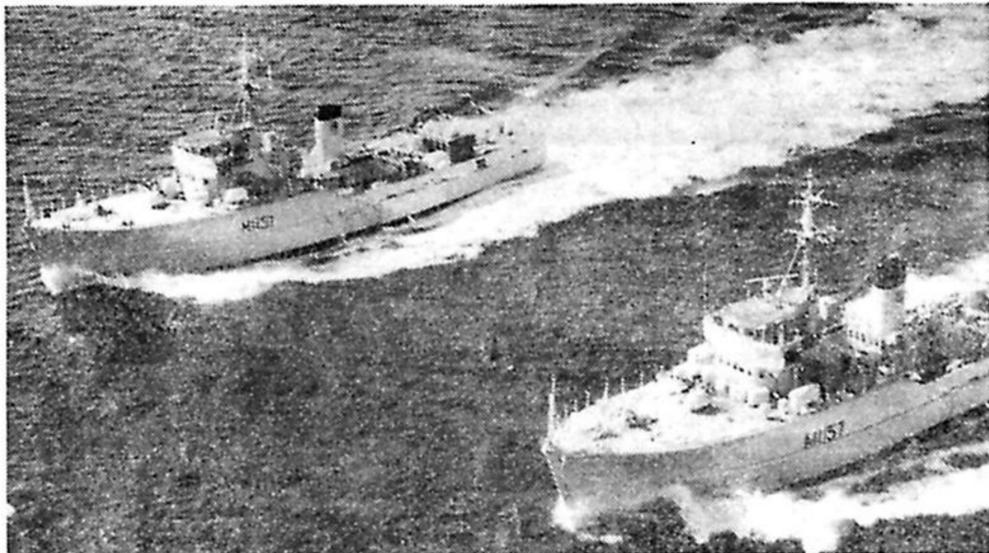
Just before dusk, however, the ship was ordered to proceed to collect some refugees who had been spotted by an American Coast Guard plane some 300 miles away, and the night phases of the operation had to be cancelled.

HAITIANS RESCUED

The refugees, Haitians, numbered 134, including 26 women. They had been trying to make their way to the Bahamas in a 35-ft. fishing boat under sail, but the boat, after four days at sea, had been wrecked on an uninhabited island and they had been without food, and with very little water, for three more days.

Once on board they were given a medical check, bathed and fed. 'Harry's Nighterie' in Barbados had nothing on the after-seamen's bathroom that afternoon! The rescued Haitians were taken to Nassau and turned over to the Bahamas Immigration Authorities.

"And so," says our reporter, "back to patrolling and paint ship—how could anyone find it dull?"



THE FIRST MINEHUNTERS

WITH the merging of the 1st Minehunting (M/H) Squadron with the 5th (Vernon) Squadron on January 1, 1966, to form the 1st Mine Countermeasures (M.C.M.) Squadron, a correspondent has been moved to write the following 'obituary' of the 'First Minehunters.'

Admiral had top score

FORTY officers and men from the newly commissioned survey ship H.M.S. Hecate recently travelled to Taunton to pay their first official visit to the town which has 'adopted' the ship.

The visit got off to a great start when the Mayor, Mr. Victor Ellis, kicked off at a soccer match between the ship and Taunton Civil Service Association. The ship lost 7-1.

After the match the visitors were entertained to tea and then, in the Council Chambers, were officially welcomed by the Mayor.

Lieut.-Cdr. R. Dathan, R.N., Hecate's First-Lieutenant presented a photograph of the ship to the Mayor, and cap bands were given to each member of the Civil Service soccer team.

REVENGE

The ship's company gained their revenge that evening at the Taunton Rugby Club, where they beat a team of Taunton town councillors led by the Mayor, by 46 pins.

Hecate's winning skittle team was led by Rear-Admiral G. S. Ritchie, the Hydrographer of the Navy.

The Admiral, whose home is at Wiveliscombe, played his full share in the victory—finishing with six pins more than the Mayor—at the top of the scoreboard.

The Mayor presented Lieut.-Cdr. Dathan with a handsome silver rose bowl, which has been given for sporting competitions between the town and the ship.

FORTH CAN NOW COPE WITH NUCLEAR SUBS.

H.M.S. Forth has completed her modernisation and re-commissioned at Chatham on March 25.

The ship's company marched to the ship from H.M.S. Pembroke where they had been living, and after the commanding officer had read the commissioning warrant, which was followed by an interdenominational service, a commissioning cake was cut.

Afterwards guests toured the ship.

Completed at Greenock in 1939 H.M.S. Forth is designed primarily to support submarines of the conventional type, but her modernisation enables her to act also as a support ship for the Royal Navy's nuclear submarines.

Commanded by Capt. K. H. Martin, D.S.C., R.N., H.M.S. Forth will be going to the Far East Station for service with the 7th Submarine Squadron.

H.M.S. Kirkliston (nearer camera) and H.M.S. Iveston—Minehunters—who, between them, have steamed some 50,000 miles in just over a year

H.M.S. Iveston visited her namesake village, near Newcastle, which trip, from all accounts and specially that of the football match, was a never-to-be-forgotten occasion.

H.M.S. Kirkliston is at present undergoing further trials and refit and H.M.S. Iveston has joined the composite squadron under the command of Lieut.-Cdr. R. F. Chalmers, R.N.

(* Opening of Parliament.)

41-GUN SALUTE

The first 'conversion hunter,' H.M.S. Kirkliston (Lieut.-Cdr. H. G. de Courcy-Ireland, R.N.), after a series of trials made her debut in front of the NATO M.C.M. working party in London on November 3, 1964, her arrival alongside Tower Pier at noon that day being acclaimed by a battery of the Honourable Artillery Company with a salute of no fewer than 41 guns. The rumour that this greeted the opening of a new House* farther up the river was dubiously received.

Back in Scotland 10 days later, the work-up started, while waiting for the arrival of the 'other half,' H.M.S. Iveston (Lieut.-Cdr. M. Ruddle, R.N.). In the new year the two ships set about earning a reputation.

'A MIXED BAG'

The year's bag of over 250 mines included seven untagged birds (non-exercise mines, all, unfortunately, dummy), and it also lists three aircraft, two errant missiles specially selected for location and 25 other missiles in the same area not so privileged, two old torpedoes, one Army tank, and the postman's bicycle. In locating these and other objects, the squadron's diving teams, in making more than 600 dives, spent the equivalent of nearly four weeks under water and went up and down a total of almost 30 miles.

With the village of Kirkliston only two and a half miles from Port Edgar, a most friendly liaison evolved, and none on board will easily forget the two St Andrew's Night dinners, least of all A.B. Audsley, since at the first one he met his future wife.

In Memoriam

Neil Edward Hill, Able Seaman, P/942292, H.M.S. Ark Royal, Died January 1, 1966.

Peter Charles Collison, Engineering Mechanic 1st Class, P/677042, H.M.S. Ark Royal, Died January 1, 1966.

Christine Mary Hunt, Wren, 121448, H.M.S. Vernon, Died February 9, 1966.

Michael John Anthony Brewis, Engineering Mechanic i/c, P/077003, H.M.S. Ursula, Died February 28, 1966.

James McCulloch, Leading Engineer Mechanic, P/054553, H.M.S. Naiad, Died March 4, 1966.

Kenneth Murchison McKenzie, Petty Officer, P/JX. 924610, H.M.S. Osprey, Died March 4, 1966.

Paul Randolph Tilden Smith, Musician RMB/3528, R.N. School of Music, Deal, Died March 6, 1966.

Lieutenant Ian Campbell Clark, Royal Marines, 42 Commando, R.M., Died March 16, 1966.

Lieutenant John William Harvey, Royal Navy, H.M.S. Heron, Died March 17, 1966.

Lieutenant Commander Simon Scott Thomas, Royal Navy, H.M.S. Heron, Died March 17, 1966.

Lieutenant Christopher John Oswin Hopkins, Royal Navy, H.M.S. Ambush, Died March 19, 1966.

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H.M.S. Dainty, the 'Daring' class destroyer (3,600 tons, full load) arrived at Portsmouth on March 11. (Photograph: Messrs. Wright and Logan, Portsmouth)

'Beautiful but deadly' completes first foreign leg

H.M.S. DAINTY (Cdr. P. Maslen, M.V.O., R.N.), returned to Portsmouth on March 11 on completing the first foreign leg of her General Service Commission, having steamed 30,200 miles since commissioning on April 9, 1965.

Following trials, June and July, 1965, were spent at Portland, and on August 31 the ship sailed for the Mediterranean and, after exercises, during which the ship visited Gibraltar, Sicily, Rhodes and Bari, she sailed for the West Indies in early November, calling at Gibraltar and Madeira. Bermuda was reached on November 20 after a very rough crossing.

Dainty relieved H.M.S. Whirlwind as Bahamas Guardship at San Juan, Puerto Rico, on November 29, and the next four weeks were spent patrolling in the area off the Cay Sal bank, Fort Lauderdale, Nassau and Key West being visited.

Christmas and the New Year

were spent in traditional style at Freeport, Grand Bahama; the ship's choir was very popular both at Key West and Freeport and collected over £55 on Christmas Eve.

H.M.S. Rothesay relieved Dainty as Guardship and on January 18 the destroyer went to Florida (Fort Lauderdale) for six days. A visit to Mentego Bay, Jamaica, followed and then Dainty visited Kingston and the island of Sint Maarten, in the Netherlands Antillas, the 'Beach Island of the Caribbean.'

ROYAL ESCORT

After a brief visit to Barbados for fuel, Dainty rendezvoused with the Royal Yacht Britannia off the island of Tobago on

February 11. Escort duties lasted for two weeks, during which time the Queen visited most of the islands that are British possessions in the Leeward and Windward Islands. On completion of the Royal Escort duties, Dainty sailed for a farewell visit to Hamilton, Bermuda, before returning to the United Kingdom.

Dainty was built by J. Samuel White and Co. Ltd., at Cowes between August, 1950, and February, 1953. Designed for convoy and carrier escort duties she will form part of the striking power of the 23rd Escort Squadron. Her six 4.5-in. guns, mounted in three turrets, are radar-controlled and are heavy enough for shore bombardment. She is also fitted with an efficient anti-submarine weapon system and up-to-date electronic equipment.

The ship's crest is a fan and bears the motto 'Dulce quod Utile'—It is pleasant if it is useful—but roughly translated on board as 'Beautiful but Deadly.'

The present commission will end about November, 1967.

Change of command at Yeovilton

CAPTAIN T. G. V. Percy, O.B.E., D.S.C., R.N., who has been the Commanding Officer of the R.N. Air Station, Yeovilton for over two years, has been appointed the Chief-of-Staff to the Commander-in-Chief, Plymouth with the rank of Commodore.

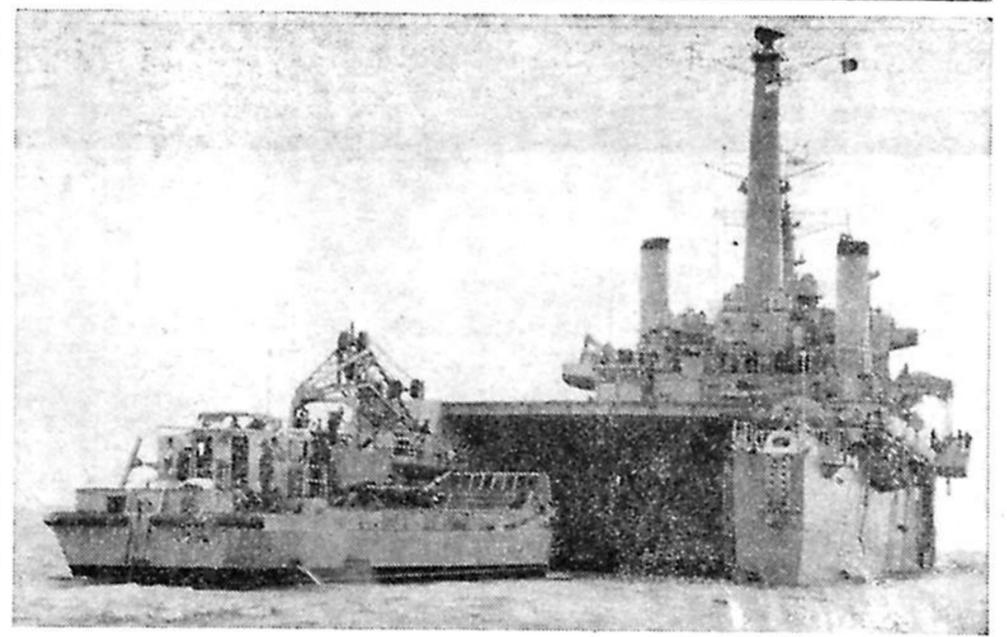
He was relieved on March 31 by Captain J. D. Honeywill, R.N., who was Chief Staff Officer to the Flag Officer Naval Flying Training at Yeovilton. He in turn will be relieved by Captain G. C. Baldwin, R.N., the Director of Naval Air Warfare, in mid-June.

Captain Percy has served as Flag Captain to three Admirals while at Yeovilton and, during this busy period in the Air Station's history saw two very successful Air Days, the Fleet Air Arm Review, the opening of the Fleet Air Arm Museum and Yeovilton's own Silver Jubilee celebrations.

£50,000 extra rebate from NAAFI

THE allocation of the £50,000 extra rebate resulting from N.A.A.F.I. trading for the year ended May, 1965, has been announced as follows—R.N.B.T. £19,250; W.R.N.S.B.T. £750; Union Jack Club, £300; £15,000 to Commands and £14,700 to the Naval Central Fund.

The amount allocated to the various Commands for improvement in recreational facilities is being divided—Portsmouth, £3,999; Far East, £2,225; Home Fleet, £1,960; Air, £1,680; Plymouth, £1,245; Scotland, £1,120; Middle East, £887; Mediterranean, £731.



One of the four L.C.Ms. carried in H.M.S. Fearless, being manoeuvred into the cavernous dock

Fearless would have been invaluable in Borneo

"THIS ship is an example of what the future could hold in store for all the Services. A ship which is run by the Navy, Army and R.A.F. and could be available for any operation, in any part of the world."

So said Commodore H. L. Lloyd, D.S.C. (Commodore Amphibious Forces) on March 2 when the Press visited H.M.S. Fearless (Capt. H. A. Corbett, R.N.), at anchor off Lee-on-Solent. He also emphasised the all-round flexibility of the ship, and this was very apparent with helicopters manned by R.A.F. men, L.C.Ms. manned by Royal Marines, Army men driving huge Chieftain tanks, and Navy men everywhere on the small helicopter flight deck, driving the ship—manning the guided missile system—and the hundred and one jobs so vital in a man-of-war.

It had been intended that the journalists and photographers should have joined the ship from one of the ship's four large landing craft—L.C.Ms.—but shifting sandbanks prevented the landing craft from getting nearer than 20 yards or so from the shore—and the newspaper men and the photographers with their equipment, didn't want to get their feet wet!

HOVERCRAFT TRIP

So instead of a somewhat sea-sprayed trip, some of the visitors had a comfortable helicopter trip, landing on the flight deck, while others arrived in a SRN-5 hovercraft—only the second time a hovercraft had used the dock in the stern of the assault ship.

The press was given a first class idea of the capability of the ship. The Wessex helicopters, each of which can carry 13 fully armed men, took off and landed marines—one helicopter took off a jeep, while a landing craft took on board from the very bowels of the ship a huge Chieftain tank and two Ferret scout cars armed with surface to surface guided missiles.

H.M.S. Fearless is armed with four Seacat surface to air guided missiles, and two 40-mm Bofors A.A.

COST—£12,000,000

Costing about £12m, Fearless has a displacement of about 12,000 tons (full load), and is 525 feet in length.

The ship has four L.C.Ms., each displacing 85 tons, which 'swim' into and out of the dock at the stern of the ship, and each L.C.M. is capable of carrying two fully stored battle tanks, or a variety of vehicles and stores. Four smaller landing craft, C.V.Ps., are carried at davits, and each can carry more than 30 fully equipped troops.

The ship's company numbers about 500, and when on operations the ship can carry about 400 troops with a significant number of tanks, vehicles and heavy equipment. This number can be increased to about 700 troops for short periods.

An important part of the ship's duties is to act as Head-

quarters Ship during an amphibious operation. She is fitted to accommodate the Naval Amphibious Group Commander, the Military Force Commander, and their staffs.

TEAM-WORK

Commodore Lloyd emphasised the all-round flexibility of the ship, and to achieve this it is essential that the three services on board work as a team.

It was obvious from the comments of those working the ship that they all get on very well indeed together. Commodore Lloyd also said that the Navy could have done with a ship such as Fearless in places like Borneo for several years.

A sister ship, the Intrepid, will soon enter the service. Fearless, it is anticipated, will sail for the Persian Gulf by the end of the year.

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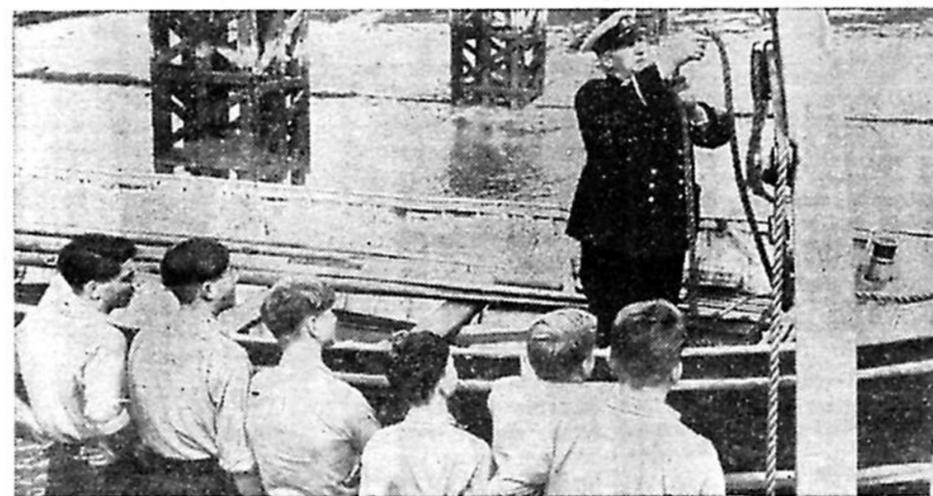
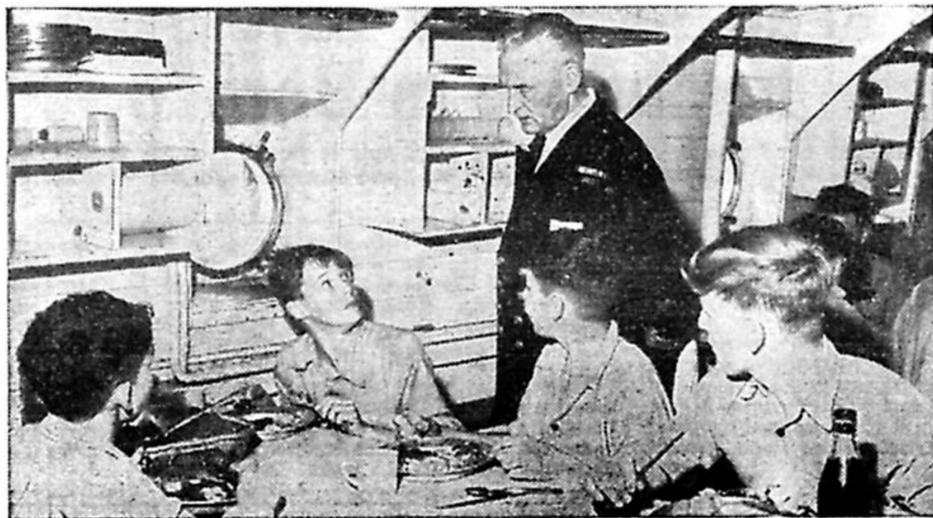
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The Story of Young Endeavour



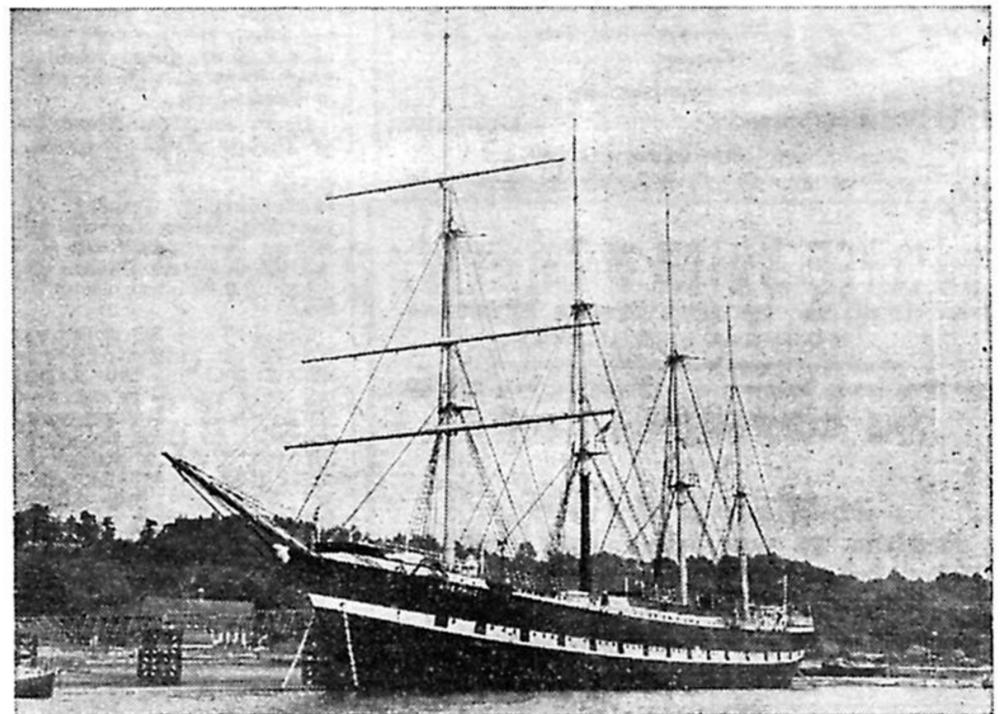
"What will make England great will be ships and *Arethusa* boys," said Lord Shaftesbury, who in 1866 persuaded the Lords of the Admiralty to provide a frigate for training destitute boys as sailors. Thus began the *Arethusa* story, an epic in the annals of maritime history.

During two world wars, hardly a Royal Navy or Merchant vessel was at sea without an *Arethusa* boy, many of whom died for their country. The list of distinguished positions attained and of honours won, including the V.C., is the most notable testimony to their devotion to duty.

Of this achievement, made possible by the charitable impulses of those who love children, the only dark side is the present cost of feeding, clothing, educating and training some 240 boys.

In 1866 the cost of one boy for one year was £15; today it is over £300 — TWENTY times as much.

This Centenary Appeal for the "*Arethusa*" is its most distressing signal yet. Please do not turn a "blind eye," but give generously to this great cause. Kindly address donations to Lieut.-Commander A. D. England, R.N.



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H.M.S. Sirius, the Portsmouth-built 'Leander' class frigate leaving harbour for sea trials. In the background are the huge blocks of flats at Gosport and to the left is H.M.S. Dolphin—Fort Blockhouse

FRIGATE COMPLETES SEA TRIALS WITHOUT HITCH

Sirius has promising future

ON Monday, February 28, wearing the White Ensign and watched by Portsmouth Dockyard men who had built her, H.M.S. Sirius moved for the first time under her own power away from South Wall Tidal Basin and sailed down Portsmouth harbour on her initial Sea Trials.

Launched in September 1964 by Lady Woods, wife of the then Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods, she expects to join the fleet in June this year. Her first task will be to 'Work up' at Portland. There the ship's company will prove that they are worthy of the effort which has gone into her building since her keel plate was laid at No. 5 Building Slip on August 9, 1963.

Sirius, a 'Leander' class anti-submarine frigate of 2,800 tons and with a speed of 29 knots is fitted with the latest equipment in the Royal Navy. Much of it is still secret.

Unlike their commercial counterparts, Royal Dockyards expect the Navy to commission, man, and steam dockyard built

ships on Sea Trials. This is the hall mark of the co-operation accepted as normal in Naval Ports. How better could this be portrayed than in the photograph with Sirius trials crew neatly fallen in while, secretly, in the waist appear the dockyard men, proud of their efforts?

PREVIOUS SIRIUS

Sirius is not a new name in the Portsmouth area for another and larger Sirius was launched in the dockyard in 1940. As a result of a generous effort during 'Warship Week,' Portsmouthians subscribed £1,300,000 to cover the cost of this cruiser and she was adopted by the city in March, 1942. Carrying ten 5.25" guns and six 21" torpedo tubes she

played an important role during the 1939-45 war. Eventually to be scrapped in 1956 she was built on the same slip as the present frigate.

Little but stories remain of the old cruiser. One of them tells of the close liaison between 'Pompey Football Club' and Sirius. The decision has already been taken that the new ship's sporting colours will be blue and white.

H.M.S. Sirius (the Dog Star in Greek Mythology) has as her motto 'Heavens Light Our Guide.' This is the well-known motto of the City of Portsmouth.

A 'NO MEAN FEAT'

The successful completion of this new Sirius is no mean feat for either the dockyard or the

ship during building. It is the task of those standing by to observe during construction, give assistance as required and finally to accept the hull and machinery into the Navy. Others joined them as the trials period approached and in their turn accepted responsibility for departments. The Naval representative of longest standing with the ship is 'Chippy,' Chief Shipwright David Patterson of Havant who has been with the ship since September, 1964. He knows most of the rivets by name.

Finally the ship is accepted by her Captain on behalf of the Admiralty Board. Sirius is commanded by Commander Derek Relfell, R.N., whose home is at Rowlands Castle.

LIONEL'S DEN

On Contractors' Sea Trials, whenever a question arose regarding the mass of control panels and electrical equipment on the bridge the cry went up for 'Lionel' to investigate. Lionel is Mr. L. Wood of Portsmouth, who has been responsible for much of the wiring in the bridge area. So much is this his empire that before and during trials he established his 'caboose' in the wiring space under the bridge. Not to be found on the plans is the name which will appear over the door on commissioning day — 'Lionel's den.'

Lieutenant B. G. Skinner, R.N., the ship's helicopter pilot and Control Artificer (Weapons) Smith of Fareham have presented a problem to the yard. Both are 6' 6" tall and special bunk fittings have had to be supplied for them.

What of the future? After the work up in August this year Sirius will join the Far East Fleet for a 15-month Foreign Service Commission (during which 'Navy News' hopes to have regular news features).

The final acceptance will be sometime in June but already there is a feeling of elation in the ship and the dockyard since Contractors' Sea Trials have been completed virtually without a hitch. So satisfactory were the trials that Sirius returned to harbour at 1030 on Friday March 11, half a day ahead of programme, this becoming, if not the only ship, one of the very few to complete Sea Trials in less than the time allowed. A very promising omen for the future of the new H.M.S. Sirius.



The plaque presented to Portsmouth by the Admiralty in 1942 to commemorate the adoption of the cruiser H.M.S. Sirius

naval personnel concerned. Many facets of life develop during the years from laying the keel to commissioning day.

In the dockyard, workmen and executives become involved in the building. Mr. Watt has been the constructor in charge. The ship has been a special feature in the life of Mr. Phesse, a foreman of the yard who has been on all the sea trials.

Mr. Evans, an Inspector of E.E.M. department has a special interest in the ship. Forty-six years in the dockyard, he was employed as a fitter building the cruiser Sirius early in the last war.

Lieutenant - Commander Arthur Wilcox, R.N., Lieutenant Alec Humphries, R.N., together with many technical ratings, have been standing by

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- 1960 MORRIS MINI, blue with blue interior, heater, wing mirrors, screen washers, overriders, spot and fog lamps £225
- 1960 ANGLIA de luxe, yellow with grey interior, heater, screen washers and reversing lamp £265
- 1959 ZODIAC, yellow and white with grey interior, heater, screen washers, wing mirrors, overriders and wheel trims £285
- 1961 ANGLIA de luxe, black and grey with red interior, heater £285
- 1961 TRIUMPH HERALD, white with yellow roof and black interior, heater, screen washers, wing mirrors, underseal, overriders and reversing lamp £345
- 1961 CONSUL 375, yellow with beige interior, heater, screen washers and wing mirrors £355
- 1964 ANGLIA de luxe, yellow with grey interior, heater, screen washers and seat belts, one owner £375
- 1964 MORRIS 1000 4-door, white with red interior, heater and screen washers £395
- 1962 VOLKSWAGEN, green with green interior, heater, wing mirrors, wheel trims, fog lamp and screen washers £395
- 1963 CORTINA 2-door, grey with grey interior, heater £415
- 1961 M.G.A. 1600, white with red interior, heater, wing mirrors, screen washers, overriders and reversing lamp £425
- 1965 ANGLIA de luxe, Monaco red with grey interior, heater and screen washers, one owner £435
- 1965 (1964 model) CORTINA 2-door, de luxe, yellow with beige interior, heater and screen washers £470
- 1963 ZEPHYR 4, black with red interior, heater and wing mirrors £475
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- 1963 CORTINA G.T. 4-door, Goodwood green with beige interior, heater, screen washers, wing mirrors, reversing lamp and underseal £495
- 1963 CORTINA ESTATE de luxe, grey and white with blue interior, heater, screen washers and seatbelts £515
- 1965 CORTINA 2-door de luxe, white with red interior, heater, screen washers and wing mirrors, one owner £535
- 1964 HILLMAN SUPER MINX, red and grey interior, heater, screen washers and wing mirrors, 5,500 miles, one owner £555
- 1964 CORSAIR 4-door de luxe, white with red interior, heater, screen washers, wheel trims and wing mirrors, 13,000 miles, one owner £565
- 1965 CORTINA 2-door de luxe, Monaco red with grey interior, heater, screen washers and wing mirrors £565
- 1964 CORTINA 1500 ESTATE, glacier blue with blue interior, heater, screen washers, reversing lamp, seat belts, wheel trims and front overriders £585
- 1963 M.G.B. Sports Coupe, blue with black interior, heater, radio, screen washers, wing mirrors and wheel trims £625
- 1965 CORSAIR 4-door de luxe, blue with blue interior, heater, screen washers and wing mirrors £645
- 1965 ZEPHYR 4, light blue with blue interior, radio, heater, screen washers, spot, fog and reversing lamps, wheel trims and medallions and overriders, one owner £675
- 1965 CORTINA ESTATE, lombard grey with platinum grey roof and flash with red interior, radio, heater, wheel trims, screen washers and wing mirrors, one owner £685
- 1965 CORSAIR 4-door automatic, Goodwood green with green interior, radio, rev. counter, reversing lamp, wheel trims, overriders and wing mirrors, one owner £695
- 1965 CORTINA G.T. 4-door, Monaco red with black interior, radio, wing mirrors, screen washers and wheel trims, 5,000 miles, one owner £745
- 1966 ZEPHYR 4, velvet blue with blue interior, radio, heater, screen washers and wheel trims £775
- 1963 ZODIAC ESTATE, aqua blue with blue interior, radio, heater, screen washers, wing mirrors, wheel trims and overriders, 17,000 miles, one owner £795
- 1965 ZODIAC, blue with blue interior, heater, radio, screen washers, wing mirrors, overriders, wheel trims, cigar lighter and reversing lamp, one owner, 11,000 miles £815

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Camberley living up to Association's motto

IN a very few words at the recent annual General Meeting, Lieut.-Cdr. M. Chappell, R.N., President of the Camberley branch of the Royal Naval Association, adequately expressed how the branch lived up to the Association's motto—Unity, Loyalty, Patriotism, Comradeship.

The Unity and Loyalty to the branch and Association was expressed in the attendance, and interest shown, in the monthly meetings. The Patriotism was shown by the work done by

members for the local unit of the Sea Cadet Corps and which showed that the proud feeling still prevailed, and finally, the enjoyment he obtained by attending meetings because he was always made to feel so welcome, expressed the Comradeship. The President also congratulated Shipmate Heap on his recent diamond wedding.

WELFARE WORK

After the chairman, Shipmate W. Gunns had thanked the members for their continued support and the treasurer, Shipmate A. Fidler, had given the state of the bank balance, the secretary, Shipmate S. V. Head, gave a detailed report on the year's working. Shipmate Head instanced the work of the various delegates and the connection with other branches and local affairs, and in a section on the welfare work of the branch mentioned that some £25 had been disbursed to less fortunate members who were sick, etc.

Shipmate G. Loneragan, commanding officer of the local Sea Cadet Unit, thanked the branch for all that it had done as a parent body of the unit, saying the strength of the unit was now 106, having been doubled in the last year. A bugle band was very much in existence, and, largely through their efforts at local functions, they had raised sufficient money to buy a new mace, and this was presented by Rear-Admiral G. K. Collett, C.B., D.S.C.



Capt. A. B. Chibnall, R.N., speaking at the Portland branch annual dinner

A man never really leaves the Navy

WHEN the Portland branch of the Royal Naval Association held its annual dinner recently, the principal guest was Rear-Admiral P. G. Sharp, D.S.C., the Flag Officer Sea Training, whose headquarters are at Portland.

In his speech Admiral Sharp compared the modern Navy and its men with the ships and men of the past, drawing attention to the guided-missile destroyer, H.M.S. Hampshire (then working-up at Portland), and the earlier destroyers, and he referred to the fine new ships that would be visiting Portland during the year. He concluded his remarks by stating that the present-day sailor was as good as his predecessors—and fine men they were—and that "a Navy man never really leaves the Navy."

Capt. A. B. Chibnall, R.N., the branch President, outlined the growth and work of the

branch since it was first commissioned in March, 1965. He said that the branch was very active and going from strength to strength.

'SHIP' NEEDED

Mr. Albert Page, J.P., Chairman of the Portland Council, who said how pleased he was to be present, wished the branch well and hoped that their search and endeavours for a 'ship' of their own would be successful.

Shipmate Babb, Treasurer of the branch, was presented with a tankard in appreciation of his good work for the branch.

After the excellent dinner the shipmates and their friends watched a lively cabaret show.

'All systems go' at new branch

THERE is no doubt about it being 'All Systems Go' in the Christchurch branch of the Royal Naval Association. What was just a dream a year ago is now a dream come true to the 'Old Salts' of the area.

To the founders it seems only yesterday that half a dozen ex-Matloes were discussing the formation of a local branch and, deciding that there was plenty of potential in the town, they went to all corners to solicit membership. After a few setbacks the branch commissioned less than a year ago and has since gone from strength to strength.

With an efficient Secretary, a really hard working social committee and the co-operation of the shipmates of the branch, the flag is flying really high. Visits have been made to Portsmouth and Portland branches and there have been several local socials.

Already a Branch Standard has been purchased and arrangements are in hand to have it dedicated.

The branch is proud too, to announce that the well-known TV and radio star Russ Conway has become an honorary member of the branch, and he wishes all concerned the best of fortune for the future.

Carnival time approaches in the West Country

PLYMOUTH MUST HAVE NEW HEADQUARTERS

SHIPMATES of the Plymouth branch of the Royal Naval Association together with Boatmates of the Submarine Old Comrades' Association, were the guests of Capt. C. H. Hammer, M.B.E., R.N., and Cdr. J. F. Merewether, R.N., of the Second Submarine Squadron at a farewell party in H.M.S. Adamant before the ship paid off.

The party was conducted over H.M. Submarine Opportune and were entertained on board the boat, and to round off the visit the party assembled on the quarterdeck of Adamant for a photograph to be taken.

Boatmate 'Fred' Parsons, one of the oldest surviving submariners, astonished everyone by his agility in negotiating the various steep gangways and hatches. He was more like an 18-year-old than the almost nonagenarian that he is.

'FULL HOUSE' AT H.Q.

To reciprocate, the Plymouth branch invited Capt. Hammer and captains of submarines and their wives to join the Committee and their wives to cocktails in the Committee Room

of their Headquarters, after which officers and ratings of Adamant and the submarines attended a social evening. According to the local press about 500 were present. This may have been a slight exaggeration, but certainly there was a very 'full house.'

At the Annual General Meeting of the branch, at which Vice-President Capt. T. W. B. Shaw, D.S.C., R.N., presided, there being no other nominations all branch officers were re-elected.

The Chairman, Shipmate S. Babbage, reminded members that the branch would be compelled to look for new branch headquarters in the not so distant future, and he appealed for all assistance from members

in the forthcoming Carnival, the object of which was to raise money for new premises.

NEW MEMBERS NEEDED

The branch Secretary, Shipmate W. Powell, in his report, stated for a major naval port, membership figures were unrealistic. He further stated that attendance at branch functions were meagre in comparison with social events and reminded the meeting that the branch was the main thing; the club could only survive if the branch survived.

The branch Treasurer, Shipmate J. May, stated that the branch and club profits for 1965 were about £400, and there was a good balance of up to £1,500.

Shipmate May gave details so far arranged for the Carnival to be held in June. There was to be a Ball in the Guildhall on Friday, June 24, at which a Carnival Queen would be elected and crowned by the Commodore, H.M.S. Drake. On the Saturday there would be a procession from the Hoe to Devonport and there would be sports on the Brickfields.

STANDARD DEDICATION

On Sunday, June 26, there was to be an Area Rally in Raglan Barracks, the Inspecting Officer, who will also take the salute at the march past, being the Commander-in-Chief, Plymouth. The Rally would be followed by the dedication of the new Standard at St. Aubyn Parish Church, the vicar of which is the branch Chaplain. The President of the Association, Admiral Sir Frederick Parham, and the Secretary to the Council of the Association, Lieut.-Cdr. L. Maskell, will be in Plymouth for the period of the Carnival.

WHO HAS A SPARE SHIP?

THE principal guest at the Annual Dinner of the Ramsgate branch of the Royal Naval Association was the Mayor of Ramsgate, Alderman F. R. Smith, who said that the town was away out in front of its neighbours in having over 40 organisations which provide interest, friendship and comradeship.

The Vice-Chairman, Shipmate Law, said that the branch had ambitions to own their own club premises, but were thwarted because suitable premises could not be found. He jokingly suggested that perhaps a retired Admiral could obtain for the branch a redundant aircraft or ship. With its own headquarters Shipmate Law said the branch could do more entertaining, and consequently, grow.

Visitors, who were welcomed by Shipmate Lieut.-Cdr. H. Goodbourn, R.N.V.R., one of the Vice-Presidents, included shipmates from Deal, Canterbury and Gillingham branches.

TRURO CADET IN TALL SHIPS' RACE

AT the last annual dinner of the Truro branch of the Royal Naval Association, £46 was collected towards sending a local lad to the Sir Winston Churchill taking part in the Tall Ships' Race from Falmouth to Copenhagen.

A further £40 was collected at the first annual dinner of the Mylor Yacht Club, situated in Falmouth Harbour, and the cheque for £86 was sent to the Cornwall branch of the Sailing Training Association, with the request that it should pay for a Sea Cadet of the Truro Unit to occupy the already reserved berth.

Capt. W. St. A. Malleon, V.C., R.N., chairman of the Truro Sea Cadets accepted the offer and detailed senior Sea Cadet J. Venner, who comes from Coombe, St. Kea, near Truro.

The Cadet will be aboard the schooner for three weeks, a week longer than the standard voyage, and will have the advantage of being in company in Falmouth Harbour and on the race with the training ships of many nations.

A Falmouth Sea Cadet will also be taking part in the race, so that Cornwall will be represented in the event.

Members of the Chief Petty Officers' Mess, R.N. Air Station, Culdrose, attended the Truro dinner, and subscribed liberally.

C.P.O. Mooney serves on the Truro branch committee, and C.P.O. Richardson, who has recently returned to Culdrose, is a keen member.

Tankard for 'Messmate'

ANOTHER successful year was reported at the annual general meeting of the Herts branch of the Royal Naval Association. New members enrolled during the year totalled 24 and the branch now has a paid-up complement of 126, only eight of whom are Associate members.

Admiral Sir Alexander Bingley, G.C.B., C.B.E., the branch president, in congratulating the shipmates on another splendid year, paid tribute to the indefatigable secretary, Shipmate Eric C. Knight, who is also national vice-chairman of the association, and has now commenced his 20th year as 'Branch Scribe.'

At the conclusion of the meeting Admiral Bingley, on behalf of the branch shipmates, presented an engraved tankard to Shipmate D. F. Lothead, who had been elected 'Messmate' for 1965. Shipmate Lothead joined the Herts branch as a serving member during 1942, and is now branch social secretary.

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Caterham cadets to visit Beer

SOON after the Beer branch of the Royal Naval Association was formed in 1960 its members visited London for the Annual Reunion and were billeted at Caterham.

Since that date the Beer members have repaid the hospitality they received by inviting Sea Cadets from Caterham, West Ham and East London to the village of Beer for holidays.

This Whitsuntide about 28 Sea Cadets will be going to Beer and the Beer Shipmates have, as usual, arranged a full and in-

teresting programme. The programme includes visits to places of interest in the locality—this year the visitors will go to Yeovilton and Bridport—in addition to places nearer Beer.

The lads will have opportunities to play football, go on map reading exercises, go to sea in a trawler fitted with aqua sounding equipment for lessons in practical seamanship.

The Beer branch secretary, Shipmate E. C. Robbins, a Coastguard will lead the cadets on cliff rescue exercises and the Congregational Church has handed over its hall for use in the evenings.

At the recent annual dinner of the branch, Shipmate Lieut.-Cdr. J. H. Maundrill, the branch president said that the Association would always remain loyal to the Royal Navy, no matter how it was made up.

Reunion was year's highlight

WHEN the Submarine Old Comrades' Association held its annual conference recently, the Chairman, Mr. P. W. Elliott referred to the progress made during the year and to the healthy state of the branches.

The real highlight of the year was the reunion at Fort Blockhouse, and Mr. Elliott said that members of the Association were much indebted to the Flag Officer Submarines and his staff for the warm welcome extended to the visitors.

A memorial to the late president of the Association, Mr. Harold Rose, in the form of silver vases, have been placed in the Memorial Chapel within Fort Blockhouse.

The reigning president, Vice-Admiral Sir Sydney M. Raw, was unable to attend as he and Lady Law were in Malta. A telegram was sent from the Association to them.

JACK LEE TROPHY

WHEN the Dartford branch of the Royal Naval Association presented a trophy to the Sea Cadets of T.S. Anson Dartford & Grayford units as a memorial to their late Shipmate Jack Lee, they little realised that it would be used as a N.W. Kent Area Award, but in a recent letter from Lieut. (S.C.C.) R. F. E. Standen, commanding officer of T.S. Anson, they were informed that the award would be given annually to the Sea Cadet unit that had achieved the most, taking into consideration all circumstances.

This year the award has gone to the Faversham Unit who, after having been turned out of their headquarters twice in 1965, have still managed to gain the Sea Cadet Efficiency Pendant; also they have achieved many awards in the sporting section of the Corps.

This is truly the aim of the trophy and a fitting memorial to Jack Lee, who always felt that the Navy was at its best when in adversity.

CHRISTCHURCH LOSES ITS CHAIRMAN

THE Christchurch branch of the Royal Naval Association has suffered a real loss in the death on March 8, at the early age of 55, of its Chairman, Shipmate Alec Hargreaves.

Shipmate Hargreaves joined the branch when it was formed in May, 1965, and at the recent Annual General Meeting in February he was elected to the Chair, although he had been carrying out the duties for the previous seven or eight months.

An E.R.A. from 1940 to 1946, Shipmate Hargreaves belonged to the Devonport Port Division and his last ship was H.M.S. Deer Sound.

CALLING OLD SHIPMATES

A. Large, 42, Hambledon Road, Waterlooville, Hants.—H.M.S. Achilles, taking relief crews to ships in the Mediterranean, 1894-95.

T. B. Wall, 360, Court Oak Road, Harbourne, Birmingham 32—H.M.S. Hyacinth, 1913-17.

George Rivett, Served in H.M.S. Peony, 1916-1918. C. E. S. Collier, 'Chriskens,' 34 Plough Lane, Wimbledon, S.W.19, asks.

International Submariners to have new headquarters

GOOD YEAR AT GRIMSBY

WHEN the Annual General Meeting of the Grimsby branch of the Royal Naval Association was held recently, the President congratulated the members on the good work done during the past year. Funds and membership had increased and, in point of fact, two new members were enrolled at that meeting.

The Social Committee, led by Shipmate B. Broomhead, and assisted by the Ladies, had laid on some very enjoyable affairs. Shipmate D. Garrard, the R.N. Benevolent Trust representative had been able to assist in many cases.

There was a certain amount of criticism at times, but it came from members who had the best interests of the branch and the association at heart, and it was constructive criticism, and the matters were resolved to the satisfaction of everyone.

Ilford needs new members

"ALTHOUGH the Ilford branch of the Royal Naval Association is a small one, it is very much alive" said Shipmate G. W. King, the Secretary in his annual report at the Annual General Meeting.

Unfortunately, however, membership was static, and new members were essential if the branch was to continue when the present officers have to give up.

Proving his point that the branch was alive the Secretary said that the branch had been represented at Conferences, Area Meetings, R.N.B.T. meetings, and functions held by other branches, and the dinner and dance and scrabag nights had been great successes. He said that the motto for the branch for 1966 'Get new members.'

The branch President, Shipmate Lieut.-Cdr. J. Hammond, R.N., praised all the officers for their work during the year.

The chairman of the branch, Shipmate G. Hill enters on his 26th year of office. The Ilford branch is proud of him and think his tenure of office must be a record for any branch of the Association and shows how well he has served the branch.

No. 10 area has a new branch

NO. 10 Area of the Royal Naval Association has a new branch, Macclesfield, the Inaugural Meeting being held at the Red Lion Hotel, Bollington, on February 2, with the National Council Member, Shipmate E. Cross, taking the chair. Also present were the Area Chairman and Area Secretary, Shipmates A. Atherton and C. Mathews.

Shipmate E. Chimes was elected Chairman of the new branch, the Vice-Chairman being Shipmate R. Hart. The Secretary is Shipmate F. Edge and the Treasurer Shipmate D. Mason.

A social evening for members and their friends followed the inauguration.

The Preston branch of the Association has received a letter from the Recklinhausen branch of the German counterpart of the Royal Naval Association. Recklinhausen is a twin town of Preston. At the last meeting the Preston members decided to send to Recklinhausen an Association diary, R.N.A. pennant and requested information on the aims and functions in general of the German association.

THE International Submarine Association's British Section, founded by Mr. Max I. Winterburn in 1962, after he had attended an international gathering of submariners at Kiel, now has nearly 60 members, and is shortly to move into new headquarters above the Ah Chow Chinese restaurant in Clarence Street, Cheltenham.

Mr. Winterburn, who served in four submarines from 1945 until he was invalided out of the Royal Navy in 1951, says: "This is a non-profit-making organisation, and the idea is to have men who will look progressively into the 70's and 80's and not mope over what is past."

Much of the Association's time is taken up by work for charity. The Association has adopted a 10-year-old leper boy in Zambia. They pay £6 10s. a year for his treatment and, although the boy has now been cured, they continue to pay that sum for his welfare. They are also collectors for the Dr. Barnardo's Homes. Some 4,000 books have been sent to sailors in the last four years. Exchange visits are arranged between members' children and those overseas, and seven or eight have enjoyed holidays under the scheme. It is hoped to exchange with children in Colorado.

The oldest member is a 75-year-old who served in submarines during the First World War, and the youngest is a 19-year-old at present serving in a submarine of the Royal Navy.

The new club, to be called the "Anchor Club," will be open to members four nights a week, two being devoted to teenagers, and five members are working hard in their spare time to renovate the rooms. Mr. Winterburn has a collection of nearly 300 plaques of ships, including many of submarines, and these will adorn the walls of the new premises.

Monthly meetings are held and the next one is to be held in Gosport, since many of the

members live on the south coast. The annual subscription is one guinea.

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The quayside in Baghdad. The Princess is about to be kidnapped and taken off on the magic carpet

'SINBAD THE MATELOT' RAISED £130 FOR CHARITY

(BY OUR OWN CORRESPONDENT)

LAST autumn when the rain clouds were gathering about Faslane someone was heard to say "Let's do a pantomime." He was almost ostracised on the spot, but the idea gained strength and, after a certain amount of persuasion 'Schoolie' produced a script about Sinbad the Matelot.

The story was nothing like the original and included a magic carpet, a sea battle, an underwater scene and a giant bird, not to mention slave girls and a genie. The Naval Stores Officer took one look at the script and fainted away. As he came round he was heard to mutter "Who, When, Where and How?"

The 'Who' part was solved

by the Leading Patrolman who hauled all loafers into the schoolroom, locked them in and said "You can stay there until the next examinations unless..." In next to no time we had a nucleus of cast and backstage crew. The numbers grew as further bodies were waylaid in offices, workshops, messes, etc., and the Duty Lieutenant Commander, who

put in an appearance in the wrong place while doing rounds, came out looking bemused and holding a script.

DANCING GIRLS

And so the 'Who' became 'Them,' and 'Them' were soon cheered by the news that six vivacious dancing girls had been recruited, and the main female parts filled by two 'ship's daughters' and one of the wives.

The 'When' depended on the 'Where.' With no stage facilities at the base it was decided to put on the show in Helensburgh, and the local hall was booked for the end of January.

The 'How' was, of course, the main problem. While the dancing girls rehearsed ashore, the Senior Rates' Dining Hall was taken over for script rehearsals. Scottish TV offered the loan of most of the costumes which was gratefully accepted, and the remainder were made by willing wives.

Scenery, backcloths, lighting, etc., were produced by a willing and hard-working nucleus of volunteers drawn mainly from the Technical and Medical departments, and other items were kindly lent by the local drama and operatic groups.

VOLUNTEER BAND

Much effort was put into the writing and rewriting of musical scores by 'Bandy,' and the volunteer band gradually got their quavers and semi-quavers sorted out.

In due time, and after much heartburn, we finally moved on to the local stage, and with the usual cries of "It'll never go on," the many last-minute problems were sorted out.

The dress rehearsal was given before an invited audience of old age pensioners, and the pantomime carried on to a very successful four-night run to full houses.

The result? A profit of about £130 for local charities.

And what now? Having the bit fairly between the teeth we are looking forward to producing a play soon.

Navy orders simulator for submariners

A £250,000 computerised training simulator has been ordered from Elliott-Automation for the training of the Royal Navy's Nuclear Submarine operating crews.

The complete simulator, which is to be installed at Dounreay, is a full scale and fully-functional shore-based replica of the submariners' Manoeuvring Room.

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REAL 'ALL-NAVY' TEAM WINS CHAMPIONSHIP

SIR.—Your readers at home and abroad, who follow rugby, will have noted the Navy's defeat of the Army and the R.A.F. this year, thus winning the Inter-Service Championship for the first time since 1961.

I wonder if they noticed how many different ranks and rates were represented in the Navy XV. It included two Artificers, a Petty Officer, a Leading Rate and an Able Seaman; and, for good measure, a Corporal, Royal Marines.

There were no Lieutenant-Commanders or Midshipman this year, but the side included eight Lieutenants and Sub-Lieutenants; amongst them a Doctor, two instructor Officers, a submariner, a Sub from the Fleet and two from B.R.N.C. Dartmouth. It was good to see Dartmouth producing top class Navy players.

Finally two fine young players from the Fleet Air Arm made it a real all-Navy team.

May I through your columns congratulate this great team who kept the Navy flag flying so splendidly at Twickenham; and, no less, congratulations to Instructor A. Meredith, the Team Selector.—Yours, etc., ROYSTON WRIGHT (Admiral), Downton, Wilts.



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A 'MUST' FOR SOCCER COACHES

(BY SECARENFA)

THERE is little doubt in the minds of most students of soccer as to the level of football skills reached by Continental teams, and of the Hungarians in particular. Those fortunate enough to be at Wembley in 1953 and witnessed the superlative performance of the Hungarians can have nothing but respect for their techniques and training.

Arpad Csanadi, the Hungarian Master Soccer Coach, and Professor at the Sports University in Budapest, has written two magnificent volumes—Soccer 1 and Soccer 2—which are of particular value to both players and coaches.

Soccer 1 deals with technique, tactics and coaching while Soccer 2 deals exclusively with training, and both volumes are almost a 'must' for all coaches, particularly those coaching at a higher level.

It may not always be possible to see eye to eye with the author's teaching, but these books, superbly illustrated with action photographs and sketches, are an advance of the coaching books available elsewhere.

(Soccer 1 and Soccer 2—By Arpad Csanadi. Clemons Press. 84s.)

Two Navy boxers, R.O.2 George Harris (heavyweight) and Marine Colin O'Bray (light middleweight) reached the semi-final stages of the Amateur Boxing Association by winning Imperial Services Boxing Association titles at Portsmouth on March 30.

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ESKIMO ROWERS ARE ETHIOPIAN CHAMPIONS

WHEN H.M.S. Eskimo (Cdr. E. R. Anson, R.N.), visited Mas-sawa during January, the British, American, French and Russian naval contingents were invited by the Ethiopian Navy to take part in a rowing race. Only the U.S.S. Lawe and H.M.S. Eskimo took up the challenge.

The boats were 12-oared and built of mahogany. Time was short and there was a frantic rush around for 12 volunteers. The Flag Officer Middle East, Rear-Admiral P. N. Howes, D.S.C., whose flag Eskimo was wearing, declined gracefully. Sufficient volunteers were found and then followed a quick practice in an unfamiliar boat just two hours before the race.

The Eskimo crew arrived at the start full of enthusiasm. The American crew arrived next and each British heart missed a beat for each of the Americans

had the physique of a Harvard rowing blue. The Ethiopians then arrived and as they peeled off their sweaters they exposed 12 bodies rippling with muscle after two months of training.

After a succession of 'Stand-bys' and misfires with his starting pistol the starter got the boats away. At the half-way stage Eskimo and the Ethiopian crew were neck and neck, the Americans, to the surprise of the British crew, had slipped back half a length. Abreast of Eskimo, which had cleared lower deck and was cheering Eskimo on, and with just 50 yards to go, a superhuman effort was scraped from the bottom of the barrel and Eskimo were across the finishing line just two seconds ahead of the Ethiopian boat.

Carrier's successes

DURING her current refit in Portsmouth the ship's company of H.M.S. Victorious have not only worked hard, but played hard too. In water polo, soccer, rugby and boxing men of the ship have achieved splendid results.

Coached and led by P.O. Air 'Paddy' Hayes, the ship's water polo team scored 132 goals in their 14 matches and won the United Services' League.

Currently top of the U.S. League, Div 1, Victorious' soccer team have won their last seven matches.

Three rugby teams have been engaged in matches against ships and establishments. A strong Colts team has been formed and up to eight players have been provided for the U.S. (Portsmouth) Colts.

A team of four Juniors entered the Navy Junior Championship and won three titles. These three fought in the I.S.B.A. Junior Championships at Deal, Peter Voce and Douglas Bradley winning their bouts to become I.S.B.A. champions.



Submariners want snow

WHEN, shortly before Christmas, two parties of ratings from the Third Submarine Squadron left Faslane for the high slopes above Glen Coe, they really started something.

Each party consisted of eight from the various departments and enthusiasm for ski-ing and a willingness to 'have a go' were the only things common to all.

The snow conditions were far from ideal, but 75 per cent of

Sgt. Eric Foster, R.M. (right), who is in charge of the ski parties, giving instructions

communicated their enthusiasm to a large number of men.

Ski-ing from Faslane really caught on and, thanks to a generous grant from the Welfare Committee which has permitted the purchase of a large selection of equipment, many men have been able to take part in this exhilarating sport. All that is required for the development of some proficient skiers is a consistent supply of snow.

Navy wins rugby prize

BY beating the Royal Air Force by 11 points to three at Twickenham on March 26, the Royal Navy won the Services Rugby championship for the first time since 1961.

Apart from the last 15 minutes the Navy team was on top. Penalties were plentiful, Golding scoring from two for the Navy and Wilkinson one for the R.A.F.

Golding also converted a splendid try by Goodwin. Although the R.A.F. tried very hard and came near to scoring, the cool Navy defence remained firm.

ROYAL NAVY.—Surg.-Lt. P. L. Golding (H.M.S. Dolphin); Cpl. D. Brown (43 Commando), C.A.(W) D. Hambrook (H.M.S. Brighton), E.A.2(A) J. C. Gibson (H.M.S. Daedalus), Sub-Lt. J. Pearson (H.M.S. London); Sub-Lt. C. R. Tuttle (B.R.N.C. Dartmouth), Instr.-Lt. B. Hay (H.M.S. Raleigh); P.O. H. Sezer (H.M.S. Forth), Sub-Lt. T. L. Scott (R.N.C. Greenwich), Ldg. Seaman B. W. Goodwin (H.M.S. Daedalus), Instr.-Lt. A. M. Davis (H.M.S. Raleigh) (captain), Air Mech. I. R. Wilson (H.M.S. Collingwood), A.B. K. Lavelle (H.M.S. London), Sub-Lt. A. P. Hallett (B.R.N.C. Dartmouth), Lt. A. R. Godfrey (H.M.S. Finwhale)



The H.M.S. Maidstone Inter-Divisional Cross-Country Race was held on February 1 at Faslane, the course taking competitors around Chandon and through Glen Fruin. The individual winner was E.R.A. 'Ron' Clarke, the Periscope E.R.A., who is aged 38 and a Navy Marathon Blue. The winning team was that of the S & S, captained by Lieut. S. Jerrold, R.N. The race was a preview of talent for the Scottish Command Cross-Country Championships which were held at Rosyth on February 9, and in which E.R.A. Clarke came fourth. E.R.A. Clarke is in the dark vest, No. 255, just behind No. 259



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STORMING WIN FOR PLYMOUTH SKIERS

PLYMOUTH Command skiers, who are based furthest from Scotland's ski slopes, stormed down the slopes of Glencoe to win the 6th R.N. Inter-Command Ski Championships on March 9 and 11.

Competing on unfamiliar ground and in the worst weather experienced in the six years of the championships, they gained a substantial lead on the first day in the Giant Slalom. With Scotland and Northern Ireland lying second and very closely followed by the Royal Marines, Portsmouth, and the Royal Naval Reserve, excitement was running high.

Unfortunately the weather continued to deteriorate and the Slalom had to be postponed until the 11th. Plymouth increased their lead on an exacting course which had a six-inch covering of fresh snow, and Scotland and Northern Ireland were runners-up.

The individual championship was won by L./Cpl. Tony Brock, R.M., the reigning Navy champion. Runner-up was Lieut. John Highton, R.N., of Plymouth Command. In the Giant Slalom they tied for first place with a time of 72 seconds. But in the Slalom Tony Brock returned the fastest time with a splendid run of 30.4 seconds. On the second run over an altered course, Capt. Alistair Macnab, R.M.F.V.R., recorded the best time of 32.8 seconds.

H.M.S. Londonderry arrives at Portsmouth from Bordeaux on April 7.

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