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No. 158, 14th YEAR, AUGUST, 1967

Published first Thursday of the month

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FLEET AS 'GUARDIAN' AFTER WITHDRAWAL FROM SINGAPORE

BACK TO EUROPE— BUT NOT FOR R.N.

Uncertainty ends in defined role

In future, Britain is to be primarily a European power, and the Supplementary Statement on the Defence White Paper, issued on July 18, discloses the naval forces which have been planned by the Future Fleet Working Party.

After the carriers have been phased out (and there will be no mini carriers ordered), the Navy will consist of assault ships, a new class of cruiser to replace the Tigers, new destroyers, more Leander frigates, a successor to the Leander, a new breed of inshore craft, and the Polaris, nuclear, and conventional submarines.

All future frigates will carry helicopters, with full use being made of their capability. The cruisers (existing and planned) will have the powerful Seaking helicopters.

NEW CRUISERS

The new destroyer, Type 82, will be completed but the design will not be continued in its present form. It will be developed in two ways—first the new class of cruiser mentioned, and secondly scaled down to a new class of smaller destroyers.

Although there is to be withdrawal from the Far East in the mid-1970's, the Navy will provide a peace-keeping capability in the Indo-Pacific area.

British warships will, therefore, continue to range the world, with the Royal Marines in the amphibious ships making a vital contribution.

CREATES STABILITY

Mr. Denis Healey, Secretary of State for Defence, said that the White Paper marked the end of continuous work over three years.

"It creates the necessary degree of stability for careers," he said, "by bringing commitments and capability into line with the amount of resources the nation is likely to find it sensible to spend on defence."

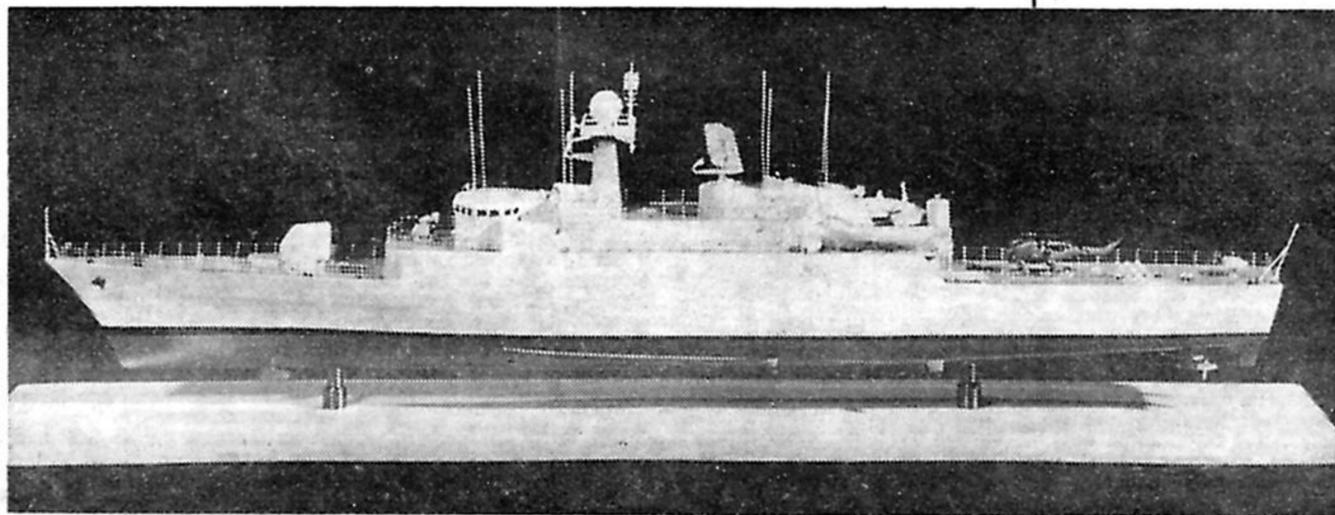
"For the men and women of the Services, uncertainty is ended. Economic and diplomatic requirements have been brought into line with the capability of the forces."

MINOR CHANGES

"Though there may have to be minor adjustments, we shall not need to carry out again the sort of fundamental exercise that we have been engaged upon in the last three years."

By the early 1970's our forces in Malaysia and Singapore would be primarily Navy and Air Force, with strong reliance on the Navy's amphibious groups. Our commitments would be basically what they were today, namely the security of our remaining dependencies, and

(Continued on page 24)



Admiral Sir Varyl Begg

Fleet planned for its commitments

Admiral Sir Varyl Begg, First Sea Lord, in an interview with "Navy News," said the Defence White Paper was the culmination of nearly three years of defence studies.

"For the Navy it means that we have clear and positive roles and the shape of the future Fleet should be well fitted to meet these roles," he said.

In the studies leading to the White Paper, two factors had had a decisive effect.

The first was the economic factor—the failure of the economy to respond to measures to stimulate growth, and therefore the Government's decision on the overriding need to reduce its public spending. Defence had had to take its share of the cuts.

The second was the political factor—the move into Europe and the consequent decision that defence requirements in Europe were first priority, and that savings would have to come from outside that sphere.

SMALLER SERVICES

The result was a smaller Navy, Army and Air Force, but there were also some satisfactory aspects to be noted.

"In this White Paper," he said, "the role of the Navy is clearly defined:

1. Responsibility for deploying the British contribution to the nuclear deterrent of the West with the Polaris force.

2. To continue to play a leading part in the maritime shield forces of NATO.

3. To provide a valuable peace-keeping function outside Europe by the flexible exercise of maritime power.

"Considerable study has over the past year been devoted to

preparing a concept of future operations, and to working out the shape of the Fleet required to meet it. The classes of ships needed for that shape are broadly the same for a NATO role as for a role which includes a capability for operations outside Europe, although some changes in the 'mix' of ships might be required for a purely NATO role."

Admiral Begg said that the defence reductions were obviously not welcome to the Services, but on the whole careers in the Navy had been safeguarded. There would be no redundancy in the Navy before 1970, and then it would be small. In large sections of the Service there would be no redundancy at all.

On the subject of reducing "turbulence and stretch," Admiral Begg said this had been a prime consideration in the studies leading to the White Paper.

All the armed forces had been stretched, but the White Paper made clear that our commitments were now being reduced.

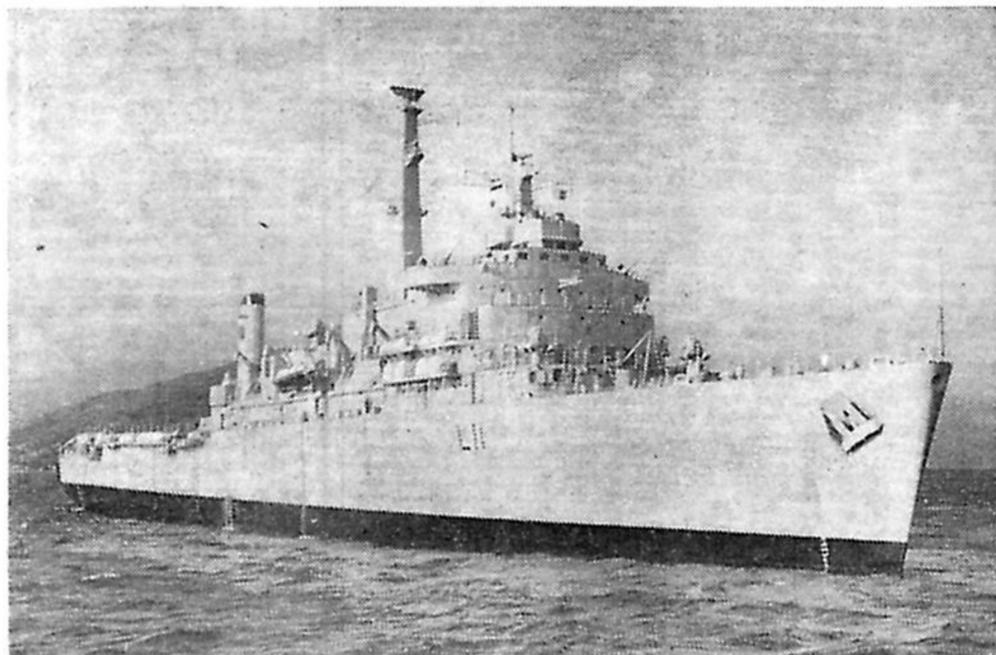
FUTURE HOPES

Asked if the hopes expressed on reducing separation and turbulence were very real hopes, Admiral Begg confirmed that this was so.

"It has to be understood," he explained, "that this cannot be immediate. Commitments will be progressively reduced over the

(Continued on page 24)

'STRONG RELIANCE ON AMPHIBIOUS GROUPS'



H.M.S. Intrepid, one of the Navy's assault ships, which will be going east of Suez later this year.

OTHER DEFENCE WHITE PAPER INFORMATION ON PAGES 12, 13 AND 24

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'Adventure' ticket for sea is B.45b

In any military unit, the first requirement is to keep it in a state of readiness so that it can discharge its duties efficiently. If men fall over, pier-head jumps are inevitable.

When a man drops out of a ship's company unexpectedly for any reason, his chums are on a more severe watchkeeping routine, or have more work to do.

The commanding officer usually asks for a relief as soon as possible, in order to restore his fighting efficiency and to relieve the pressure on those on board who are being overworked.

But Drafty has to think of the consequences of a pier-head jump to a man and his family, and also to the establishment from which he is taken.

He has to think of the ship and her ship's company, her operational area, her possible future deployment. He has to come to a decision, is a pier-head jump justified? Would halving the usual notice for draft suffice, or could normal notice be given? He is in a dilemma.

TAKING POT LUCK

Now one of his problems would be solved if he had a number of men clamouring to get to sea at the drop of a hat, who would be only too delighted to take the place of a fall-over.

That such men exist is well known, because they come forward when Drafty asks establishments if they have any volunteers, but Drafty does not know who or where they are.

If anyone reading this article is an adventurous spirit and is happy to take pot luck at any time, let Drafty know on a B.45b.

A volunteer actually selected will get the usual roster compensation for a short notice draft, which is a bonus on top of the normal roster adjustment when he returns from overseas.

Even when a volunteer can be found, Drafty still has to

DRAFTY'S CORNER

consider the needs of the establishment in which he is borne.

THE ALTERNATIVES

Ideally the volunteers would be given the kind of job that could be abandoned at short notice without anyone minding. Sadly it has to be admitted that in most of the drafting rosters we are too short of men to find jobs of this kind.

So if a volunteer cannot be spared he will not be sent, and

it may be necessary to choose between picking a non-volunteer from a less vital billet, or telling the ship to bite on the bullet of short-handedness.

The object of this article is to find out who are keen to see the world and don't mind pier-head jumps.

Even a few known volunteers may make the life of their chums in ships less hard, and give more stability to those who only do short periods of Port Service.

List of ships for which C.N.D. will be issuing draft orders during September.

MAIN PARTY SHIP TO JOIN
AXAX (G.S.C.) MARCH, 1968
 (The date to join is a forecast date and is subject to alteration).



FIELD GUN STRUGGLE

After 10 runs by the Fleet Air Arm and nine runs by the Devonport and Portsmouth Commands, Portsmouth and F.A.A. each had 15 points in the inter-command field gun competition at Earl's Court.

At the time of going to Press, Portsmouth led in the Aggregate Time Trophy but F.A.A. had the fastest time for a run—2 min. 52.7 sec. Devonport's fastest time was 2 min. 53.6 sec., and Portsmouth's, 2 min. 54.4 sec.

COMMISSIONING FORECAST

Arrangements for the re-commissioning of the commando ship H.M.S. Bulwark have been altered, according to the latest Drafting Forecast issued by the Ministry of Defence (Navy).

Bulwark was to have re-commissioned at Portsmouth at the end of January, 1968, but she will now re-commission at Singapore on October 22, this year, for foreign service East of Suez.

Andromeda, the general purpose frigate launched at Portsmouth on May 24, 1967, is expected to start her trials in June of next year, commissioning for service towards the end of 1968.

The Drafting Forecast is as follows:

- JUNO FLIGHT** (A/S Frigate), August 1 at Portland, General Service Commission, Wasp U.K. Base Port, Chatham.
- JAGUAR** (A/A Frigate), August 3 at Chatham for trials, Port Service Commission, September 28.
- HAMPSHIRE** (G/M Destroyer), August 7 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.
- DECOY** (Destroyer), August 15 at Portsmouth, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.
- ARGONAUT** (G.P. Frigate), August 22 at Hebburn, General Service Com-

Bulwark's new crew join in Singapore

- mission, Home/Far East, U.K. Base Port, Portsmouth.
- DIAMOND** (Destroyer), August 18 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.
- BERWICK** (A/S Frigate), August 21 at Chatham, C. & M. Party, Port Service, Special refit starts December 4.
- PROTECTOR** (Ice Patrol Ship), August 24 at Portsmouth, 50% of ship's company, General Service Commission, Home/South America and South Atlantic, U.K. Base Port, Portsmouth.
- VICTORIOUS** (Carrier), August 31 at Portsmouth, General Service Commission, East of Suez, U.K. Base Port, Portsmouth.
- PALLISER** (A/S Frigate), August at Portsmouth, Port Service, Reserve crew, (Tentative date).
- DANAE** (G.P. Frigate), September 7 at Devonport, General Service Commission, Home/Far East, U.K. Base Port, Devonport, (C) (Captain's Command).
- PUNCHESTON** (C.M.S.), September 9 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- ARETHUSA FLIGHT**, September 16 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
- LLANDAFE** (A/D Frigate), September 21 at Singapore, General Service Commission (Phased), Far East/Home, U.K. Base Port, Devonport.
- CHICHESTER** (A/D Frigate), September 21 at Chatham, Re-commission (Phased), Home Sea Service (13 months), U.K. Base Port, Chatham.
- RHYL** (A/S Frigate), September 21 at Devonport, General Service Commission (24 months), Home/West Indies, U.K. Base Port, Devonport.
- JAGUAR** (A/A Frigate), September 28 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.
- 814 SQUADRON** (VICTORIOUS), October 2 at Culldrose, General Service Commission, Wesssex, U.K. Base Port, Portsmouth.
- ASHANTI** (G.P. Frigate), October 2, L.R.P. complement at Portsmouth, Port Service.
- BEACHAMPTON** (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- BURNASTON** (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- WISTON** (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- YARMOUTH** (A/S Frigate), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- KENT** (G.M. Destroyer), October 17 at Chatham, General Service Commission, Home/Far East (Phased), U.K. Base Port, Chatham.

- S.A.R. FLIGHT** (VICTORIOUS), October at Culldrose, General Service Commission Wesssex, U.K. Base Port, Portsmouth.
- BULWARK** (Cdo ship), October 22 at Singapore, Foreign Service (East of Suez), U.K. Base Port, Portsmouth, (C).
- CHAWTON** (C.M.S.), November 4 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
- HECLA** (Surveying ship), November 30 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).
- ARGONAUT FLIGHT**, November at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
- ARETHUSA** (G.P. Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (A) (Captain's Command).
- HECATE** (Surveying ship), December, 12 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).
- CLEOPATRA** (G.P. Frigate), December 12 at Devonport, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Devonport, (A).
- ZULU FLIGHT**, December at Portland, General Service Commission, Wasp, U.K. Base Port, Rosyth.
- SIRIUS** (G.P. Frigate), January 3, 1968, at Portsmouth, Home Sea Service (Phased), 14 months, U.K. Base Port, Portsmouth.
- VIDAL** (Surveying ship), January 9 at Chatham, General Service Commission, Home/East of Suez, U.K. Base Port, Chatham, (A).
- MOHAWK** (G.P. Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (B) (Captain's Command).
- LEANDER** (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (Captain's Command).
- LYNX** (A/A Frigate), January 18 at Chatham, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Devonport.
- BLACKWOOD** (A/S Frigate), End of January, Reserve crew at Portsmouth, Port Service.
- YARMOUTH** (A/S Frigate), February 1 at Portsmouth, Trials crew (ex Dockyard control), Port Service, General Service Commission, May, 1968.
- APPLETON** (C.M.S.), February 7 at Bahrain, Foreign Service (Middle East), (E).

Advancements

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

- To CPO**
 661476 T. P. Jolly, 820049 D. I. Southern, 820385 H. J. Barber, 836693 J. D. J. Dutton, 153795 L. V. Walters, 845883 V. Simmons, 166618 R. Smith, 833205 H. M. Forlan, 371767 E. R. Corneliuss, 818375 C. E. Gray, 160974 D. E. Ward, 661251 K. Shorter.
- To CPO Wtr**
 812659 D. Barton, 848015 R. Haywood, 890895 W. Hall.
- To CPO SA**
 904177 F. M. Tunstall.
- To CPO Ck(S)**
 78457 A. S. C. Turnbull.
- To MAA**
 842472 W. T. Hanigan.
- To A/CERA**
 MX 887934 P. J. Olley, MX 888376 B. A. Speller.
- To A/Ch Mech**
 K 941939 B. C. Gray.
- To CMEI**
 KN 156616 O. P. G. Penn, KN 851560 B. J. Richards, KN 881684 D. J. Marsh, KN 921115 F. P. Beirne.
- To A/CCEA**
 MX 887934 I. M. Banks, M 933854 R. F. Jeffreys.
- To A/COEA**
 MX 887975 J. E. Foale.
- To A/CEM**
 M 927759 A. J. Lehmann.

- To CCEI**
 MX 895826 B. D. J. Agate, MX 909423 M. P. Sibley.
- To COEI**
 MX 818262 D. C. Bray.
- To A/CREA**
 MX 887691 P. A. Marsland, M 928565 D. V. Gerrey, MX 913925 D. A. Hillier.
- To CREI**
 M 946701 S. Baddeley.
- To CCY**
 JX 716925 A. V. Atkinson.
- To CPO MA**
 MX 896027 H. Palmer.
- To Ch Wren (Radio Supervisor)**
 115517 N. M. Bonham.
- To CAF(AE)**
 L/EX 773939 L. O. R. Dodman, L. FX 772337 W. C. Kirby.
- To CREI(Air)**
 L/EX 853913 J. L. Davies.

(Continued from column 5)

- GAVINTON** (M/H), July 4 at Chatham for trials, Commissions August 29.
- LEOPARD** (G.P. Frigate), July at Portsmouth, General Service Commission (Phased), Home East of Suez, U.K. Base Port, Portsmouth.
- NUBIAN** (G.P. Frigate), July at Portsmouth, General Service Commission (Phased), Home Middle East, Home, U.K. Base Port, Portsmouth, Captain's Command.
- ROTHESAY FLIGHT**, July (tentative date), General Service Commission, Wasp, U.K. Base Port, Portsmouth.

Influence of Lay Readers

Running the Royal Naval Lay Readers' Society (according to its report for 1967) "is a delightful contest between what is spiritually desirable and what is financially possible. And the conviction that whatever is spiritually desirable will prove to be financially possible has some pretty important implications."

The report states that the impact of Honorary Readers on the Fleet has hit no headlines, but it is hoped that the growth of their influence in these early days will be encouraged to a widening circle, will lay firm foundations in many places, and perhaps start something not clearly visualised.

—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phase-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

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 (B), Cooks (S) other than 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)—Cook (S) and Steward only.



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(Continued in column 6)

Some 'yacht'—at 2,800 tons

GLEAMING HECATE A PUZZLER

If the depths of the oceans are regarded as "the infernal regions," then the name Hecate for one of H.M. Survey vessels is most appropriate, for Hecate was a Thracian goddess who dealt in sorcery and witchcraft in those places.

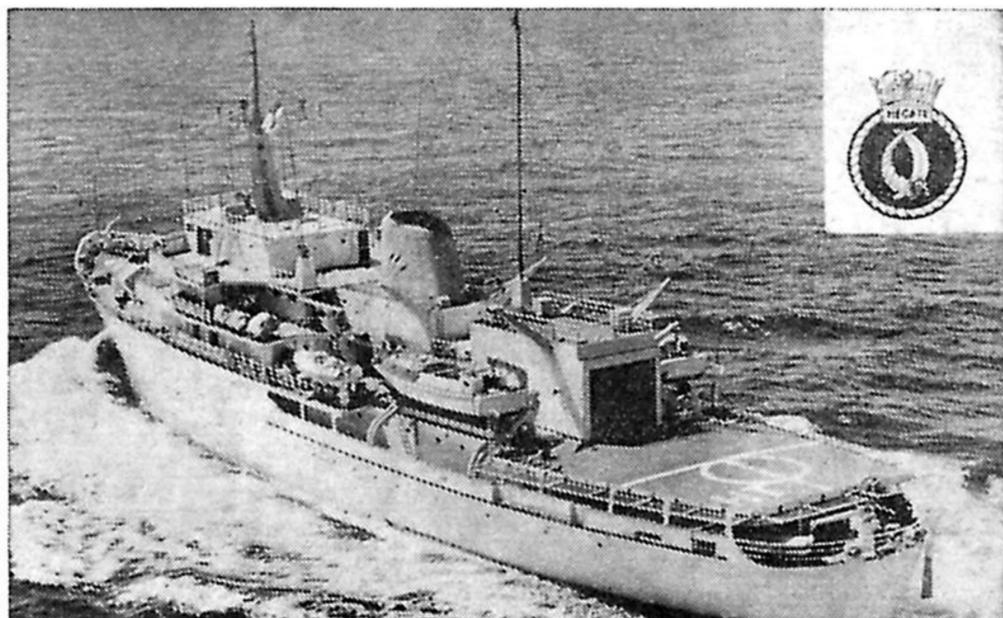
The present Hecate is the fifth of her name to serve with the Royal Navy. The third was a sloop of 1839 which was sold about 1866, and the fourth was a turret ship of 1871, sold in 1902. There was also a yacht in the First World War.

Built at Yarrow by the Blythwood Shipbuilding Co., between October, 1964, and December, 1965, Hecate displaces 2,800 tons, is 260 feet in length (o.a.) with a beam of 49 feet. Her complement is about 120 officers, scientists and ratings.

Hecate and her sister ships Hecla and Hydra, were the first ships for the Navy to be designed with a combined oceanographical and hydrographical role, and the first to be built on commercial lines without a supplementary naval function. The hull is strengthened for navigation in ice, and a propeller built into a transverse tunnel in the bow makes for good manoeuvrability.

The unusual shape, for a Royal Navy ship, built on merchant ship lines, and her gleaming white finish, has perplexed many people, and the ship's company have often been asked "Which millionaire the yacht belonged to."

The ship has a radius of 12,000 miles at 14 knots, and during her first surveying



"season"—end of February, 1966, to the beginning of December the same year—she sailed 33,850 miles. Those on board say the ship's motto ought to be, "She who works from afar . . . far away from home."

That season Hecate worked in the North Atlantic, visiting the Cape Verdes, Gibraltar, Halifax (Nova Scotia), and Bermuda, and almost all of the 33,000-odd miles have had soundings run along them.

Accommodation is on modern lines, a fixed bunk for every man, and the senior ratings in cabins. The large single galley provides all food on a cafeteria system, and there is a fully equipped laundry. Recreational facilities include cinema, library, canteen, and so on. The ship is air conditioned throughout.

Equipment includes a Wasp helicopter and a Land-Rover.

ORDERS FOR POSTCARDS

Postcard photographs of H.M.S. Forth, or any of the previous ships in the series (listed below), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s. post free.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achéron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecia, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Urs, Woolaston, Dundas, Fearless, Manxman, Glamorgan and Forth.

POINT LEADERS ON ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at July 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.	CAF(AE) 2343	POAF(AE) 875	LAM(AE) Dry
Ratings lacking seniority, V.G. conduct, or medically unfit have been omitted.	CAF(O) 2251	POAF(O) 404	LAM(O) 370
	CA(AH) 2021	POA(AH) 741	LA(AH) Dry
	CA(SE) 968	POA(SE) 994 (2)	LA(SE) Int.
	CA(PHOT) 1762	POA(PHOT) 1091	LA(PHOT) Int.
	CA(MET) 1266	POA(MET) 594	LA(MET) 552
	CH(ELAIR) 2024	POEL(AIR) 320	LEM(AIR) Dry
	CH(ELAIR) 2080	POEL(AIR) 311	LEM(AIR) Dry

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

REM I/c J. Kirk, H.M.S. Hampshire. Will exchange for foreign service draft in a seagoing ship.

AB R. Galle, H.M.S. Osprey, to join H.M.S. Bulwark at Singapore on October 22. Will exchange drafts—anything considered.

PO E(A) H. Barr, H.M.S. Eagle, on draft to R.N. Air Station, Yeovilton, early September (over six months), will exchange with any PO E(A) in Portsmouth area.

15th LEANDER JOINS FLEET

H.M.S. Juno, commanded by Capt. R. D. Lygo, the 15th Leander class anti-submarine frigate to join the Fleet, commissioned on July 18 at the Woolston yard of the Vosper-Thornycroft Group.

RIVALRY ON 'MEET THE NAVY'

When H.M.S. Phoebe was taken from her "Meet the Navy" cruise round the British Isles to stand by in the Mediterranean during the recent Middle East crisis, her job was taken over first by H.M.S. Zulu and then by

CRUISE

H.M. Ships Grafton and Hardy.

Grafton arrived at Swansea on June 7, and immediately began to show sea cadets and

school parties around the ship.

The next day both Grafton and Hardy were at Cardiff, and as the ships went alongside, two parties of youngsters were waiting on the jetty. The battle had begun.

From Cardiff the ships went to the Scilly Isles where everybody had an opportunity to relax. The ships' divers took advantage of the clean water to go spear fishing.

There is a good deal of friendly rivalry between Hardy and Grafton, and typical of the friendly spirit was the impromptu bolus throwing competition which took place en route to Falmouth at 20 knots. Grafton won.

Students were taken to sea from Falmouth one forenoon to witness demonstrations, which included attacks by aircraft, simulated submarine attacks, jackstay transfers, and high-speed manoeuvres.

JACKSTAY MAYOR

These demonstrations were maintained for the rest of the "Meet the Navy" trip, and at Bournemouth one of the jackstay passengers was the Mayor of the town.

Three days were spent working from Portsmouth taking schoolchildren to sea, and a group of sea cadets were taken to the Channel Isles. The Governors of the Islands were taken to Portsmouth.

There was quite a panic on this trip, for a 2-inch rocket and bofors fire was mistaken as a distress signal. The Selsey lifeboat was launched and a mine-sweeping exercise was stopped to search for the ship.

Grafton sailed for Trondheim on July 2 for a week's visit, and then sailed for Scotland.

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Benbow gets a reprieve

Every year, half a million visitors pass through the main gate of the Royal Dockyard of Portsmouth—the majority to see over the world-famous H.M.S. Victory.

The first "naval character" they are likely to encounter is the figurehead of Admiral Benbow. When H.M.S. Benbow, a 3rd Rate of 72 guns, was launched at Rotherhithe in 1813, it was this same effigy of Vice-Admiral John Benbow (1653-1702) which adorned the ship.

After H.M.S. Benbow completed her useful life as a warship, the great figurehead was kept, and for many years now has stood at the main entrance to Britain's premier Naval dockyard.

However prolonged exposure to the British climate over the years took its toll of poor Ad-

miral Benbow, and the wood inside was rotting away.

But the Navy were reluctant to allow such a fine historic relic to disappear without a fight.

So dockyard technical experts from Portsmouth and Chatham put their heads together and decided how best to preserve the old wood (no wisecrack intended).

Chatham shipwrights had already wide experience in preserving figureheads, and they were sure the Admiral could be saved by specially treating the wood by modern preservative methods, then encasing the whole figurehead in a clear plastic material (glass resin polyester)—impervious to weather.

COMPLETE SUCCESS

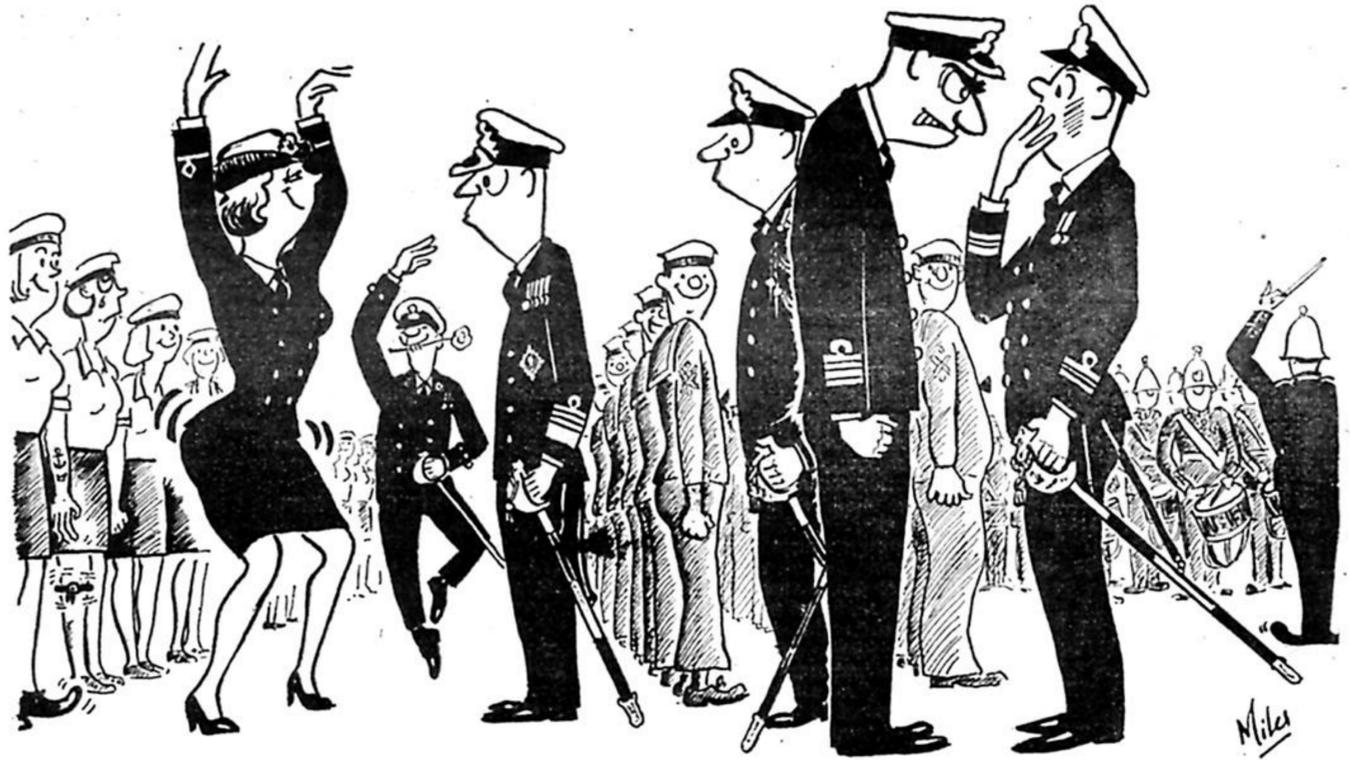
The work was carried out by the Boathouse and Paint Shops Section of the Constructive Department at Portsmouth, with the technical assistance of Chatham, and it has proved a complete success.

It cost a bit of money and a bit of time—naturally. But small cost when one reflects that a relic such as this is a part of our maritime history, and one which gives pleasure to the thousands of people who admire it every year.

There is a fine collection of H.M. ships' figureheads to be seen at the Victory Museum, directly opposite H.M.S. Victory (ship) in Portsmouth Dockyard.



The figurehead of Vice-Admiral Benbow



"And whose bright idea was it to ask the band to play a catchy little 'samba' in the middle of C-in-C's Divisions?"

NAVY LINKS WITH THE N.S.W. CAPITAL

Links between H.M. ships bearing the name of Sirius and the New South Wales capital of Sydney now span two centuries.

It was in March, 1787, that the sixth rate ship Sirius, of 512 tons and 10 guns, sailed from Spithead as part of a force of two warships, three stores ships, and six transports, under Capt. Arthur Phillip, for Botany Bay.

On board the ships of the expedition—Capt. Phillip flew his flag as commodore in Sirius—were 736 convicts, including 250 women.

Arriving in Botany Bay in January, 1788, Capt. Phillip

moved northwards a few days later in search of a less-exposed anchorage, and secured in what is now Sydney Harbour.

Not only was he responsible for founding Australia's largest city, but Capt. Phillip became the first Governor of New South Wales, and took formal possession of the whole eastern part of the continent.

BELL PRESENTED

On June 13 this year, the latest ship to bear the name Sirius, the new Leander class frigate commanded by Cdr. D. R. Reffell, took part in a ceremony at Sydney to mark the part of her predecessor in the history of Australia.

A bell from the ship was presented to the Prime Minister of New South Wales, the Hon. Robin Askin.

H.M.S. Sirius, serving with the Royal Navy's Far East Fleet, based on Singapore, visited Sydney in the course of a 14,000-mile Pacific cruise during which she was at Tonga for the coronation of King Tungi.

Cdr. D. R. Reffell, captain of Sirius, examines the engraving on the bell; the words being: "Presented to the people of New South Wales by the ship's company of the seventh H.M.S. Sirius, June, 1967, to commemorate the participation of the first H.M.S. Sirius in the foundation of the state."



ALBION KEEPS SECRET OF MYSTERY MISSION

On May 31, at the height of the recent Middle East crisis, H.M.S. Albion, the commando ship, was ordered on a secret mission. On board were 750 men of 41 Commando, Royal Marines.

When the ship entered Portsmouth on July 7, after five weeks "in the blue," her commanding officer, Capt. B. C. G. Place, V.C., was unable to give details of where she had been.

He said: "I am not allowed to reveal my orders yet. The mystery which seems to have been building up round our movements will have to remain for the time being."

Albion was on exercises off

the west coast of Scotland when she was diverted. The Ministry of Defence declined to give details of her mission, saying the ship had been "standing-by" on the Atlantic station.

TANKERS CHARTERED

Three large tankers for service East of Suez have been chartered for the Royal Fleet Auxiliary Service.

They are Halcyon Breeze, Edenfield and Naess Scotsman, and will be renamed Derwentdale, Dewdale and Ennerdale respectively, thus reintroducing three famous "Dale" names.

Arethusa at La Reunion

Few men of the Royal Navy have even visited the colourful French island of La Reunion in the Indian Ocean, let alone looked into the 8,611-foot active volcano.

It was, however, the experience of Capt. R. D. Butt, commanding officer of H.M.S. Arethusa, when the ship made a three-day call there after sailing from Singapore at the start of a 17,500-mile cruise involving calls at South African and South American ports.

He flew over the crater, which he afterwards described as "about the size of a cricket field, grey and wrinkled like the tummy of a rhinoceros."

Arethusa was given the warmest of welcomes on berthing at Port des Galets. During her stay at the island, she defeated the French Army at shooting, but lost at rugby.

A recommissioning service for H.M.S. Puma (Capt. C. J. Cunningham) was held at Devonport on June 23.

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ASHANTI 'INFO. SERVICE'

Recent agitation among naval wives concerning the lack of official information about "crisis" moves by warships, and changes of programme, gives added interest to a recent letter from the commanding officer of H.M.S. Ashanti to all next-of-kin of the ship's company.

"I am writing to say how very sorry I am that H.M.S. Ashanti has again been delayed in her return home," said Cdr. P. R. Compton-Hall, "and to try to explain why this is, and what I am doing about it."

"Originally I had intended to send this letter about two weeks ago, when the trouble in the Middle East had just started, but as soon as I had written the draft, the news came that, after all, we would be allowed home and would only be a few days late."

FEWER LETTERS

Cdr. Compton-Hall's letter went on to explain the subsequent cancellation when the actual fighting began, and went on: "We have had to work hard to get ourselves ready for whatever task we were given, and have spent a good deal of time at sea. I am afraid this has probably meant that fewer letters than usual have been posted home."

Then the letter explained the dilemma of whether to wait for the Suez Canal being reopened, or go the long way round via the Cape.

"Whatever happens I will bring the ship back to Devon-

port by the quickest possible way. I only wish that I could give you a firm date.

DISAPPOINTMENT

"I know all too well how terribly disappointed you are about our delay... but no one wants to keep us out here a moment longer than they have to. The Admiral here and the Ministry of Defence in London are doing all they can to help."

Capt. Compton-Hall said he would keep his wife fully informed of progress or changes, and "she will be very glad if you telephone her, write, or call in and see her at any time for news—or just for a chat if you feel like it."

The letter has been praised as an excellent example of good commanding officer / family liaison, although it is realised that it would not be possible for all ships, especially the bigger units, to attempt a similar effort.

MANY INQUIRIES

It could happen that a commanding officer's wife would be overwhelmed by calls in circumstances similar to those of Ashanti, but in fact Mrs. Compton-Hall coped very well.

Families' Page

THEIR RESCUE THRILL

A night in an open boat off the Malay coast, and being winched to safety by a rescue helicopter—these adventures befell six-year-old Ian and four-year-old Karen Tranter, and will be told to their friends when they return to Stoke-on-Trent from Singapore.

With their father, CPO Bill Tranter, they had gone in their 14-foot boat for an afternoon trip round beaches in the Johore Straits. Taking a wrong turning on the way home, he eventually ran out of fuel.

The boat drifted ashore, to a beach backed by dense jungle, and was tied up.

"The children gave no trouble and did not cry," CPO Tranter said. "We had plenty of cushions and they were able to sleep."

Next morning Bill Tranter towed the boat in the shallows until a fishing village was reached, and then came the rescue helicopter.

Mrs. Tranter, who alerted the authorities, had not gone on the trip. "But I'll go next time even if it kills me," she said.



The Tranter family—all smiles on their return home

"I did have lots of inquiries," she told "Navy News," "but I think it only right that the wives should have somewhere they can ring to get information."

"The mail from the ship has been terrible—letters in batches then long silence—and this is very dispiriting, especially to the younger girls who are not used to it."

"Writing or ringing has helped us all to keep in touch with what has been going on."

Families Day aboard Intrepid

H.M.S. Intrepid recently took the families out for the day, off Plymouth.

Arriving by LCM into the ship's dock makes the business of embarking at sea very much easier than scrambling up the side. And on this occasion the weather was kind.

The ship hopes to repeat the performance on September 1 at Portsmouth.

The majority of the ship's company live in or around Portsmouth, and Intrepid is expected to be operating in the area for Navy Days and Exercise Unison.

Blind children entertained

One hundred children from Princess Elizabeth School for the Blind, Johore Bahru, Malaysia, were entertained at Singapore Naval Base by the Naval Base group of the Singapore Red Cross Society.

The children, aged between six and 16, had a party, the cost of which was met by the Naval Base Charity Chest, and 40 of the older children were taken on board the submarine depot ship, H.M.S. Forth.

Each child had a sailor as a personal guide.

TRIP IN CHANNEL

Wives and children of the ships' companies of H.M. Ships Scarborough, Tenby and Torquay were taken for a short trip in the Channel on July 21 when the ships arrived at Spithead from their summer cruise to Canada.



'Super' cake for home

"Too nice to eat" is a description which could be applied to many of the dishes prepared by the Royal Navy's top cooks, whose patience and decorative skill have won them acclaim.

The cooks of Portsmouth Command field gun crews made a superb cake for the end-of-training celebration dance, surmounting it with a realistic model of a field gun.

The recipients were filled with admiration, but could not bring themselves to cut into it. Consideration was given to worthy recipients, and it was finally decided that at the Royal Naval and Royal Marine Children's Home at Waterlooville, both the decorative and eating qualities would be fully appreciated.

Leading Cook G. Burton and Cook P. Clark, supervised by CPO Cook B. A. Martin, prepared the cake, which weighed 28 lb. 10 oz.

The outdoor swimming pool at the home has been put to full use while efforts are made to raise the remaining £500 required to pay for it.

Rapt attention as naval wives attend a meeting at the Royal Sailors' rest community centre at Rowner, Gosport

Below: Families enjoying the new Senior Rates Club at H.M.S. Terror, Singapore. Vice-Admiral Sir Frank Twiss, who opened the club, is seen in the picture



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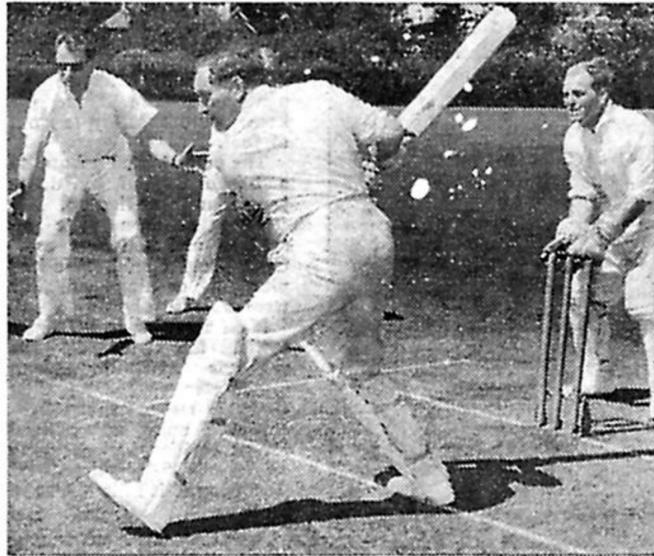
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Latest nuclear a 'deep diver'



ADMIRAL IN ACTION.—Rear-Admiral Ian McGeoch steps out smartly to smack a ball past the diligent slips in an unusual 12-a-side match between the Flag Officer's Twelve and Capt. S/M P's Twelve, at Monckton Road sports ground on July 20.

As an indication of the "growing force of nuclear submarines" mentioned in the Defence White Paper, the Navy's seventh is due to be ordered soon.

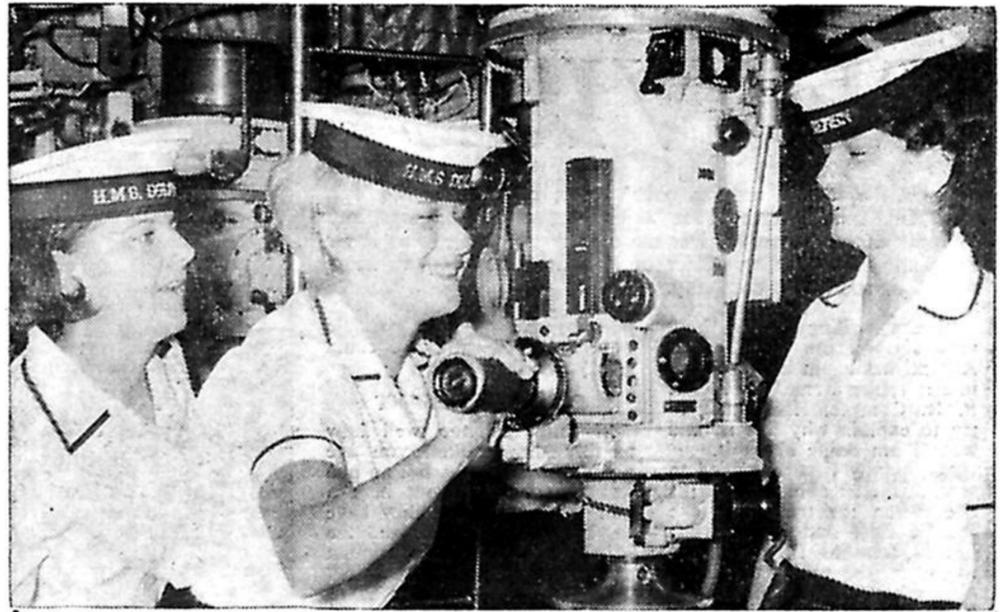
The vessel is described by Mr. Roy Mason, Minister of Defence (Equipment) as the "deep diver." It will be the second of its class ordered this year.

The submarine will have the most advanced design in the world, with a new British reactor that will enable it to stay longer at sea, and a hull of pure steel capable of withstanding depths of 1,000 feet and over.

At these depths a submarine is less prone to detection because the greater variations in water temperature help to deflect electronic sound beams.

The future potential of these nuclear submarines—the Fleet submarines—is virtually limitless. They are additional to the Polaris boats carrying Britain's contribution to the strategic nuclear deterrent of the West.

SUBMARINERS' CORNER



Wrens invade the control room of H.M.S. Aeneas during their day at sea. Left to right: Wren Christine Friend, Rowena Naylor at the periscope, and Sheila O'Sullivan.

DOLPHIN WRENS ABOARD AENEAS

Wrens from the administrative offices of H.M.S. Dolphin and Flag Officer Submarines went to sea for the day in the submarine Aeneas.

They were having an opportunity to see the operational side of the projects for which they work.

After being shown how to train the gun on Aeneas's casing, the Wrens went below to see the control room. Looking through the periscope was a popular feature.

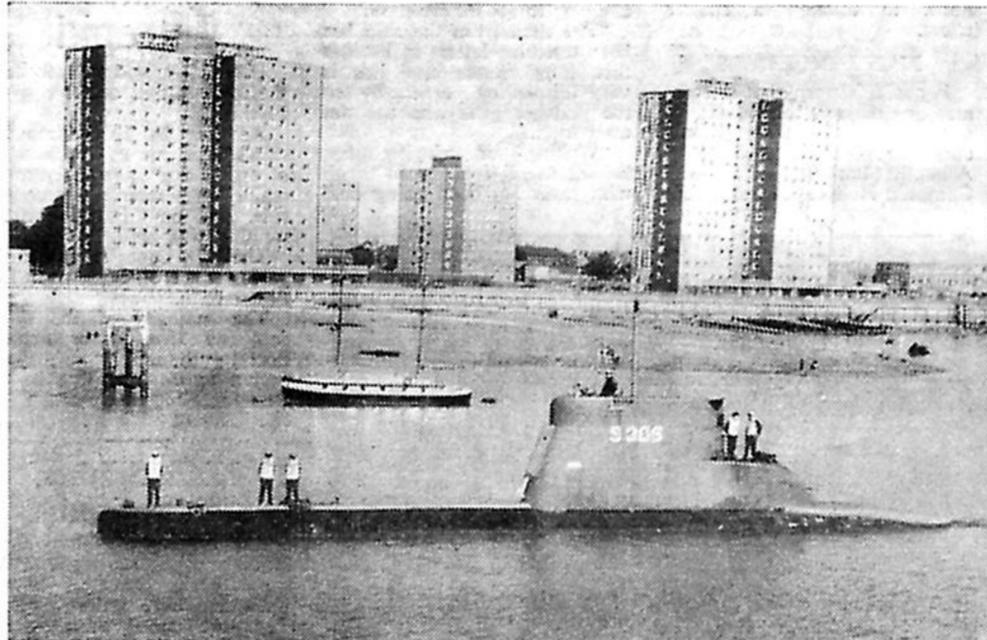
The coxswain also allowed them into the senior ratings' mess to watch the rum issue.

Lieut.-Cdr. Richard Sharpe, of Alverstoke, commanding officer of Aeneas, put the submarine through routine exercises to train new ratings, and these were watched by the Wrens.

Lieut. Alick Moore, who took part in the James Bond film "You Only Live Twice," showed the Wrens over the submarine, and also acted as patient host to the photographers on board.

Fleet subs may get missiles

Underlining the Fleet submarine role as the capital ships of the future, it is reported that the Navy are working on a short-range missile which would form part of their armament.



Arrival of a Norwegian visitor to H.M.S. Dolphin, the compact submarine Skolpen.

Appointed to Faslane

Cdr. Peter John Holloway, of Hindhead, has been appointed Commander (Submarines) for operations and work-up of Polaris, Fleet, and conventional submarines at the new submarine base at Faslane.

Educated at Gunnersbury School, Middlesex, he joined the Navy as an ordinary seaman in the Volunteer Reserve, becoming a midshipman in 1943, and a sub-lieutenant in 1945, when his association with submarines began.

He served in Sea Rover, Ambush, and Scotsman, before commanding Sea Scout, 1953-54. After attending a staff course at the Royal Naval College, Greenwich, he went to R.N.C. Dartmouth, as a house officer.

Two submarine commands followed—Teredo and Cachalot—and in 1961 he was appointed submarine training commander at H.M.S. Dolphin.

From 1963 to 1965 he was Naval Attache at Djakarta, and from January, 1966, he has been on the submarine desk in the Naval Operations and Trade Division at the Ministry of Defence, Whitehall.



Cdr. Peter Holloway

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A day out to help

Girls at Fort Blockhouse, with a few from Vernon and Victory, were chosen when photographers from the Central Office of Information arranged pictures on behalf of the Wrens' recruiting authority.

The Wrens were posed in the bow of a dock launch, and enjoyed the outing on a brilliantly sunny day.

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A wife and her 'News'

Letters to the Editor

I am sorry to hear of the disbandment of 728 Squadron, on which I worked as an air mechanic, during which time I first met my husband, an aircrewman, when strapping him into the winch operator's seat.

The 728 was a really super squadron. I was lucky enough to go on two detachments to Cyprus, and later as a wife to Gibraltar.

My husband is now at Britannia Royal Naval College doing training towards becoming a helicopter pilot, so I look forward to receiving "Navy News" which does help one to feel more in touch.

Jeanette Evans (nee Carr)
Madeley (Shropshire).

Parents' plea

Our son, Stephen Lymer, was the victim of a fatal car accident in Singapore some five months ago.

He served in H.M.S. Ajax, but as a result of catching pneumonia, spent last Christmas in Royal Naval sick quarters. In the meantime the ship sailed, and his kit was left in barracks.

He wrote to tell us that his had been ransacked, and on his death there were few remaining effects.

The main loss, from our point of view, were photographs we

WHY PAPER IS 'LATE'

I have not yet received my July issue of "Navy News", and have been particularly waiting for the paper, as my son has just arrived home in Victorious. I do hope I shall receive it soon.

(Mrs) C. Ford
Dursley, Gloucestershire.

This letter was dated July 7, and is similar in content to others received by "Navy News." The paper is published on the first Thursday in each month, and in this case could not be received by subscribers until some days after July 6, depending on the mail delivery.

knew he possessed. As we have no recent photographs of our son, my husband and I would be grateful indeed if any of his friends could produce any.

Eva M. Lymer
36 Merrivale Road,
Rising Brook,
Staffordshire.

End of Lofoten

The Navy League's publication "Navy" stated in their August 1964 issue that the Navy's first helicopter support ship, H.M.S. Lofoten, had just been commissioned. The ship had been specially converted for her new role.

Your July publication of "Navy News" states that Lofoten is to be scrapped. Is this correct? If so, do you know what went wrong?

B. R. Noble
Slough, Buckinghamshire.

It is understood that Lofoten was converted for experimental purposes, and that these have now been concluded. It is true that the ship is being scrapped.

Gunnery feat

I read with interest the letter from L. T. Dennis regarding the gunnery feats of H.M. ships Argyle and Anthony (June issue).

For the record Argyle was steaming at 16 knots. The target was 2,500 yards away being towed by a destroyer, also steaming at 16 knots.

The gunnery instructor was a Mr. Frank Chapman, who retired in 1921. His crew were the second to fire, 13 rounds rapid. To the amazement of all, every shot hit the target in the phenomenal time of one and three-quarter minutes.

Chapman received a congratulatory telegram from King Edward, and Lord Charles Beresford had Chapman's name and record to fly from all ships in the Home Station. We who served in Argyle were always proud of this record.

I was not in Argyle at the time, but did two years in her, and left a month before she was lost in 1915.

R. O. Serle
Exeter.

Invitation

We are fortunate in having "Navy News" sent to us each month, and read all the items with much interest.

We are a generation of naval people and proud of this. My father-in-law served in the "Vic," my husband, CPO, did

A BEAUFORT HISTORY

I am collecting information and photographs to write a detailed history of the Bristol Beaufort aircraft.

The Fleet Air Arm used a number of these machines between late 1943 and early 1946, after they had been withdrawn from front-line service with the R.A.F.

They were engaged on various second-line duties with the F.A.A., but have received virtually no publicity, as such duties as crew-training, target-towing, and fleet requirements do not capture the public's imagination.

I would be pleased to hear from any of your readers who have photographs, records, or experience of these aircraft. Any material will be gratefully acknowledged and returned.

R. Hayward
The Old Vine House,
Lyncombe Vale Road,
Widcombe,
Bath, Somerset.

24 years, our nephew, a PO is still serving, we have a son o/c in H.M.S. Hermes, and one we are pleased to say is about to enter the R.A.N.

While in Pompey I took an active part in the N.W.V.S.

We had the pleasure of being able to entertain some of the crew of H.M.S. Hampshire when she was here last year, and extend a warm welcome to any lads in any ship that comes to Adelaide.

Kath (and Bill) Merritt
24 Coolibah Road,
Madison Park,
Salisbury East.

Cambrian there first

Your article in the July issue states that H.M.S. Appleton was the first Royal Navy ship to visit Abdal Kuri since 1933.

Surely I am right in saying we in H.M.S. Cambrian visited the same island in 1965?

N. Hogg
H.M.S. Forest Moor,
Harrogate.

Dartmouth's 'twin'

Capt. R. S. Forrest called on Mr. Joseph Zatzman, Mayor of Dartmouth (Nova Scotia), on June 21, and conveyed greetings and a gift from the Mayor of Dartmouth (Devon), Coun. H. G. White.

H.M. ships Scarborough (Capt. Forrest), and Torquay (Cdr. M. E. Barrow) were among the 40 ships of 13 different nations reviewed by the Governor-General of Canada on June 23.

The Training Squadron were visiting their "home" Dartmouth from July 25 to 27, during which time Capt. Forrest had an opportunity to return greetings on behalf of the Mayor in Nova Scotia to the Mayor in England.



Capt. Forrest with the Mayor of Dartmouth (Nova Scotia).

R.F.A. OLEANDER'S RETURN

After six months on the Far East Station, the Royal Fleet Auxiliary tanker Oleander has left Singapore for the United Kingdom.

A farewell signal from the Commander, Far East Fleet, said the ship had maintained very high standards and had done much to keep H.M. ships on the move, especially in the West Indian Ocean. The appearance and efficiency of the vessel was also praised.

During her Far East duty her Master, Capt. G. Robson, lost his appendix—but was awarded the C.B.E.

Capt. Robson was Master of R.F.A. Tidepool when she was at sea for 80 days, replenishing H.M. ships involved in the Beira patrol. One of the ships she replenished, H.M.S. Eagle, was at sea for 71 days, and created a peace-time record for sea-time for British aircraft carriers.

Stoker of 60 years ago revisits Drake

A man who did his basic training in R.N. Barracks, Devonport, in 1910, receiving 8s. a week, was given V.I.P. treatment when he revisited H.M.S. Drake on June 28.

Now 75, Mr. Charles H. Archer, of Pudsey (Yorks.), who served nine years' active service before going into the Reserve, was obviously impressed with the easy chairs, carpets, pictures on the walls, comfortable cabins, television rooms, dining halls, billiards rooms, sleeping quarters, etc., and recalled the time when he had to sleep and eat in the same room.

In contrast to his 8s. a week as a trainee stoker, the present engineering mechanic (no longer stoker) receives about £8 a week.

In the rum bar Mr. Archer saw ratings taking

their "tot." In his days ratings had to line up for their grog, and drink it from a basin.

"No cups and saucers in those days," he said, "never mind glasses."

Another difference he mentioned was in the barber's shop where he remarked that "they are not quite as free with the scissors as they were 60 years ago."

Mr. Archer served in H.M. ships Bristol, Alarm, and Minion, and while in the Royal Fleet Reserve visited Devonport every other year.



Charlie Archer with POME Fred Russell, his guide in Drake

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FLEET 'AT HOME' TO VISITORS AT PLYMOUTH AND PORTSMOUTH

NAVY DAYS

Ships to see and men to meet

Once again all those people interested in the men and ships of the Royal Navy have opportunities to see how the Navy lives and works if they can visit Plymouth and Portsmouth for Navy Days—August 26 to 28.

Despite the many operational requirements a good cross section of the Navy is open to visitors, and the Navy will still give value for money while acting as host to the great British public.

At the time of going to press these operational requirements preclude an accurate forecast of the ships which will be flying the flag "Open to visitors," but most of the classes of ships in

this special feature will be represented.

In addition to the ships themselves, a great deal of work has been done to make the visitors feel at home. There is much to interest—and amuse—and it will be a "hard to please" person who is dissatisfied with the varied fare provided.

ONE OF A TEAM

The displays at both ports give a very good idea of the work of the officers and men of the Navy—ashore and afloat—

and how they are all taught to become one of a team, and that team a happy and efficient ship's company.

The primary object of holding Navy Days is to show the Royal Navy to the public as a stimulus to good relations, and recruiting and, at the same time, to raise money for naval charities.

Over the past years hundreds of thousands have seen the ships and met the men of the Royal Navy, and many have expressed their great interest and pleasure in all that they have seen, and

there is no doubt that the number will be swelled tremendously again this year.

TALK TO YOUR HOSTS

Men of the Royal Navy and the Wrens will be glad to be of assistance to visitors, and will tell of their work ashore and afloat all over the world.

Although ships will not be open to visitors until 12.30 p.m., admission to the dockyards will be from 11.45 a.m. at Plymouth and 10.30 a.m. at Portsmouth. Admission charges are—adults 3s., children 1s. 6d.

At both ports there are plenty of car parking facilities. At Plymouth parking is available in H.M.S. Drake, and at Portsmouth cars may be parked on the parade ground of the Royal Naval Barracks.

CAR PARKING

Charges for parking in H.M.S. Drake is £1 per car, which also admits all occupants free to the Navy Days. At Portsmouth charges are—coaches 5s., cars 2s. 6d., motorcycles and cycles 1s. There is a coach park in H.M. Dockyard, Portsmouth (entrance via Unicorn Gate), and the charge £4 includes entrance for all passengers.

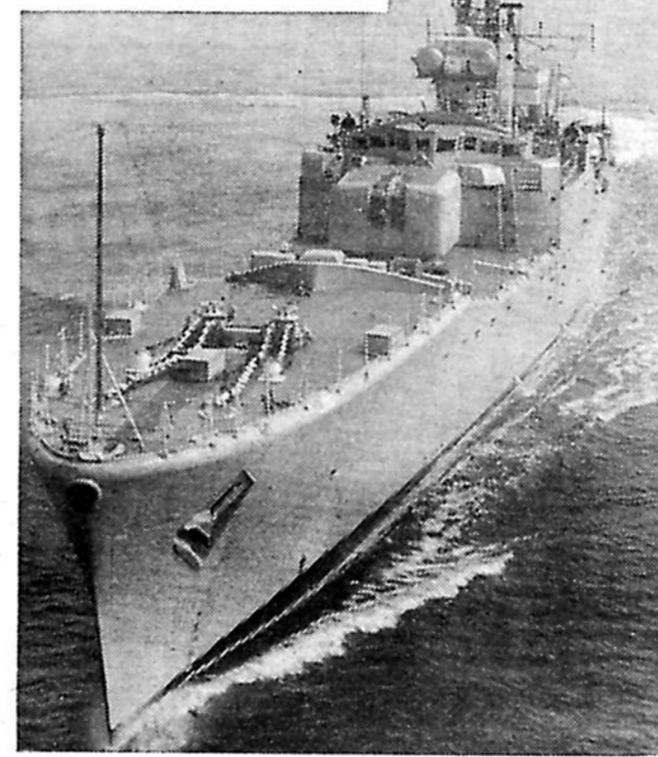
Parents may leave their young children in the competent care of lady helpers in the children's nurseries.

Light refreshments, etc., may be obtained at various points in both dockyards, facilities are available for first aid, lost children, lost property, public conveniences, and the like.

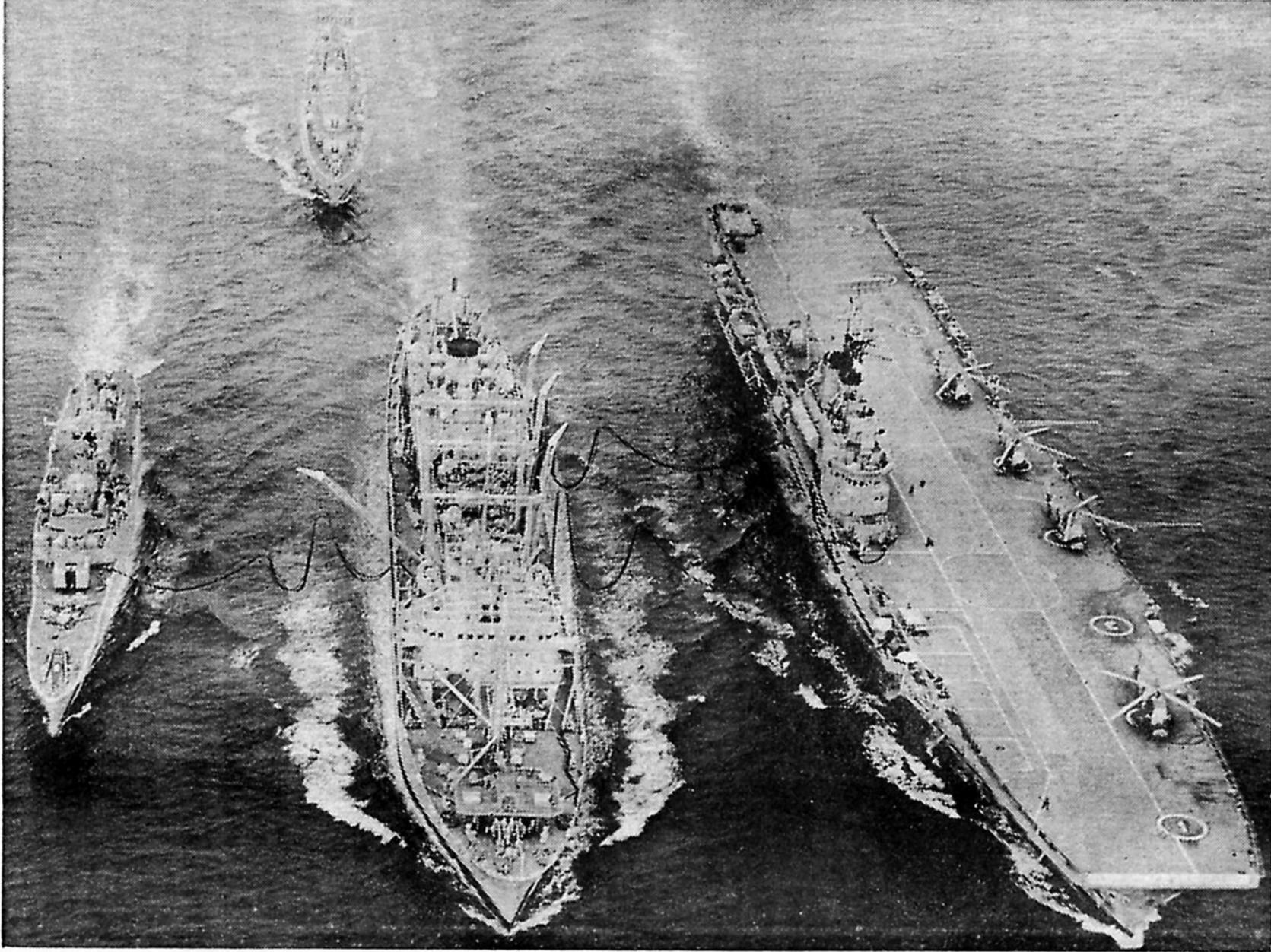
AVOID QUEUES

The displays at both Plymouth and Portsmouth are always of absorbing interest,

The Rothesay class anti-submarine frigate, H.M.S. Falmouth, expected to be open to visitors at Plymouth. At present on passage home from the Far East, she is expected to arrive at Plymouth the day before Navy Days start.

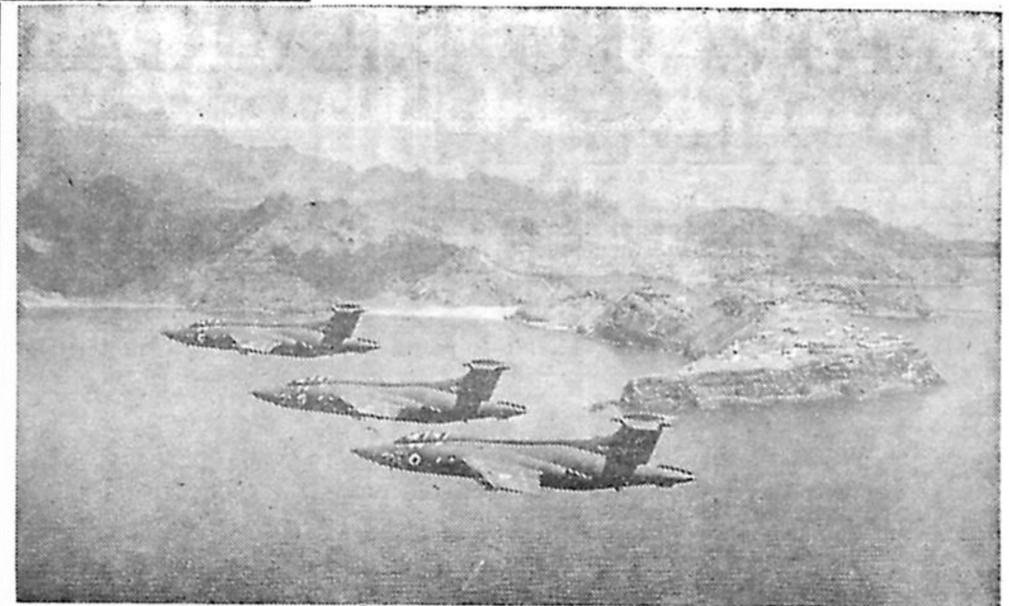


H.M.S. Kent, a guided missile armed destroyer, sister ship to H.M.S. Devonshire open to visitors at Plymouth and H.M.S. London at Portsmouth.

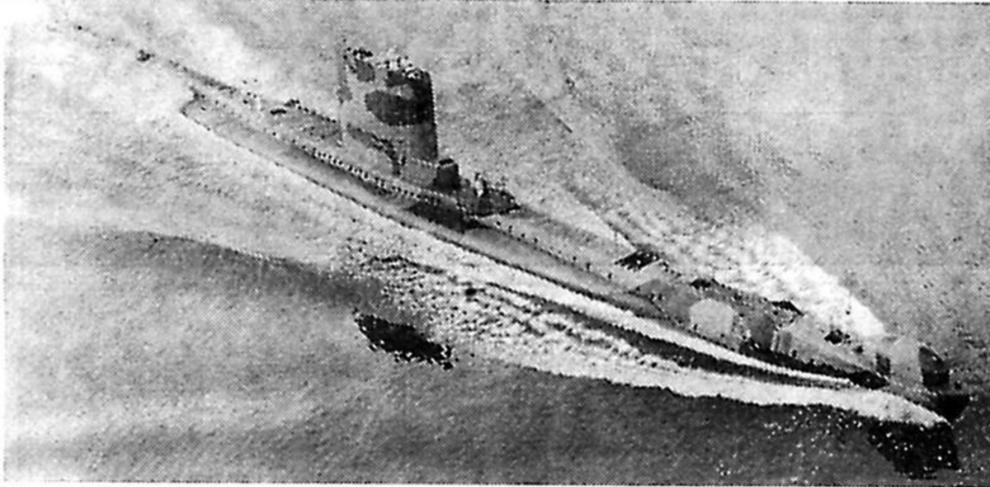


- ### OPEN TO VISITORS
- Ships open to visitors at Plymouth include the following:
- Devonshire.**—Guided missile destroyer.
 - Penelope.**—Leander class general purpose (A/S) frigate.
 - Puma.**—Anti-aircraft frigate.
 - Falmouth.**—Rothesay class anti-submarine frigate.
 - Hecla.**—Ocean surveying vessel.
 - Alcide.**—Submarines.
 - Alliance.**—Submarines.
 - Tiptoe.**—Submarines.
 - Oleander.**—R.F.A.—Fleet replenishment oiler.
- Other ships in the port, but which are not open to visitors include:
- Tiger.**—Cruiser.
 - Carysfort.**—Destroyers.
 - Delight.**—Destroyers.
 - Tenby.**—Whitby class anti-submarine frigate.
- The following ships are "open" at Portsmouth:
- Albion.**—Commando ship.
 - London.**—Guided missile destroyer.
 - Defender.**—Destroyers.
 - Decoy.**—Destroyers.
 - Cambrian.**—Destroyers.
 - Naiad.**—Submarine.
 - Arethusa.**—Leander class general purpose (A/S) frigates.
 - Tartar.**—Tribal class general purpose frigate.
 - Duncan.**—Blackwood class anti-submarine frigates.
 - Grafton.**—Blackwood class anti-submarine frigates.
 - Hardy.**—Blackwood class anti-submarine frigates.
 - Ulster.**—Fast anti-submarine frigate converted from destroyer.
 - Artful.**—Submarine.
- Various other ships will be in port but will not be open to visitors because of operational or refit reasons.

The commando ship, H.M.S. Albion, open to visitors at Portsmouth, being refuelled by the fleet replenishment oiler the R.F.A. Tide-reach. H.M.S. Brighton is at the left of the picture, and astern is H.M.S. Barrosa.



Guardians of our shores

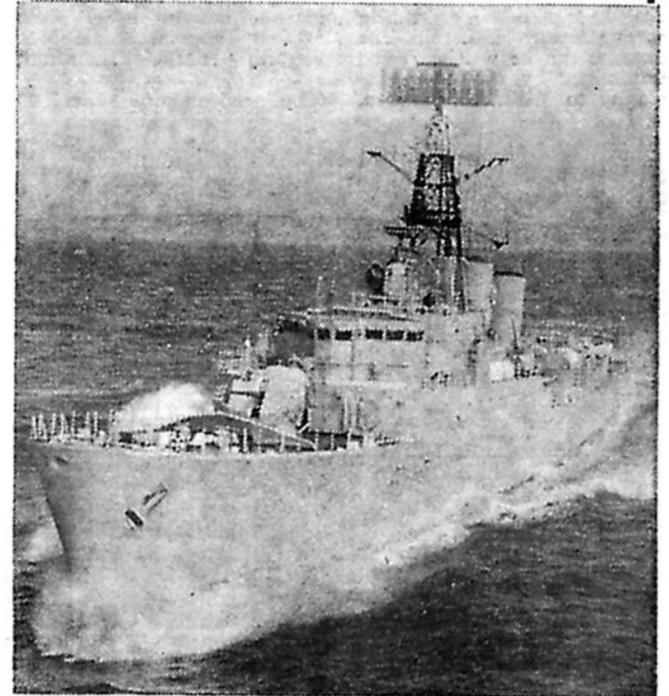


Top left—H.M.S. Hecla, first of the new class of ocean survey ships, open to visitors at Plymouth. The other ships of the class are the Hecate and Hydra. Hecla's main work this year consists of a bathymetric and magnetic survey of a large area of ocean to the south of Iceland.

Left is H.M.S. Alliance, an "A" class submarine, is open to visitors at Plymouth. Alcide is also at Plymouth and Artful is at Portsmouth.

The "A" class were laid down in 1943/4/5, but have been rebuilt and streamlined since 1955. The enclosed fin conning tower is 26½ feet high.

Above: Three Royal Navy Buccaneer strike aircraft of 809 Squadron, embarked in H.M.S. Hermes, pictured over Aden. The Crater area, so prominent in the news of recent weeks, can be seen in the background. Below: H.M.S. Ashanti one of the Tribal class of general purpose frigates. Of this class, H.M.S. Tartar is open to visitors at Portsmouth. The Navy has seven Tribals—designed for general duties formerly undertaken by destroyers. The other five are Eskimo, Gurkha, Mohawk, Nubian and Zulu



Above — H.M.S. Tiger. Like her sister ships, Blake and Lion, Tiger was laid down during the Second World War, but work was stopped on these 12,000-ton cruisers, in 1945. Completely redesigned work was restarted on them in 1955. Blake is at Portsmouth being converted to a helicopter carrier, and similar work will soon start at Devonport on Tiger. Neither ship is open to visitors.

The work involves removing the after 6-inch gun mounting, and replacing it with a hangar and flight deck. When finished these ships will be able, with their helicopters, of offering a potent protection against submarine attack to any group to which they are attached.

Left is H.M.S. Puma, an anti-aircraft frigate of the Leopard class. Puma is open to visitors at Plymouth. These frigates, the others are Leopard, Jaguar and Lynx, are designed primarily for the protection of convoys against aircraft. They could also serve as a medium type of destroyer in offensive operations.

Commissioned in June this year for her fifth commission, Puma has spent much time on the South Atlantic and South America station, where she has had her fair share of excitement. In the third commission she assisted at Tristan da Cunha after the volcanic eruption.



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HOW TO NAVIGATE OR SINK A SHIP

Interesting displays

Although ships are, naturally, the main attraction at Navy Days, there are many displays and events which will hold the attention of visitors. A predominant feature of most of the displays is the complexity of a modern warship, requiring men of the highest ability to man the machinery and to keep it in good order.

At Plymouth, for instance, the H.M.S. Cambridge stand illustrates the drill and knowledge required by a young rating to master the intricacies of modern fire control and guided weapons.

At Portsmouth officers and men of the Navigation and Aircraft Direction branch show how a ship is navigated in thick fog, how to control an aircraft with split-second timing, and how a helicopter making an attack against a submarine is directed. H.M.S. Dryad's display visitors can try their hand at steering a ship.

FREE TELEGRAMS

From the display put on by H.M.S. Mercury in Portsmouth a telegram may be sent, free of charge, to a friend or relative serving in any H.M. ship. The message can be watched being transmitted by automatic telegraphy to Whitehall, London,

from where it is passed by radio to the station on which the ship is serving.

In the Signal Training Centre in the East Battery, H.M.S. Drake, visitors have a chance to see themselves on closed-circuit television, and opportunities to operate some of the telecommunication equipment used by the Royal Navy.

Both at Plymouth and Portsmouth various examples of all kinds of cookery, bakery, and confectionery products are on show. The exhibits reveal how well the cooks of the Navy are trained, and how well the officers and men live.

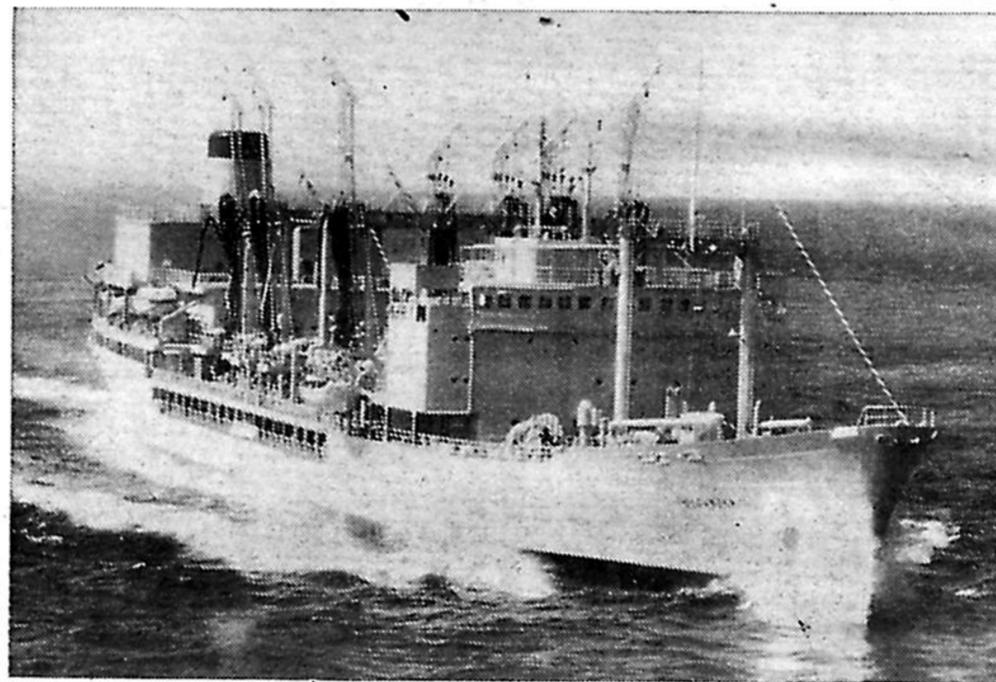
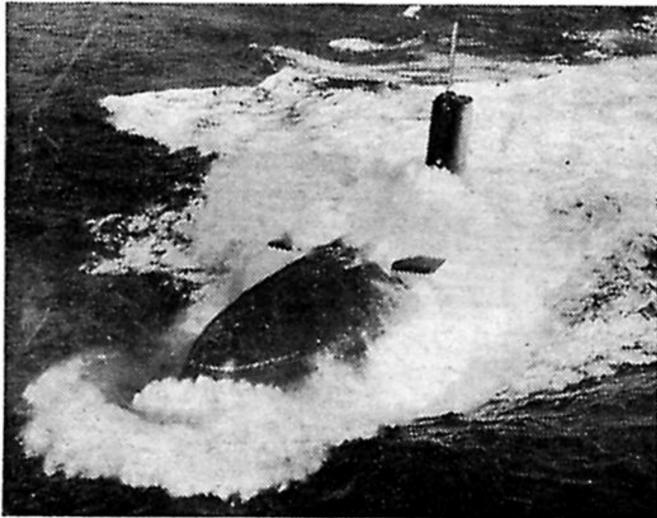
Among the many displays to be seen are those by H.M.S. Raleigh, the establishment which provides the basic training of ratings apart from artificer apprentices, H.M.S. Fisgard, H.M.S. Thunderer,

(Continued on page 11, col. 1)



Above—H.M.S. Penelope open to visitors at Plymouth. Two of the same class, Naiad and Arethusa are open to visitors at Portsmouth. These three belong to the Leander class general purpose anti-submarine frigates, the largest class, apart from the "Ton" class coastal minesweepers, of warships in the Royal Navy today.

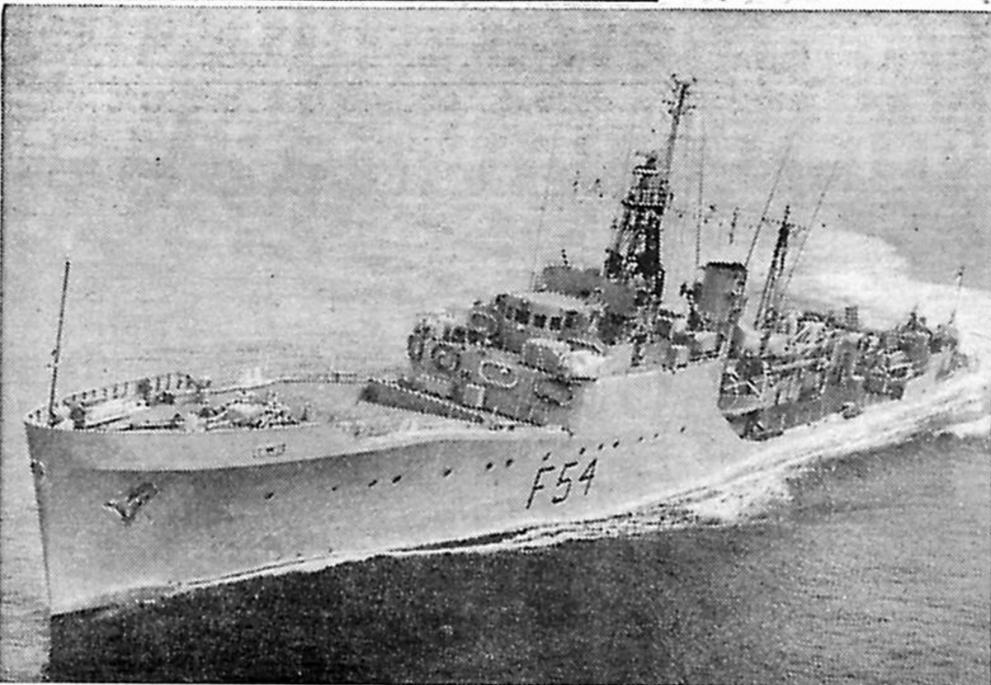
Left—H.M.S. Valiant, the nuclear-powered submarine which recently made a record submerged trip from Singapore to the United Kingdom, some 12,000 miles. She is here seen surfacing at speed in the north-west approaches on completion of her long trip.



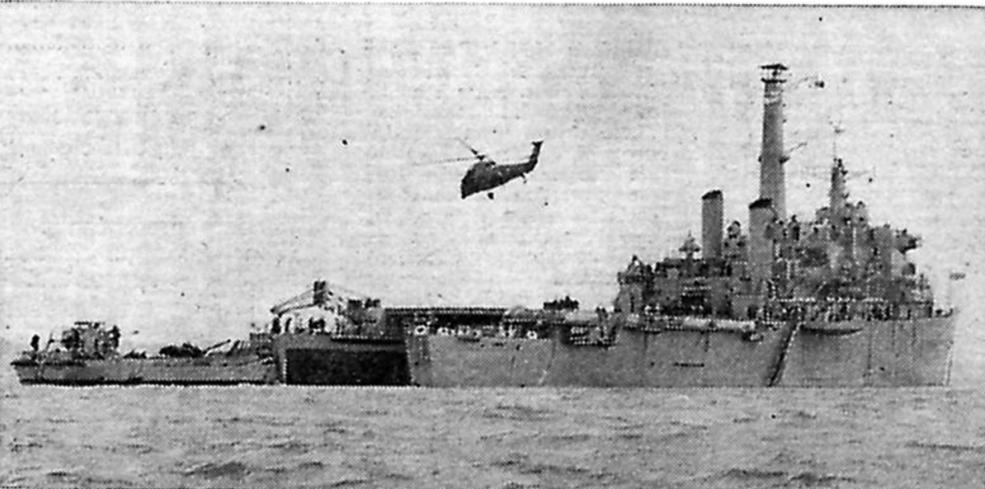
One of the three largest and fastest ships to join the Royal Fleet Auxiliary Service, the Oleander, above, displaces 33,200 tons full load. A fleet replenishment oiler, she and her sister ships Olma and Olynthus, are fitted with handling gear for transferring fuels and stores by jackstay and derricks while steaming at speed.

Oleander is open to visitors at Plymouth. Another R.F.A. the Tidepool (25,931 tons, full load) is open to visitors at Portsmouth.

Left—H.M.S. Hardy, a Blackwood anti-submarine frigate. She and her sister ships Duncan and Grafton are open to visitors at Portsmouth.



It had been hoped that the assault ship H.M.S. Intrepid would have been at Portsmouth over Navy Days, but operational requirements have made this impossible. She would have been a great "draw." H.M.S. Fearless, right, is a sister ship. These unusual-looking ships (12,120 tons, full load) can carry 15 tanks, seven three-tonners and 20 trucks. Four landing craft can be carried in a special dock inside the ship, and four more are carried at davits. The landing craft can be floated in and out of the open stern by flooding compartments in the ship and lowering her in the water.



Free admission to Portland 'At Home'

H.M. Naval Base, Portland, will be "At Home" to visitors on August 5 and 6, and a warm welcome is assured for the "islanders" and those who make their way along the Chesil Beach from Weymouth and beyond.

H.M. Ships Tartar, Puma, Grenville, Undaunted and Verulam will be open to visitors, and it is hoped that the submarines Tiptoe, Token and Grampus will also be in harbour to receive hundreds of guests.

Nearly all ships of the Royal Navy, as well as from other NATO fleets "work-up" from Portland under the direction of the Flag Officer Sea Training, and ships' companies will be on their toes throughout the week-end to give an overall picture of their smartness and efficiency, and to impress the thousands that are hoped will attend.

The gates will be opened at 12.30 and there is no entrance charge—after all you do not invite guests to an "At Home" and then charge them! There are small charges for parking of coaches, cars, etc.

'SWEEPER TRIPS

The coastal minesweepers Highburton and Glasserton will take visitors on "Any more for the skylark" trips at 1s. a head, and the fast patrol boat Dark Gladiator is expected to make fast runs across the harbour, if

possible firing break-up shot. The R.N. Auxiliary vessel Shipham will also take part.

A helicopter will demonstrate search and rescue techniques—hovering, towing, recovering from the water, etc., and visitors in ships, or on the pier and jetties will be able to witness this.

Three types of helicopter will be available for inspection, with guides who will tell interested visitors all about them.

TARGET AIRCRAFT

Visitors will also be able to inspect a target aircraft and manipulate the various controls.

In addition to a Careers stand there is a tent with various models (ship—not the living variety) and clearance divers' equipment, and so on.

Refreshments may be obtained and there will be marching displays by the Royal Marine Band of the Flag Officer Naval Air Command.

As in the case of the Navy Days at Plymouth and Portsmouth, all profits (from the "bob a nob" trips, etc.) will be donated to Naval charities.

NAVY DAYS—SPECIAL 'NEWS' FEATURE

'Darings' still with Fleet

DISPLAYS

(Continued from page 10, col. 2)
 Britannia Royal Naval College, Dartmouth, as well as diving displays, survival at sea, physical training display and many others. All these are at Plymouth.

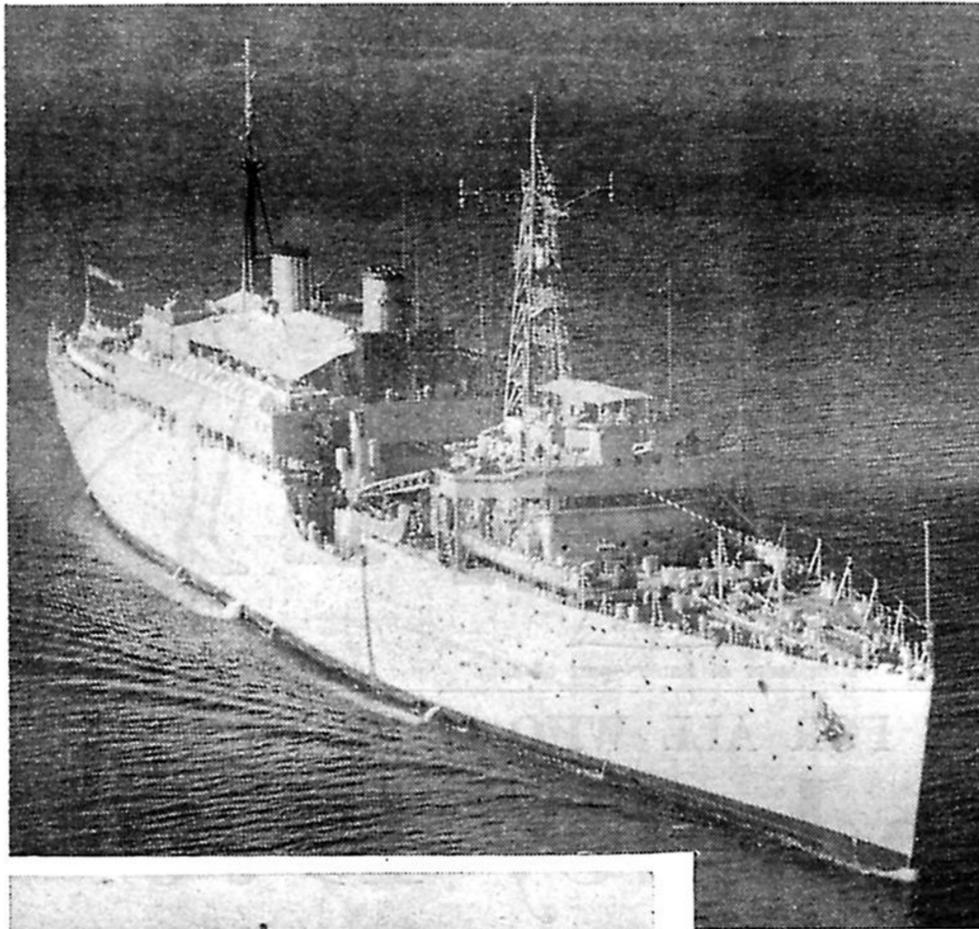
At Portsmouth displays are being put on by Dryad, Excellent, Sultan, Collingwood, Royal Marines, Vernon, Mercury and Dolphin, as well as shows by Hampshire Police Guard Dogs, work of the Supply and Transport Service, apprentice training, medical and dental stand, and many others well worth a visit.

JUNIORS' HOVERCRAFT

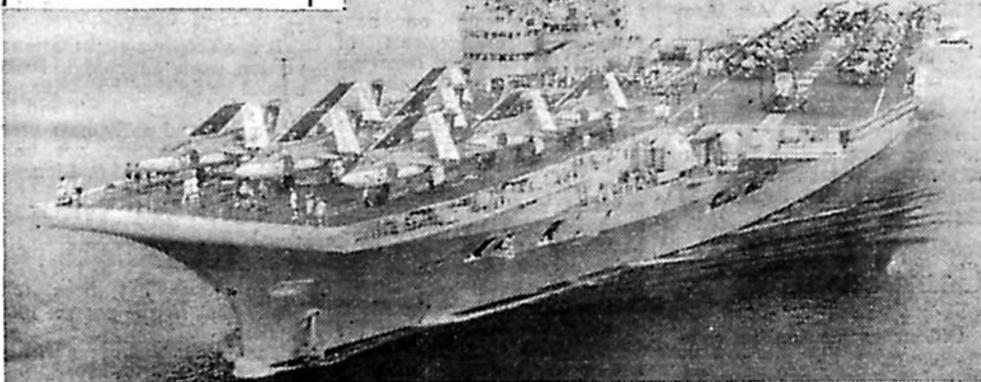
Special attractions include the hovercraft built by the Juniors of H.M.S. Ganges, and there are gemini trips for youngsters under 16, river trips and youngsters can participate in an assault course. These are at Plymouth.

It is hoped that there will be landing craft trips at Portsmouth as well as a display showing the work and capabilities of helicopters.

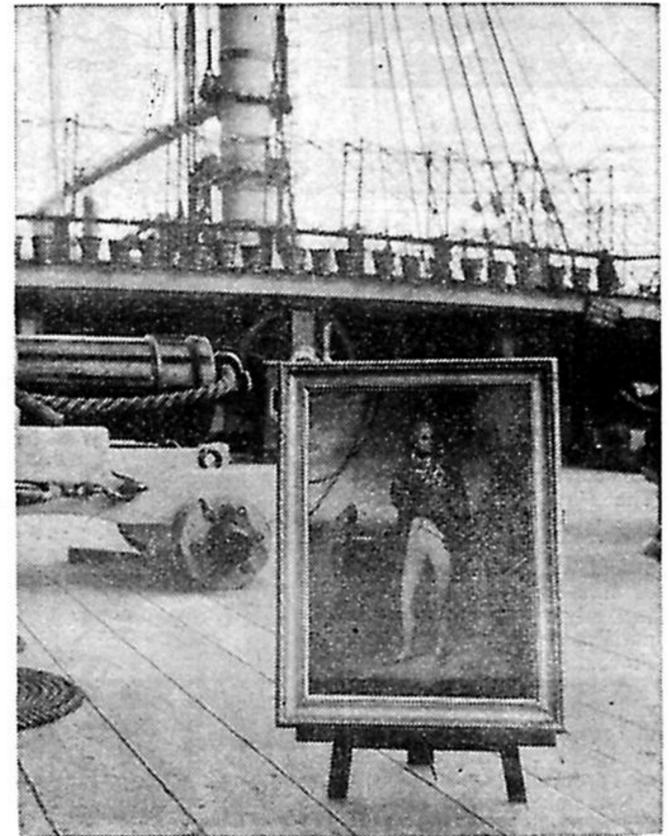
Apart from the commando ship Albion, no aircraft carriers are open to visitors at either Plymouth or Portsmouth this year. Here is H.M.S. Victorious, built between 1937 and 1941, and completely rebuilt in Portsmouth Dockyard 1950-58. Her size, 35,000 tons displacement (full load), 781 feet in length (o.a.) and overall width 157 feet, can be judged by the number of aircraft ranged on the flight deck.



Above—H.M.S. Forth, a submarine depot ship, at present based on Singapore. Built by John Brown, on Clydebank, 1937 to 1939, she was reconstructed in Chatham Dockyard in 1962-66. She can support nuclear powered submarines as well as patrol boats.



Two Daring class destroyers are open to visitors at Portsmouth—the Defender and Decoy—and H.M.S. Delight will be at Plymouth but not open to visitors. H.M.S. Daring (below) displaces 3,600 tons (full load) and was built between September, 1945, and March, 1952. She was modernised 1963/64 when the torpedo tubes were removed.



H.M.S. Victory, Nelson's flagship, whose home is in Portsmouth dockyard, is still an immense draw for visitors. Several hundred thousand visit her each year. Alongside the ship is the Victory Arena, and on each of the three Navy Days, displays are given there, concluding with the Sunset Ceremony and Beat Retreat.

The Captain of H.M.S. Victory, Lieut.-Cdr. C. W. (Dick) Whittington, recently arranged for first-day covers of a Gibraltar stamp showing H.M.S. Victory, to be sold, and through this special issue postcards scheme a large sum of money was raised for the Save the Victory fund.

With some of this money a superb, hitherto unknown, picture of Admiral Lord Nelson was purchased.

The painting, shown above, by Sir William Beechey, is the original sketch made for the famous "Norwich" picture, and has been bought from a Chichester antique dealer for £3,000.

CHRISTMAS CARDS, 1967

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Navy News

EDITOR:
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Tel.: Portsmouth 22351 (Ext. 72194)

EASING THE PRESSURE

Viewed against the background of sharp cuts in the armed forces, the Royal Navy emerged reasonably well from the Defence White Paper.

Despite optimism aroused by events of recent months, the carrier decision stands. The Navy in its European role will have that "unsinkable carrier" of Second World War fame—this island of ours—and outside Europe will rely for air defence on missiles or the Royal Air Force.

A strong body of opinion will continue to believe that this reasoning is a lot of eye-wash. Time will provide its own proof.

Remembering the difficulties of their brief, the Management have done well to gain acceptance for a good range of classes in the Fleet of tomorrow. A vigorous tackling of costs and a close look at expensive sophistication have apparently been a useful exercise.

The job and the tools are precisely described, and in fact the whole White Paper has a computerised clarity. All the problems have been fed in, and out has come the answers, including the shape of the new Fleet. This exhaustive survey has left little to chance, but it is chance which, regrettably, gives the Navy so much of its work.

Safeguarding careers

There will be thankfulness at the low level of redundancy, and the intensive effort to safeguard careers or ease the road for the few who will have to go.

What remains obscure is the basis for believing that turbulence and stretch are going to be substantially reduced. Assurances are in themselves a recognition that something must be done to lessen the pressure. Yet a peace-keeping role in the eastern seas is a fairly lively assignment, in which the first rule is to expect the unexpected.

The Management have raised high hopes by the confidence in their ability to reduce separation and remove some of the more unsatisfactory aspects of Service life.

They will naturally expect the customers to watch the situation with the closest attention.



"Remainder of hands—part of ship!"

PAYMENTS FOR ALL WHO HAVE TO GO Redundancy 1970— but small

The aim of the policy laid down in the White Paper is "to balance the forces we can afford with the national commitments they can reasonably be expected to shoulder."

With forces balancing commitments, "stretch" and turbulence among Navy personnel should be reduced, and adverse sea/shore ratios improved, thereby making a Service career more attractive.

In manpower terms, how does this affect the officer and man in the Service? How many, if any, are likely to be made redundant?

The Admiralty Board states that it is virtually certain that there will be no redundancy among officers before 1971 or among U.K. ratings before 1970, and in many categories redundancy is unlikely at all.

By November

Provided there is no further radical change in the policy laid down in the White Paper, the redundancy figures for both officers and men should begin to emerge by the end of November this year, and be better known six months later.

The Board will make progressive announcements to the Fleet, including arrangements that may be made for volunteering for premature retirement on redundancy terms.

The present strength of the R.N. and R.M. officers, ratings and other ranks (i.e. including

W.R.N.S. and nurses, but excluding locally entered personnel) is 97,000. The estimated strength for 1971 is to be 88,400.

Decisions made in earlier White Papers, such as the phasing out of aircraft carriers, make it probable that the reduction will continue over the subsequent five years to a level of 81,000.

These reductions will be achieved, in the main, by natural wastage and by adjusting entries over the next decade.

Some redundancies will occur, but they will be few. If it proves practicable, cross-training and transfers between branches could, to some extent, help to absorb redundancies.

Officers and men remaining in, and joining, the Navy can be assured of a full career.

In the period 1971 to 1976, the officer redundancy is unlikely to exceed 500 out of a total of about 10,000. Present career factors will not be reduced and published retirement ages will not be changed.

There is unlikely to be any redundancy among (a) captains and commanders of the technical specialisations (b) General List lieutenant-commanders and below of all specialisations (c) shipwright officers (d) chaplains and (e) nursing officers.

So far as ratings and other ranks are concerned there is unlikely to be any redundancy among artificers and mechanics, senior WE mechanic ratings, Supply and Secretariat Branch, medical branch, submarine ratings, radio operators (G) and (W) Wrens and nurses.

After 1969

After 1969 there may be some redundancy among senior ratings of the seamen and ME mechanic branches. One reason for this is the necessity to safeguard advancement prospects in the short term, and to improve them in the long term.

Very small redundancies may occur among ratings below leading rate in the seamen, ME and WE mechanic branches.

Probably there will be redundancies, between 1971 and

1976, in all Fleet Air Arm branches, but the extent will vary and will depend on, among other things, the number who could be cross-trained for, and transferred to General Service. Before any redundancy occurs, however, steps will be taken to reduce non-continuous service and engagements beyond 22 years.

Compensation

Officers on pensionable commission who are prematurely retired will be compensated by a tax-free lump-sum payment which will reach, at the maximum, the equivalent of 21 months' basic pay.

To receive the maximum an officer must have given 13 years' qualifying service, and payments will subsequently decrease when the officer has less than five years' service to complete before his normal retirement date.

Normal retirement benefits will not be affected.

The full scale of compensation for ratings serving on pensionable engagements has been based on the same general considerations as for officers. Ratings who have engaged to serve beyond 12 years will generally be regarded as being on pensionable engagements.

The main features for these ratings are that

(a) The minimum period of qualifying service for pension has been reduced from 22 to 10 years (after the age of 18).

(b) For the purpose of calculating pension and terminal grant for those who have served at least 10 years, an additional credit of up to four years' service will be given, provided that this addition does not extend their reckonable service beyond the end of the current engagement.

In addition to the pension and terminal grant, such ratings with 10 years' qualifying service will receive tax-free lump-sum payments rising to a maximum of 12 months' basic pay after 16 years' qualifying service, but decreasing for those with less than five years to complete on current engagements.

Men with three or more years

but less than 10 years' completed service from the age of 18, who will not be eligible for pension and terminal grant, will receive a gratuity on invaliding terms, plus a lump-sum ranging from three to 14 months' basic pay.

Ratings serving on non-pensionable engagements of nine or 12 years will receive a tax-free gratuity as though they had been invalided, plus another tax-free lump-sum payment on a scale related to the amount of the engagement served.

In these cases the lump-sum payment rises to a maximum equivalent to five or six months' basic pay at around the midpoint of the engagement, and then reduces again.

In order to alleviate the effects of premature release from the Service, the facilities for resettlement training will be strengthened and developed both within the Service and in the Ministry of Labour trade training establishments.

Everyone made redundant will be helped to find employment in civil life, and plans to this end are being prepared.

Examples

Commander. Normal retiring age 50. Prematurely retired aged 48 and five months.

	£	s.	d.
Retired Pay ..	1,278	15	0
Terminal grant ..	3,836	5	0
Special capital payment ..	1,504	4	6

Seaman Petty Officer. Serving on a 14-year engagement. Prematurely discharged after 10 years two months' service from the age of 18.

	£	s.	d.
Pension .. weekly	3	8	6
Terminal grant ..	534	6	0
Special capital payment ..	707	3	9

Married quarters position easier?

Will reductions in the Navy materially increase the chances of getting married quarters without delay? Will there be married quarters for all who need them?

These are difficult questions to answer. The aim is to provide married quarters or hirings. To provide married quarters for all would be an absurd policy—not all need them or want to go into them; for example those who have bought houses under the Assisted House Purchase Scheme.

The present married quarters programme is based on the principle of providing quarters or hirings for all who want them, on a roof-to-roof basis, and it is by no means a static programme.

CATCHING UP

The Navy were last in the field of the three Services, but are catching up pretty fast—look at Rowner and Faslane, and the improvement at Gibraltar in the last few years.

Redundancies may enable a little "catching up," but they do not start until 1970/71. In any case, as the married quarters programme proceeds, the delay will get less.

Blake to be completed by early 1969

The announcement of the new cruisers to be built focuses attention once again on the existing Tiger class.

It is officially stated that conversion work on H.M.S. Blake should be finished by the beginning of 1969, and Tiger will be taken in hand early next year.

No decision has yet been reached about H.M.S. Lion.

'NO' TO MINI CARRIERS

The Navy has been told finally that it will not get mini carriers.

The carrier Victorious will go out of service in 1969, and Hermes in 1971—both rather earlier than had been expected.

This will leave Eagle and Ark Royal, both equipped with Phantoms.

Keeping pace with subs. threat

When Capt. W. P. B. Barber took over as the new captain, H.M.S. Vernon, on July 11, from Capt. R. E. Lloyd, who is retiring from the Service, he said that he was confident that the Navy's anti-submarine warfare specialists can keep pace with the threat posed by submarines.

All along the line the anti-submarine men had solved the difficulties thrown up by the different submarines, and he felt that the problems of dealing with nuclear submarines would be overcome.

"There is no question about the continuing importance of anti-submarine warfare and of H.M.S. Vernon," he said.

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The sea covers three-quarters of the globe, and most of it is free from the sort of political trouble we meet over land bases.

The Navy can go almost everywhere and exert a stabilising influence without having to fire any guns or drop any bombs. We can move about world-wide by and large without anyone being able to accuse us of aggressive intentions; and so a maritime presence to maintain British influence overseas inevitably looms large in the forces envisaged in the White Paper.

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BRITAIN'S CONTRIBUTION TO NUCLEAR DETERRENT OF WEST

R. Marine Commando to disband

The strength of the Royal Marines will be reduced by about 1,200 by 1971, and in common with the other Services, further reductions, as yet undecided, are probable between then and the mid-'70s.

When 45 Commando return from Aden early next year there is no role for a third commando in the United Kingdom. No. 43 Commando, which is moving to Portsmouth later this year, will be disbanded by April, 1969. The 3rd Commando Brigade will remain in the Far East.

So far as the Far East is concerned, as the Defence White Paper says, amphibious forces will be deployed there until 1970/71, and although the size and character of our forces east of Suez after that date has not been decided, it is probable that an amphibious capability will remain in the Far East.

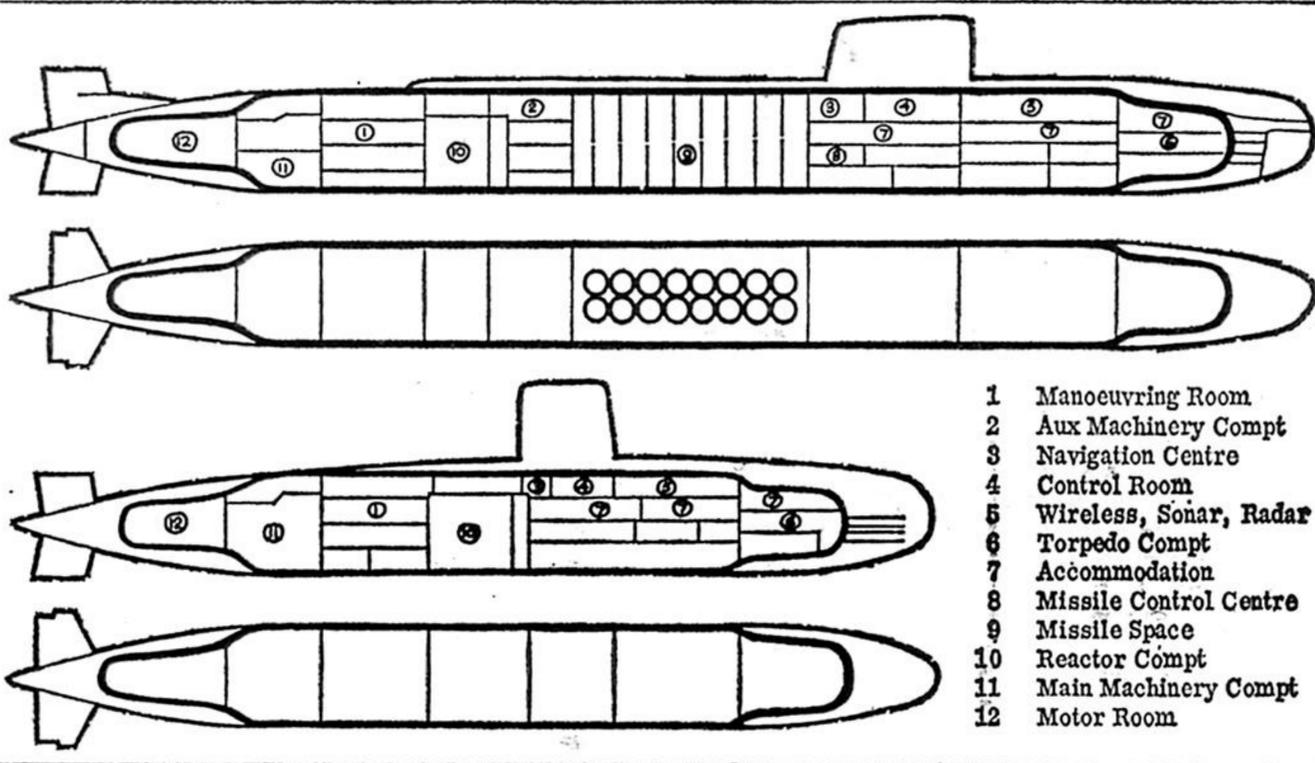
NAVY AS A CAREER

The size of the Navy is being tailored to commitments, and the resultant force will be somewhat smaller, but it is stated officially that it will consist of ships carrying the latest and best equipment, with a far-ranging and traditional role.

It will require the same high standards from officers and men. With technological advance, all will require to be technically minded, and some will require to be technically qualified to the highest degree.

For those who want to "see the world" there will be the same proportionate seagoing opportunities in the future.

The Admiralty emphasises that the Navy will continue to be a totally worthwhile career.



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- 2 Aux Machinery Compt
- 3 Navigation Centre
- 4 Control Room
- 5 Wireless, Sonar, Radar
- 6 Torpedo Compt
- 7 Accommodation
- 8 Missile Control Centre
- 9 Missile Space
- 10 Reactor Compt
- 11 Main Machinery Compt
- 12 Motor Room

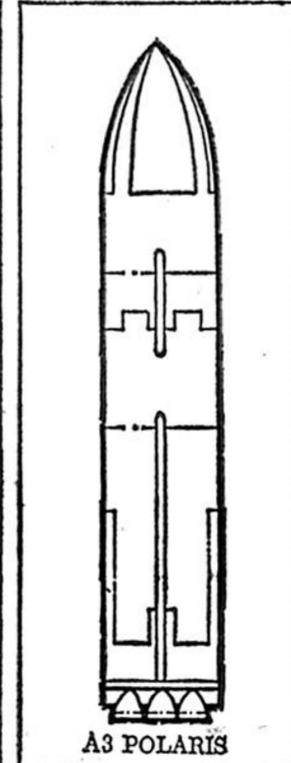


Diagram details of the Polaris submarine, four of which are built or ordered as Britain's contribution to the strategic nuclear deterrent of the West. Each Polaris submarine is 425 feet long, with a beam of 30 feet, and displaces over 7,000 tons. Missile capacity is 16. The ship's company totals 137 officers and ratings

WAITING ON THE QUAY...

Farewells and reunions will always be very much part of life for all associated with a maritime Service, but separation should be reduced if hopes are fulfilled on cutting commitments to meet capability.

A major objective—to cut turbulence

Among the background information circulated to the Fleet on the Defence White Paper, much attention is given to turbulence and stretch.

Ratings are being told that the tailoring of numbers to the size of the new Fleet, when completed, should reduce the present excessive stretch and turbulence and rectify adverse sea/shore ratios, as well as ensuring proper advancement and career prospects.

To the questions, "If the

Navy is to be cut, will this mean even more work for even fewer ships?" and "Won't both sea time and separation increase for those who stay?" the answers given are:

"It is the Navy's commitments that are being cut, and the size of the Navy will be tailored accordingly. Hence the answer to the first part of the

question is 'No,' though all of this will take time.

"From this it follows that sea time overall will be no greater than at present, and it is hoped to improve on this in those branches who currently get more than their share.

"Equally it is the aim to reduce the maximum length of separation at any one time. The coming run-down presents an opportunity to attack separation and turbulence, and it is not intended to let this pass."

One question on all lips will be: "Everyone has been saying for years that turbulence, adverse sea/shore ratios, and stretch could be ended if the Navy didn't have so many unexpected jobs to do. How do we know that the latest re-shaping is going to improve all these problems?"

And this is the official answer:

"We don't—at least not for certain yet. Nor can anyone forecast the future perfectly.

QUOTE—

By balancing our tasks with our resources we can go a long way to removing some of the unsatisfactory features of Service life over the last few years.

All we can say is that some of the best brains in the Navy have been working for three years to try to ensure that we get the right answer.

"And these brains will be applying their talents in the next year or so to working out the manpower problems involved, so that all these upsetting factors can be reduced progressively to the absolute minimum."

Concerning the Submarine Service it is stated: "Although increasingly the backbone of the future Navy, it will only be part of it. Conditions of service will be highly attractive, but those not inclined to stay in it will find ample opportunities for a full career in the surface fleet."



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Children from the orphanage crowd round the set at the presentation gathering. On the right are the Mother Superior and Cdr. Jessop

Eagle telly for orphanage

H.M.S. LLANDAFF

While on passage to the Seychelles, H.M.S. Llandaff went to the assistance of the Liberian tanker Conchita. When Llandaff reached the scene she embarked the captain and three officers from the stricken ship before she sank. The 17 crew members had been picked up by the German ship Drachenfels, and these were transferred to Llandaff.

It all started so simply. "Do you think H.M.S. Eagle has a second-hand television set for sale?" The questioner was a Sister of Mercy from the Nazareth Orphanage at Yelverton, and she was speaking to Mrs. P. Calnan, wife of MAA Patrick Calnan, of the carrier. The Master-at-Arms mentioned it on board, and the ship's chaplain (the Rev. Geoffrey Thornley) made an

appeal. In less than no time £20 was raised. Then the Commander, Cdr. John Jessop, thought a new television set would be better than an old one, and MAA organised mess collections, raising £60 in four days.

Together with contributions from local naval tailors, the ship raised sufficient money to buy a new 23-in. set and £18 for maintenance.

On June 23, less than 24 hours before the ship was due to leave Plymouth, the Mother Superior, two Sisters of Mercy, and a party of 14 children, visited Eagle to receive the new set for the orphanage, which had been without television since its old small-screen set had stopped working.

Although the ship was teeming with men and equipment, and storing was at its height, the visitors were taken to a junior ratings' mess for cream buns and orangeade, afterwards Cdr. Jessop made the presentation.

Forces Art

The 36th exhibition of the Armed Forces Art Society, to be held from September 19 to 28 in the Chenil Galleries, Chelsea, provides an opportunity for the serving artist to "hang" in the good company of Sir William Russell Flint, David Shepherd, Edward Seago, and Norman Wilkinson.

Submission of works for the exhibition is open to all ranks of the Royal Navy, Army, and Royal Air Force (including Auxiliary and Territorial units and women's branches), whether serving or retired, permanent or temporary.

The Honorary Secretary is Capt. R. R. S. Fisher, Royal Naval College, Greenwich, London, S.E.10.

DIVERS DOWN IN SOLENT Cambrian search for mementoes

Twenty-seven years after striking a mine and sinking off Horse Sand Fort in the Solent, two pieces of the fifth H.M.S. Cambrian, a boom defence vessel, were brought to the surface by divers of the present H.M.S. Cambrian, a 2,800-ton "CA" class destroyer completed in 1944.

When the present Cambrian, commanded by Cdr. W. R. Canning, was in Portsmouth, it was decided to dive on the wreck and, if possible, recover a small piece from which a memento could be made.

The exact location of the wreck having been established by the ship's motor cutter, using a lead and line, a team of eight went to Horse Sand in a motor fishing vessel.

As there was only one hour of slack water, time was precious, but in that hour two of the team carried out a complete survey of the wreck and recovered two pieces from it.

A comprehensive picture of the wrecked vessel has been made, despite lack of visibility, and it is hoped to make a further search later.

As the tidal stream increased, and conditions deteriorated, it was decided to carry out a bottom search of Horse Sand.

Two-mile-long sweeps were made.

No man-made objects of interest were found, but when the divers surfaced they brought with them seven flat fish "which they happened to see in passing."

During the war H.M.S. Cambrian saw active service in the North Sea and Arctic on escort and patrol duties. She was extensively modernised in 1960/62. Now on a general service commission, she is due to go to the Far East later this year.

Nelson treasures for Japan

The Japanese, who share British regard for Lord Nelson, are putting on the finest exhibition of Nelson treasures ever assembled. It will take place in Tokio in October.

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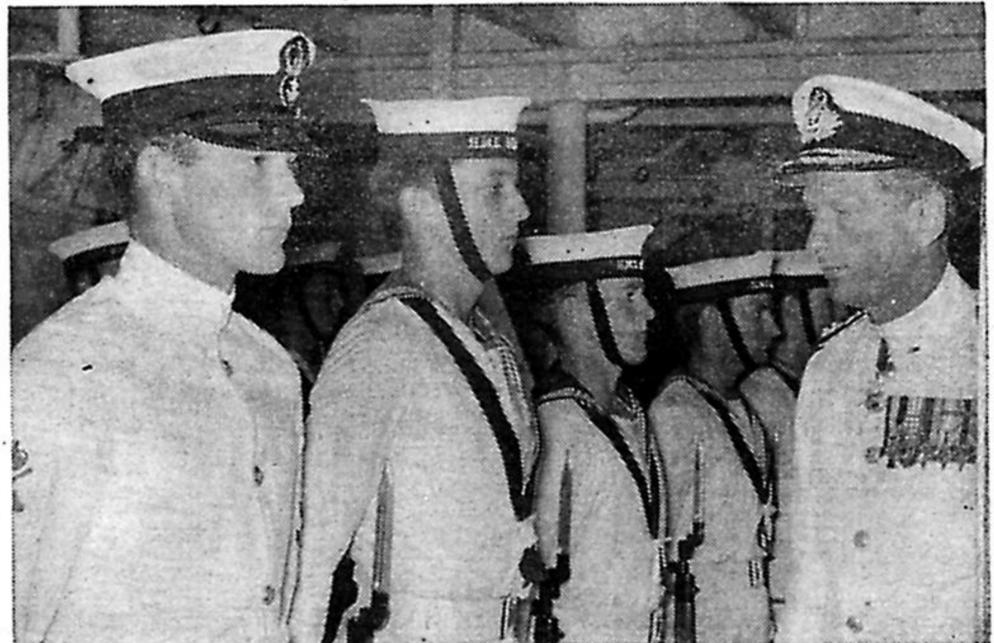
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"Hello Chief—didn't know you were a gardener as well!"

NEW COMFEF's VISIT

The Commander, Far East Fleet, Vice-Admiral W. D. O'Brien, inspects his guard on board H.M.S. Hermes, on the ship's arrival at Singapore Naval Base on June 22. This was Admiral O'Brien's first visit to the ship since his appointment as COMFEF. He was captain of Hermes during her last commission, 1963-64, and as Flag Officer Air Command was aboard the carrier several times earlier this year and last year for major exercises in the Mediterranean and U.K. waters.



RESCUER



David Kincaid

Saved crashed observer's life

Ex-Leading Airman David R. Kincaid of Battersea (London), who completed his service with the Royal Navy earlier this year, was presented with the Royal Humane Society's Bronze Medal and Certificate in recognition of a sea rescue he made while serving in H.M.S. Victorious in 1966.

The presentation was made by Admiral Sir John Frewen, Commander-in-Chief, Western Fleet, at his headquarters at Northwood (Middlesex).

Kincaid was on duty as the SAR diver in the planeguard helicopter on June 9, when a Buccaneer II aircraft crashed into the sea on the port bow of H.M.S. Victorious shortly after being catapulted.

The pilot and observer both ejected from a very low altitude.

The helicopter overflew the Buccaneer pilot, who indicated that he was not in any distress.

Kincaid jumped into the water from a height of about 20 feet to find the observer, Lieut. H. P. Ellis, enmeshed in the canopy and rigging lines of his parachute. His fine display of courage and efficiency, coupled with a complete disregard for his own personal safety, saved the life of Lieut. Ellis.

Lieut. Ellis is the son of Admiral Frewen's N.A.T.O. Chief of Staff, Commodore H. D. Ellis, who was also present at the ceremony.

Double heroism in Persian Gulf

Another bravery award, also the Royal Humane Society's Bronze Medal, has gone to PO John Simmons, aged 30, of Bitterne, Southampton, who jumped over the side of the tank landing craft H.M.S. Bastion, in the Persian Gulf, in a vain attempt to rescue an officer. He was not wearing a life-jacket.

The officer, Lieut. J. Robertson, had been on a life-raft sent from Bastion to the aid of a



Nurses in the jungle

The 'News' Diary

TRAINING TRIP WITH MARINES

Naval nurses are not expected to hack their way through dense undergrowth of tropical jungle, or sleep out under makeshift covers as the sound of torrential monsoon rain obliterates the customary jungle sounds.

Two girls serving with the Far East Fleet in Singapore, however, recently decided to change their crisp white nursing uniforms for the jungle greens worn by Royal Marine Commandos, for a week-end of jungle training.

They are Naval Nurse Jean Baugh (21), of Wolverhampton (Staffs.), and Senior Naval Nurse Jean Dunn (23), of York, who are both members of Queen Alexandra's Royal Naval Nursing Service.

Although they are with the Royal Navy, the girls are in the nursing profession. There is no "military" element about their

training, so their jungle stint was a complete change of routine.

What started as a joke with one of their Royal Marine patients led to the girls accompanying a unit of 42 Commando Royal Marines on a day and night patrol in Singapore.

Nurse Baugh, who has been in Singapore since November, said: "We wanted to see what it was like in the jungle. We did not come across snakes or anything like that, but we learned about the plant life, and what one can eat if stranded in the jungle."



PO Cook William Ross (wearing glasses) and PO Cook Eric W. Mills in the kitchen at London's Caprice restaurant



Jean Baugh (right) helps Jean Dunn adjust her commando rucksack

Cooks at famous London cuisine

Visitors to the Caprice restaurant in London from June 21 to 23 were PO Cook (S) Eric W. Mills, aged 31, of Ramsgate (Kent), and PO Cook (O) William Ross, aged 30, of Chatham, both serving in H.M.S. Caprice.

They went at the invitation of the Caprice's world-famous restaurateur Mario Gallati, and it is hoped that the ideas from the cuisine will be reflected in the menus on board.

PO Ross is cousin of the Secretary of State for Scotland, Mr. William Ross. He is married, with four children.

His shipmate is also married, and has two children.

Both enjoy life in the Navy. Their reasons? They like travel, the security of the job, and making new friends.

Triumph workers for hospital

During the extended second visit of H.M.S. Triumph to Mombassa (May 6 - June 26), at least 40 men gave up their week-ends to work at a missionary hospital, St. Luke's, Kalo- leni, which is approximately 40 miles inland.

The work accomplished included the whitewashing of the exterior of the church, plastering of the interior of a kitchen, repair of roof guttering, maintenance and repair of the hydraulic pump on the operating table and other machinery.

On June 18, the commanding officer, Captain P. G. La Niece, R.N., visited the hospital to see the sailors at work, and to present the hospital with a cheque to cover the cost of a pew for their church.

Nearly all the other pews in the church have been donated by H.M. ships while at Mombassa, but the one presented by H.M.S. Triumph finally completed the furnishing of the church.

Naval officer is 'Brain of Britain'

The B.B.C. title "Brain of Britain" has gone to Lieut.-Cdr. Julian Loring, an instructor in H.M.S. Caledonia at Rosyth.

In the final of a series of contests, involving 56 contestants, Lieut.-Cdr. Loring met Miss Gena Davies, a librarian of Pontypridd and Mr. Peter Whitby, an analyst of Banbury.

Supt. Collier (nearer the camera) and EM Zebedee preparing to whitewash the recently-plastered walls of the kitchen at a missionary hospital 40 miles from Mombasa

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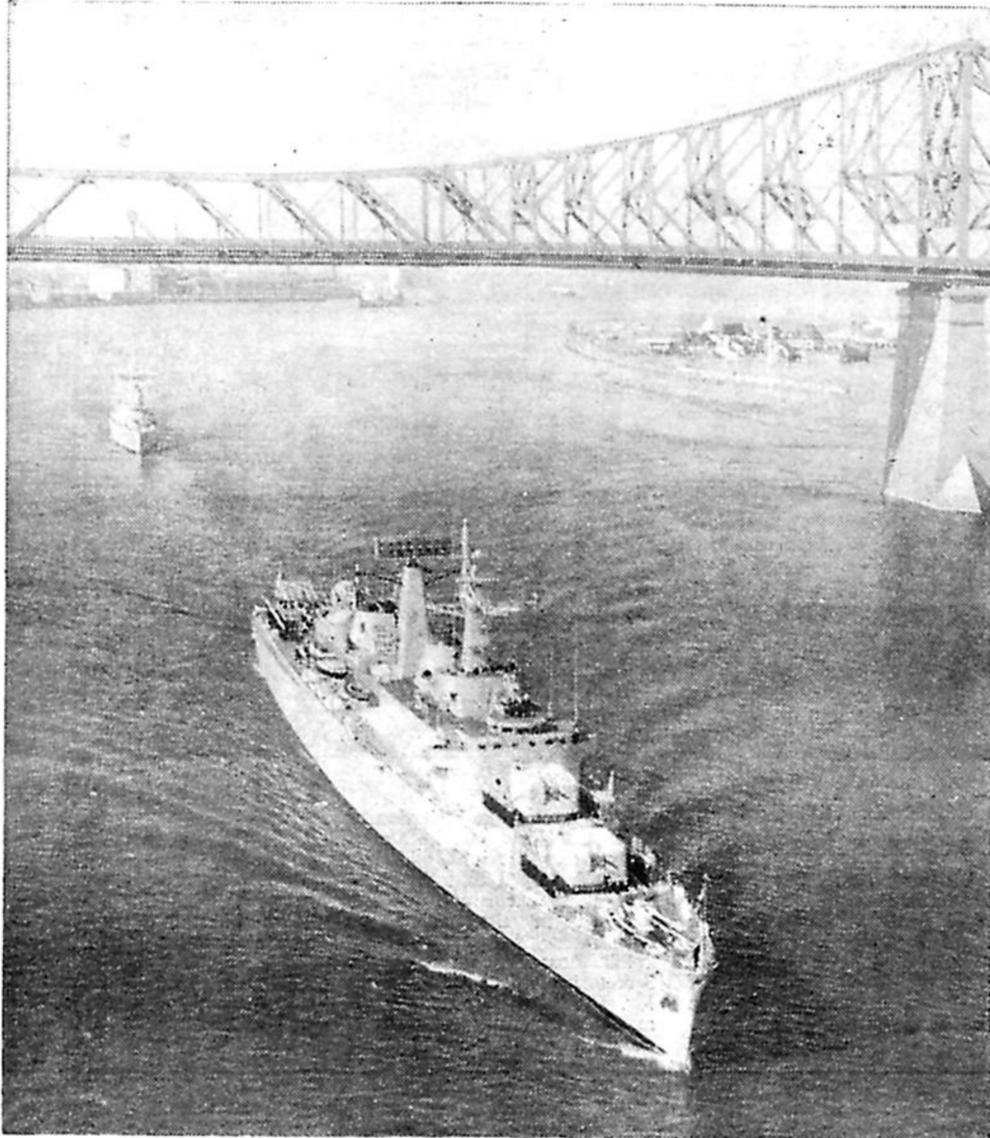
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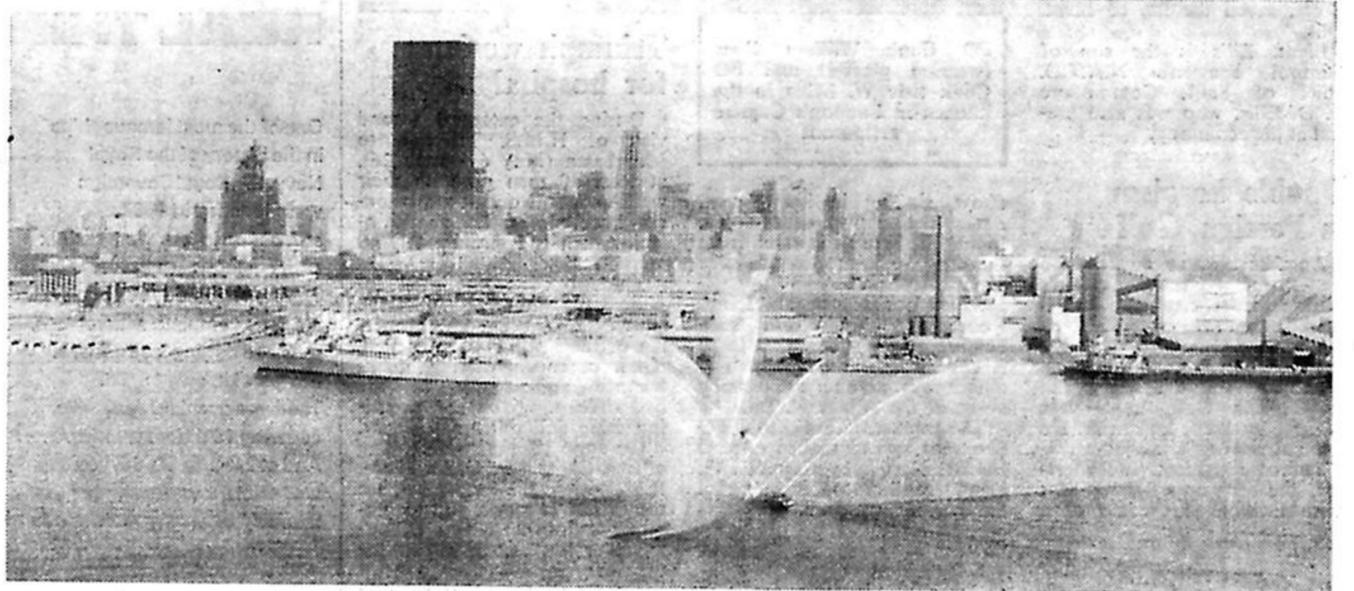
NAVY CALLS ON EXPO '67



H.M.S. Hampshire and H.M.S. Euryalus passing under the Jacques-Cartier Bridge, Montreal

And after the show —Niagara Falls

Many Navy men had a chance of a lifetime when their ships visited Montreal for Canada's much-discussed Expo '67. The exhibition has won world-wide acclaim, with the British' contribution praised both for its skill and humour. H.M.S. Hampshire went on through the seaway locks to Lake Ontario, and the ship's company visited Niagara Falls.



Cameras were clicking everywhere, especially on the trip to Niagara Falls, and in the top picture NA David Ward, of Muirkirk (Ayrshire) is recording his visit.

Below him are two of his shipmates having a rest on the railings at the Falls. They are AB Philip Hawson, of Runcorn, and NAM Clive Dee, of Preston.

The reception for Hampshire at Toronto included a firefloat welcome, pictured above against the background of the city's skyscrapers.

On the right, AB R. Blankley, of Leicester, met Niagara policeman James Caddis, a former Royal Marine from Kilmarnock (Scotland).

It was home-from-home for LS Duffin and LS Hutchinson (left), when they had a drink at The Bulldog, the English pub at Expo '67.



Weird world of 'special agent'

LATEST FILMS FOR THE NAVY

Real-life spying is often so clumsy that it becomes a "natural" for burlesque, and cinema-goers apparently cannot get too much of the weird world of the special agent.

The latest list of films released by the Royal Naval Film Corporation for showing to the Fleet includes one of the best of this type of production — "Casino Royale"—the others forming a lively selection of comedy, adventure, and heavy drama.

The full list is as follows:
Rage.—Glenn Ford and Stella Stevens. A heavy story, set in Mexico, of a man's rehabilitation and race for life. The story, while grim, maintains suspense. Good acting and dialogue make the film really strong meat.

The Peking Medallion.—Robert Stack, Elke Sommer, Nancy Kwan. A story about a quest for treasure in China. Colourful hokum, it bristles with action and skulduggery, and provides useful adventure fare in an oriental setting.

Casino Royale.—Peter Sellers, Ursula Andress, David Niven. A crazy comedy adventure burlesque of all special agent films! The story is chaotic, and the slick nonsense is presented on a grand spectacular scale.

The Russians are Coming.—Carl Reiner, Eva Marie Saint, Brian Keith. This film, with serious and farcical fringes, is about the panic on an island off the coast of America when a Russian submarine runs aground.



The film from time to time is really funny, and sometimes hilarious, and provides attractive entertainment.

Drop Dead Darling.—Tony Curtis, Rosanna Schiaffino, Zsa Zsa Gabor. A farcical comedy about murder and confidence tricksters. Although the story is somewhat crazy, it is full of funny ideas. The humour is not too subtle. Very good entertainment.

Glamorous Rosanna Schiaffino in an intimate pose from the film "Drop Dead Darling." Below: Ursula Andress seems to be ready to repel boarders in the Bond extravaganza "Casino Royale."

ZULU HEARD THE CRIES FOR HELP

Twice within a week a party of six youngsters visited H.M.S. Zulu while she was anchored in Bangor Bay, but the second occasion was a very different one from the first.

In the early hours one morning watchkeepers of the frigate heard shouts. The youngsters were adrift in Belfast Lough, and had it not been for the alertness of those in Zulu, the sailing trip could have ended in disaster.

In appreciation of their rescue, the six teenagers returned to the ship, and presented the commanding officer, Cdr. W. D. M. Staveley, with a box of cigars.

Mr. P. W. Whittle, grandfather of one of those rescued, and who was a trader in the Gold Coast in the early 1900's, asked Cdr. Staveley to pull two

hairs out of an elephant's tail he possesses, as a good luck charm.

The Bangor Amateur Operatic Society gave a performance on board H.M.S. Zulu during the United Services Week.

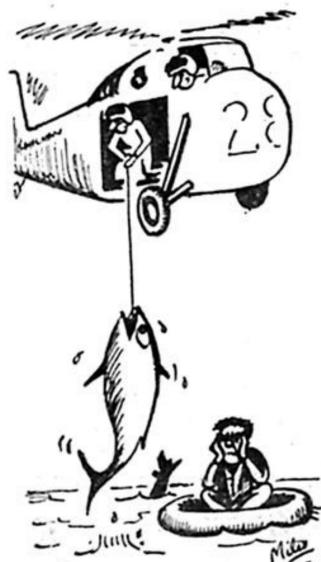
The first Service discotheque

Probably the first Services-run discotheque opened in the Trafalgar Services Club, Portsmouth, on July 12. All Service personnel are eligible to join, the initial target being a membership of 1,000.

About £1,500 has been spent to launch the venture, half coming from the Trafalgar Services Club, and the remainder being provided by H.M.S. Vernon and H.M.S. Collingwood. Proceeds will go to the Trafalgar Club.

The discotheque is to be administered by a committee of sailors and Wrens, with CPO Writer F. Bandy, of H.M.S. Vernon, as President. The Chaplain of H.M.S. Vernon (the Rev. J. F. Walmsley, R.N.) has been closely connected with this modern form of amusement for the young men and women of the Services.

The discotheque has a juke box with 200 top pop records, and a guest group will play once a month.



BERWICK'S BOGNOR CALL

H.M.S. Berwick paid an official visit to Bognor Regis at the end of June, and was given a great welcome. The Commanding Officer

(Cdr. R. G. A. Fitch), who lives at Middleton, near Bognor, was officially welcomed by Mr. J. Vincent, Chairman of the Urban Council.

Mohawk in rescue drama—89 saved

A routine night flying exercise by H.M.S. Mohawk's Wasp helicopter led to the rescue of 89 people from a 45-ft. motor-boat drifting with engine defects in waters south of the Bahamas.

The frigate had just taken over guardship duties from H.M.S. Salisbury off San Juan, Puerto Rico, and was on passage to Great Inagua, the most southerly of the Bahaman Islands.

Lieut. W. M. Berry, piloting the helicopter, with Capt. J. A. G. Evans, commanding officer of H.M.S. Mohawk, as passenger, was told by the Helicopter Control Officer, Sub-Lieut. C. Hibberd, of a small contact ten miles from the ship.

Bearing in mind the violation of Bahaman territorial waters by foreign fishing vessels, the contact was investigated and, when illuminated, it was found to be a covered motor boat swarming with people.

Mohawk closed the boat. A Gemini, with Mid. Martin Pound in command, and with Cpl. Terence Gooding and ERA Michael Dudley as crew, was launched.

ENGINE IN PIECES

The ERA was unable to assist with repairs as the captain of the motor boat, the Danite,

had unbolted the clutch and spread most of the pieces round the bilges.

The passengers—62 men, 17 women and children—were taken on board the frigate, and there were still ten crewmen on board. The women were quartered in the sick bay and the men on the quarterdeck, all were given hot food.

The Danite had left Port au Prince, in the south of Haiti for a coastal trip to Juan Rabel in the north. Mohawk found them four days later 180 miles north of Haiti. The passengers had been without food and water for about a day and a half.

Mohawk towed the Danite ten miles to Mathew Town, Great Inagua, where repairs to the motor-boat could be effected.

Circus on Albion flight deck

Billy Smart's circus staged a special performance for the benefit of the ship's company and their families on the flight deck of H.M.S. Albion at Portsmouth on July 18.

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Dagenham does a 'double'

"There are not enough Saturdays in the month for Dagenham," says our correspondent from that "go-ahead" branch, which has doubled its membership in the past twelve months.

Social activities since the beginning of the year have included visits to many branches—the dart teams are second to none—and the Dagenham members would like more branches to visit them.

Any branch wishing to be entertained on a Saturday evening should get in touch with Shipmate J. Decort, 216 Valence Wood Road, Dagenham.

The branch meets every Sunday in its new headquarters, The Dagenham Football Club, Victoria Road, Dagenham.

NO HULL BRANCH?

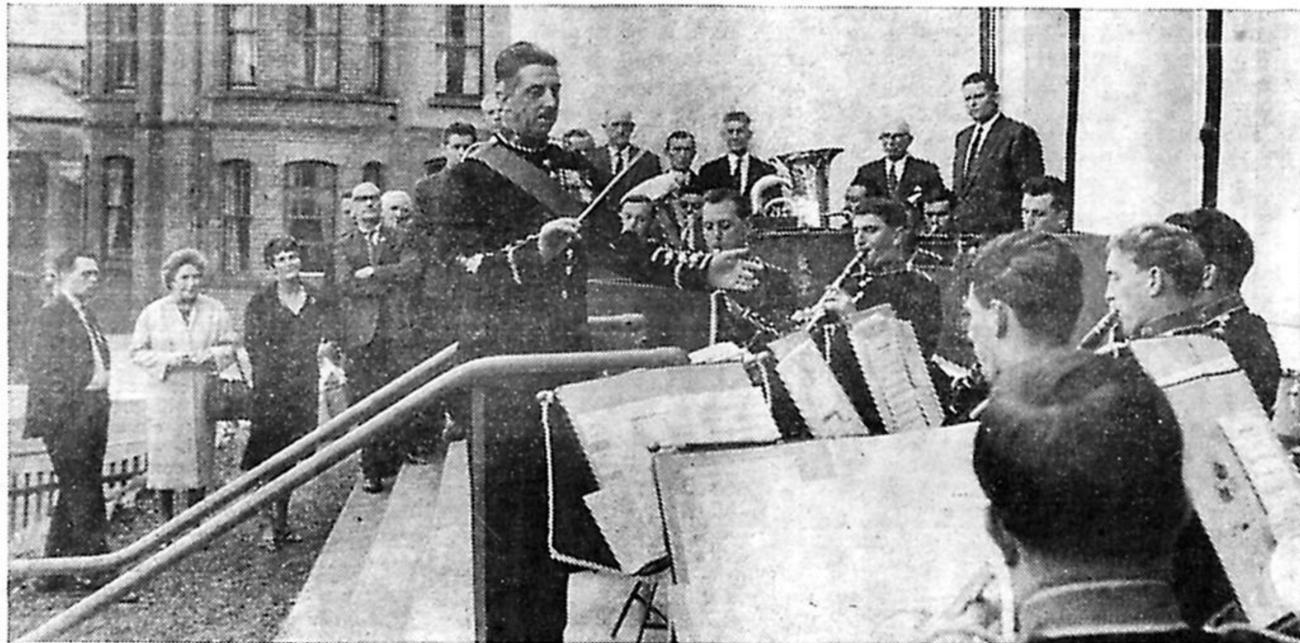
Shipmate Tim Riley, whose work has taken him to Hull, was disappointed on arrival to find that there was no R.N.A. branch in the vicinity, and he is taking steps to rectify that omission. Ex-matelots in the vicinity should write to Mr. Riley, at 18 Spring Bank, Sunny Bank, Hull.

Shipmate Fred Tibble, the branch chairman and welfare worker, is still doing excellent work in the welfare field, and in this connection, the well-known Shipmate Percy Decort will be in hospital for several weeks. He has been very ill, but is progressing slowly.

The members, too, are missing Shipmate Pat Hallisey, who went back to Ireland for his health some time ago. Our correspondent has a word, also, for Shipmate George Cumbers, who has been deaf since the Battle of Narvik.

George is never absent from a meeting and is of great help in running affairs, but as he

cannot hear, the members wish to say "Thank you, George," in print.



'Thank you' from R.M. band

When Bangor (Northern Ireland) held its United Services Week at the end of June, the Royal Marine Band of the Scotland and Northern Ireland Command were accommodated in the new headquarters of the local R.N.A. Association branch. In appreciation, the band gave a "Thank you" to the branch by

The Royal Marine Band saying "Thank you" in music outside Mountbatten House, Bangor, N.I.

giving a special performance outside the headquarters before leaving.

Mountbatten House, in Princetown Terrace, was a large hotel of 67 bedrooms when the Bangor branch moved in some 18 months ago. The branch's membership, full and associate, is 440.

During the Services Week, the ship's company of H.M.S. Zulu, and all Service men partaking in the week, were entertained on the club premises.

Memorial service off Spurn Point

The memorial service organised by Nos. 9 and 11 Areas was held at sea off Spurn Point on June 4, about 500 people were present.

Shipmates mustered at Hull Guildhall, and, after inspection by the Lord Mayor, marched to Corporation Pier, headed by the



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"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Sea Cadet praise for shipmates

Middlesbrough branch of the Royal Naval Association received quite a pat on the back from the organisers of the North-East Area Sea Cadet Athletic Sports, which were held in Middlesbrough on June 10.

Our correspondent says: "Our sincere thanks go to the R.N.A. Middlesbrough, and to their untiring chairman, Mr. K. Humphreys. He produced a team of R.N.A. members to steward and to transport the cadets and showed how they used to do things in the old Service days. The organisation went without a hitch."

The branch promoted and sponsored the event, and eight Sea Cadet Units competed—Chester-le-Street, Gosforth, Guisborough, Hartlepool, Middlesbrough, Redcar, York, and Seunthorpe.

VICTOR LUDORUM

Brilliant performances by Cadet Watson of Guisborough (he won the Victor Ludorum with 10 individual points) put his unit into a lead, but Chester-le-Street won both relays, and ran out winners, taking the Jake Caff Trophy and the R.N.A. (Middlesbrough) Relay Shield.

The final of the five-a-side football match, refereed by Kevin Howley, the international referee, was won by Middlesbrough, who also won the Frank Wade Memorial Trophy by beating Chester-le-Street in the tug-of-war.

The Middlesbrough Unit won the .22 rifle shoot, Cadet Tilburn of the unit also winning the individual championship with a grand shoot of 96.

The R.N.A. shooting trophy for ex-Service organisations was won by R.N.A. Middlesbrough, for whom Lieut. Patterson and CPO Creasor had excellent scores.

Mr. Kevin Howley presented the prizes.

Reopening of the Beer H.Q.

After extensive alterations, a lot of the work having been done by the members themselves, the Beer branch has officially reopened its headquarters, the president, Lieut. Cdr. J. H. Maundrill, performing the opening.

The Beer members are, naturally, anxious to show off their new premises, and invitations are being sent to association branches at Bridport, Bridgewater, Charmouth, Sidmouth, Newton Abbot, and Plymouth in the near future.

Full quota at No. 2 area rally

Full support was given by the branches to the No. 2 Area Rally, held in H.M.S. Pembroke, Chatham (the old naval barracks), on June 10, and the full quota of 300 was reached.

The rally commenced with a series of field events on the football field, and the boys of the T.S. Arethusa delighted the crowd with their P.T. work.

A team of Morris dancers was given a great reception, and a combined judi-karache-wrestling team gave an exciting display.

Capt. D. Wolfe, Cdr. G. E. Briggs, and Cdr. M. H. Le Mare judged the standard bearers' competition, the Admiral's Trophy going to Sidcup branch.

A service, with the laying of a wreath, took place in St. George's Church and, after the march past, the salute was taken by the Flag Officer Medway, Rear-Admiral W. J. Parker.

The catering staff of H.M.S. Pembroke provided tea, and then the visitors had a dance and social in Chatham Town Hall. Pipe Sergeant Johnson, of the Purley branch, was one of many items in the cabaret which had been arranged.

Capt. D. Wolfe handed over the various area trophies. The Don Murray, awarded to the most progressive branch of the Area, was presented, for the third time running, to the Dartford branch.

H.M.S. Juno, the Leander class frigate, built by Vosper-Thornycroft at Woolston, commissioned on July 18 at the yard. She will be based at Chatham under the command of Capt. R. D. Lygo.

RED BARREL

for men who can handle a fistful of flavour



WATNEYS RED BARREL

Exeter standard

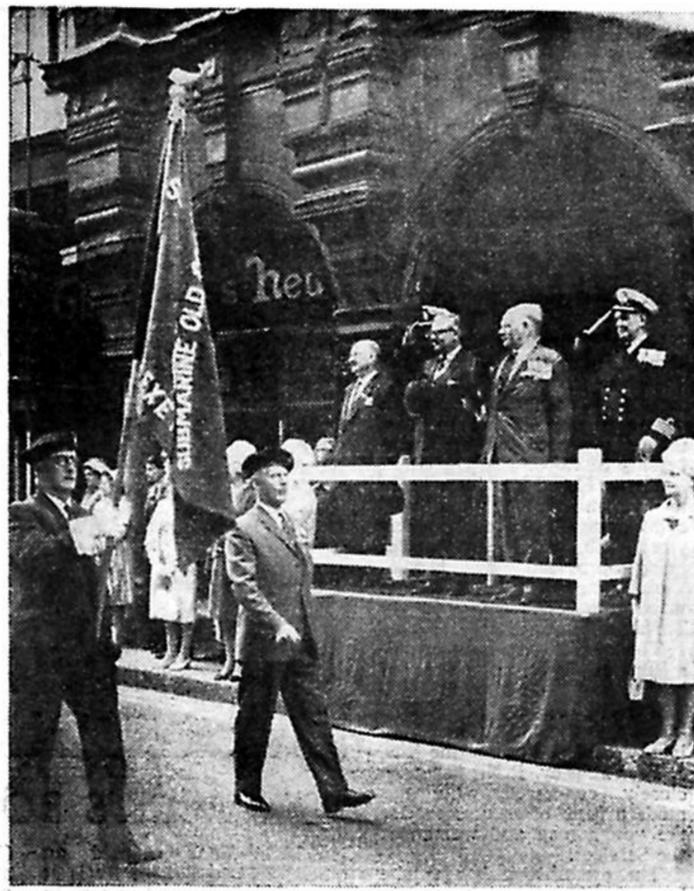
When the standard of the Exeter branch of the Submarine Old Comrades' Association was dedicated by the Bishop of Crediton in Exeter Cathedral on June 18, over a thousand people were present.

The occasion was a most colourful one, with about three dozen standards being on parade.

The salute was taken at the Guildhall by the National President of the Association, Rear-Admiral Sir Anthony Miers, and the Mayor of Exeter, Ald. R. E. C. Board.

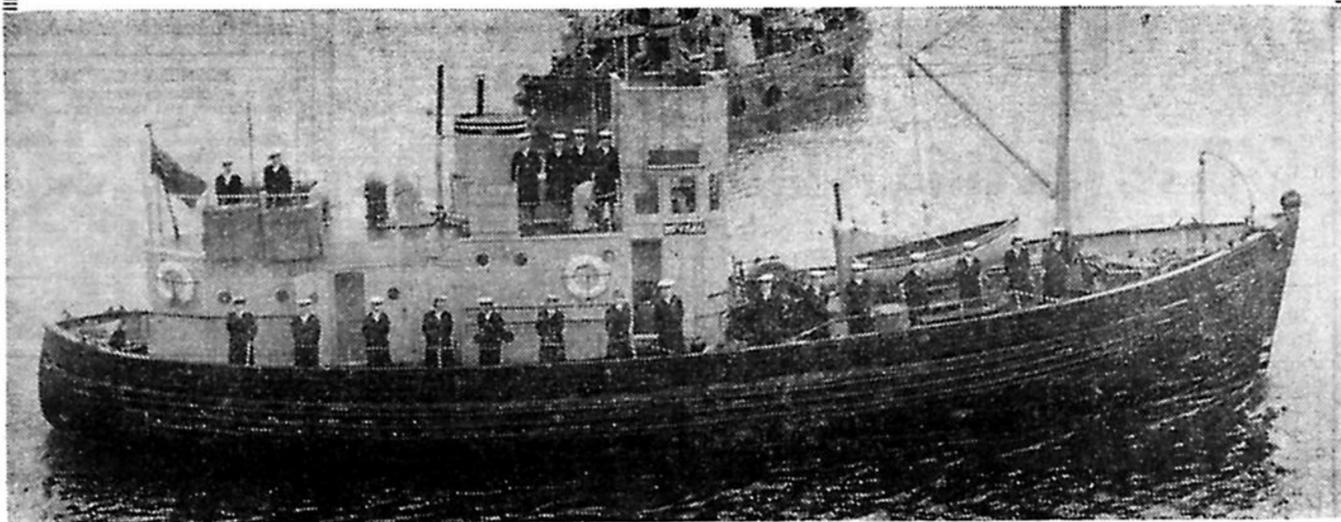
Some 700 took refreshment in the Civic Hall, where many "old ships" met for the first time in many years. Two that did so were Capt. J. M. Hutchins and Mr. Gordon Sandells, both of whom had served in H.M.S./M K.5 about 50 years ago.

Mr. G. Day, the S.O.C.A. National Chairman congratulated Exeter on the parade, and Admiral Miers thanked all those who had made the occasion such a colourful and impressive success.



The newly dedicated Exeter standard passing the saluting base

WHO SAYS WRENS DON'T GO TO SEA?



All aboard—but under the Blue Ensign

Wrens may not stay overnight aboard H.M. ships, nor after sunset, and onlookers with a knowledge of the regulations no doubt wondered when Motor Fishing Vessel 1060 sailed from Portsmouth for Cherbourg, on June 16, for a week-end in France.

"Manning" ship were a crew in skirts—27 Wrens from H.M.S. Mercury, the Navy's Signal School near Petersfield, having a welcome break from routine. The party consisted of 22 junior ratings, three senior ratings, and two officers.

The secret of the apparent breach of regulations lay in the fact that the MFV was wearing the Blue Ensign, and was not therefore designated as an H.M. ship.

In command was Lieut.-Cdr. Jonathan Appleyard-List, who had four male ratings with him. He said: "It turned out to be a

most enjoyable trip with no problems. I found the girls were every bit as skilful as any male rating."

The Wrens were shown how to navigate and to use the wheel,

and they also undertook galley, communications and deck duties.

First Officer D. Talma, W.R.N.S., said the trip went very well. One or two of the

girls did suffer from sea-sickness, but most found their sea legs very quickly.

While at Cherbourg the girls were given shore leave and taken on coach trips.

Lieut.-Cdr. Appleyard-List was asked whether it would be possible to run more week-end trips for Wrens, but said it was doubtful if another could be arranged this year.



Happy faces for the photographer as MFV 1060 prepares to leave for Cherbourg. Above: Manning ship in true naval style

CALLING OLD SHIPMATES

Lieut.-Cdr. P. J. J. Cullum, R.N. (ret.), of 23 Victoria Road, Oldfield Park, Bath, would welcome news of any who served in H.M.S. Cambrian, 1901-1904, on the south-east coast of America—Base Montevideo.

He joined the Service in January, 1898, as a Boy, and retired finally in June, 1944.

Mrs. I. Logan, 2 Feetham Avenue, Palmersville, Newcastle upon Tyne, would like to exchange letters with anyone who remembers her late husband, James Logan, who died a few years after the end of the war through his injuries. He belonged to the Devonport port division, and would have been 56 had he lived.

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ANOTHER 'BULLDOG' FOR THE FLEET

The eighth H.M.S. Bulldog to serve with the Royal Navy was launched and named by Lady Bush, wife of Vice-Admiral Sir John F. D. Bush, Vice-Chief of the Naval Staff, at the Lowestoft shipyard of Brooke Marine Ltd., on July 12.

The new Bulldog is the first of a new class of Coastal Survey Craft, and has a displacement of just under 1,000 tons. Her length is 190 feet, and maximum speed 15 knots. With a cruising range of over 4,000 miles, hydrographic survey work can be undertaken in coastal waters anywhere in the world.

To carry out this task the ship will have the most modern echo sounders, a precision ranging radar set, a Decca "Hifix" fixing system, automatic steering, and a new design motor survey boat carried in davits.

SHIP'S COMPANY

H.M.S. Bulldog will be manned by four officers (captain and three specialist hydrographic surveyors), eight chief and petty officers, and 26 junior rates.

She will be fitted with a passive tank stabiliser to reduce rolling, and air conditioned throughout the living and working spaces. The general lay-out has been planned for maximum comfort, to allow for detached surveying operations

for several months in out-of-the-way parts of the world.

Five others of the same class are planned, and they will be named Beagle, Fawn, Fox, Pelican and Porcupine.

The sixth and seventh Bulldogs were destroyers, the sixth being sold in 1920 and the seventh, launched in 1931, was broken up in 1946.

NAVY PARTY AT LONE GRAVE

The fog-bound French islands of St. Pierre and Miquelon have known 343 wrecks since 1806, one of them Her Majesty's Ship Niobe in 1874.

Only one man was drowned, and his grave on Miquelon was visited by a party of sailors from H.M.S. Scarborough when the anti-submarine frigate called there from June 16 to 18.

As a result of the wrecking of Niobe, a lighthouse (still in use) was built upon Cape Blanc, Miquelon, and local folklore insists that it was at the wish and expense of Queen Victoria.

Australian Ikara for Royal Navy

An Australian anti-submarine weapons system which is now fitted as standard equipment on four Royal Australian Navy ships has been developed in Australia to an advanced stage. Known as Ikara, the system is also under development in a modified version for the Royal Navy, and it is expected that substantial orders will result from this development.

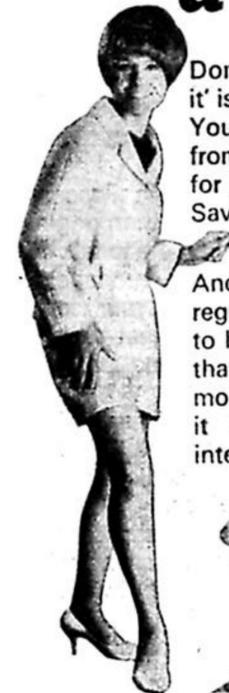
Most of Ikara's details are still classified, but basically, the concept of the system is the utilisation of a rocket-propelled guided missile, launched from a surface vessel to home on submarine target.

It is a highly-sophisticated, long-range weapons system. In an effort to ensure the highest possible degree of accuracy, the system includes the use of the most modern sonars, both in ships and helicopters, a radio-radar guidance system, and a digital computer-predictor.



The Ikara missile and torpedo in its launcher aboard H.M.A.S. Perth

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In Memoriam

Jan Skorupski, AB, D/087903, H.M.S. Victorious, March 16.
Alan Morgan, LS, P/1981306, H.M.S. Crofton, April 18.
Edward G. Greer, Wir, P/093917, H.M.S. Lochinvar, May 27.
Ronald S. Short, Mech. App. L/081566, H.M.S. Daedalus, June 10.
William R. Young, AB, P/090351, H.M.S. Dolphin, June 21.
Michael N. Furley, Mech 2/c, P/054471, H.M.S. Hermes, June 22.
Douglas Aird, M(E) 1/c, D/082045, H.M.S. Triumph, June 25.
John T. Limming, LM(E), P/K 973740, H.M.S. Victory, June 27.
Eng'r-Lieut. Arthur J. Gerry, H.M.S. Victory, July 1.
Raymond G. Booth, LOEM, P/067098, H.M.S. Collingwood, July 3.
Lieut.-Cdr. Anthony R. Finlayson, H.M.S. Drake, July 11.



'LIVELY ONE' RIDES DIFFERENT REGENT

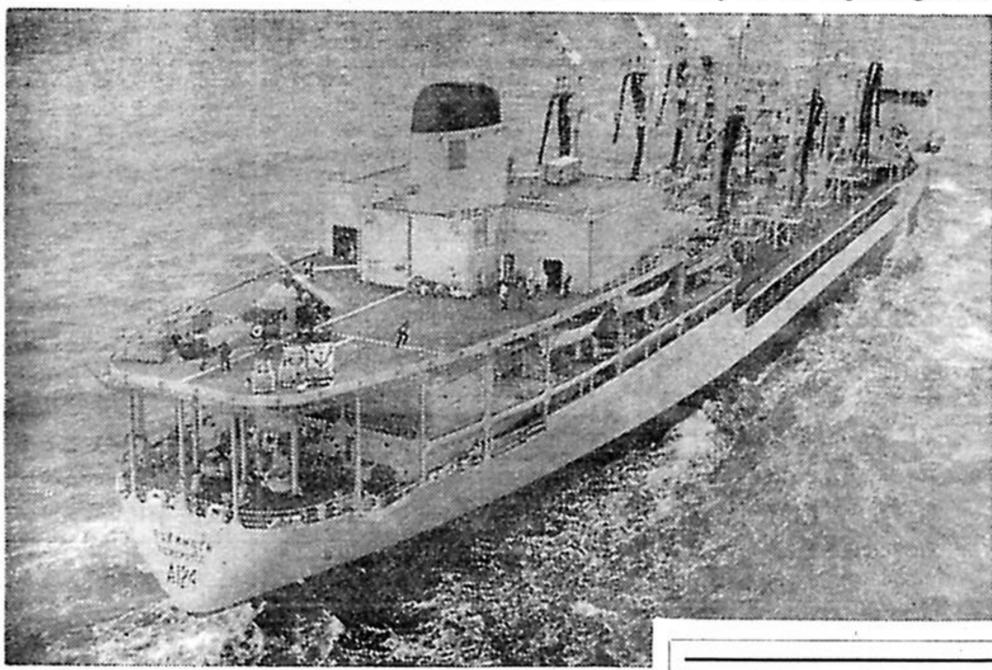
What is believed to be the smallest independent naval flight, a Wessex helicopter, embarked in the new 19,000-ton replenishment ship on July 18 for a proving cruise (July-August) to the Mediterranean.

News in brief

After acting as show ship at the Expo '67 exhibition at Montreal, H.M.S. Hampshire returned to Portsmouth on July 4, and will shortly begin a three-month refit.

H.M.S. Duncan, 1,180-ton anti-submarine frigate, returned to Portsmouth on July 3 after four months in the Mediterranean.

Three days after Capt. R. K. N. Emden relieved Capt. G. C. Leslie in command of H.M.S. Devonshire, the re-commissioning ceremony took place at Portsmouth.



Vertrep trials from R.F.A. Oleander, using a flight deck much the same as in R.F.A. Regent

Unique painting for the new Resource

In the officers' lounge of the new fleet replenishment ship, the R.F.A. Resource, is a picture of the first Resource, a sixth rate (24 guns) built in 1778, and which is probably the only one of this ship in existence.

The artist (Capt. Tufnell) studied the original drawings, and reproduced rigs to show the ship in full sail in the Bay of Biscay.

Another picture hangs in the petty officers' lounge. This is of the repair ship Resource (1929 to 1954) remembered by many thousands of sailors.

The two pictures were presented to the ship on June 19 by Mrs. K. Haddacks, the Lady Sponsor of R.F.A. Resource, and wife of the Director of Armament Supply (Navy).

The new Resource, like her sister ship R.F.A. Regent shortly joining the Royal Fleet Auxiliary Service, is the first R.F.A. to be specifically designed to replenish the fleet with ammunition, food and stores.

Included in the cargo she carries are items such as missiles, bullets, aircraft drop tanks, tea, sugar, rum and catapult wires. Earlier ships carrying this range of items have been converted merchantmen.

For aerial replenishment the ship carries a Wessex helicopter, manned by Royal Naval personnel.

Resource, displacing 19,000 tons, length 640 ft., breadth 77 ft., has a crew of 35 R.F.A. officers and 87 ratings. To deal with her cargo she carries 52 members of the Supply and Transport Staff of the Ministry of Defence (Navy). She is commanded by Capt. J. Dines.

After a docking period in October, the ship will join the Fleet for operational duties.

The Regent Ship's Flight commissioned at R.N. Air Station, Cuddeon, in March last, having been formed in August, 1966. Last autumn and winter the flight was engaged in vertical replenishment trials, which included lifting 100 tons of stores into each of 10 different ships, and calling at 22 different airfields in Great Britain.

The flight has been "adopted" by the Regent Oil Co. and Caroline Sanders, the "Lively One" of the company's television advertisements, visited Cuddeon on June 15, being welcomed by Lieut.-Cdr. John Rogers, the Flight Commander, and his ratings.

Miss Sanders presented a "pin-up" of herself to the flight.

R.F.A. Regent was built by Harland and Wolff, at Belfast, being launched on March 9, 1966.

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

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

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Apply in writing to the Chief Constable, Admiralty Constabulary, Ministry of Defence, Express State Building, London, S.W.6. Serving Naval personnel should apply through their Commanding Officer.

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STC

MISS FLEET AIR ARM

Wren Weapon Analyst Carmen Brykiert, aged 18, who a panel of seven judges elected Miss Fleet Air Arm at H.M.S. Daedalus, the Fleet Air Arm Headquarters at Lee-on-Solent on July 5.

Carmen who comes from New Chapel, near Lingfield (Surrey), joined the W.R.N.S. in February last year, and represented the Fleet Air Arm recently at the Naval Swimming Championships.

After the contest the Fleet Air Arm Field Gun Crew gave a last public demonstration run before they left to take part in the Royal Tournament.



GRETTON'S CENTURY FOR NAVY

With ideal conditions, the Royal Navy XI had an enjoyable day at Hove on July 8 versus a Sussex cricket XI.

The Navy batted first on an easy paced wicket. After the early loss of Chadwick for three runs, Gretton and Moylem-Jones scored freely at an average run rate of four per over. When Moylem-Jones went for 30, the rate dropped to two runs per over, but Gretton continued to bat extremely well, gradually increasing the scoring rate to 3.5 per over.

The Navy's score was 180 for five at the end of 55 overs, Gretton being 100 not out.

Sussex began with a tremendous rush of seven runs per over. Marsden then accounted for Langridge, caught at leg slip by Robinson, and two more wickets fell cheaply.

The game ended with Sussex 182 for three wickets, Semmence and Griffiths batting well.

Apart from Gretton's admirable innings, Moylem-Jones batted well and Robinson promised much. The Navy fielding was good, Marsden bowling well on a wicket which did not suit him. The side was handicapped slightly by Ibberson losing the sole of his boot after bowling only seven overs.

'Home' Christmas after 11 years

When Fred Wigby joined the Navy as a stoker from his native Norfolk in August, 1933, he spent Christmas Day that year with his family, but little did he realise that the next Christmas Day with his family would be in 1945.

In *Stoker—Royal Navy*, by Frederick Wigby (William Blackwood & Sons Ltd., 25s.)—the author, who left the Service in January, 1946, as a chief stoker, does not dwell on the vicissitudes of a naval life.

Here is no story about the corridors of power—it is just a plain, unvarnished story of a man's life in the Navy. It is an account of the simple faith and hard work of sailors, their bravery in danger, their loyalty to their ships and each other.

They never had much money—they did not hide their grief when messmates were lost—yet they were always ready for a game and skylark.

The chapter-heading drawings are by Geoffrey Whittam, who commanded motor launches in the Eastern Mediterranean during the war. One chapter refers to an occasion when H.M.S. Phoebe and a couple of Royal Navy motor launches fired on each other among the Greek islands, and by a coincidence Fred Wigby was then in Phoebe and the artist was on one of the launches.

The author is now a senior porter at the University of East Anglia, and it was there he wrote in two exercise-note-books.

HE WALKED TO EARL'S COURT

To show that he is as fit as the men he has been training, CPO Pat Beresford, who is 35, trainer of the Fleet Air Arm's field gunners, walked the 76 miles from Lee-on-Solent to Earls Court.

He took less than 24 hours for the journey.

Although he has trained the Fleet Air Arm men for the past three years, he has never taken part in the actual competition.

Dependants' Fund Cards poured in

Long before the closing date for initial applications, cards poured in from all parts of the world to join the new Royal Naval and Royal Marines Dependants' Fund, the launching of which was announced in the July issue of "Navy News."

The fund begins on August 1, and those who wanted to be in at the start had to apply by July 20.

A deduction from pay of 24s. a year will ensure immediate payment of £350 to the family of anyone who dies while in the Service.

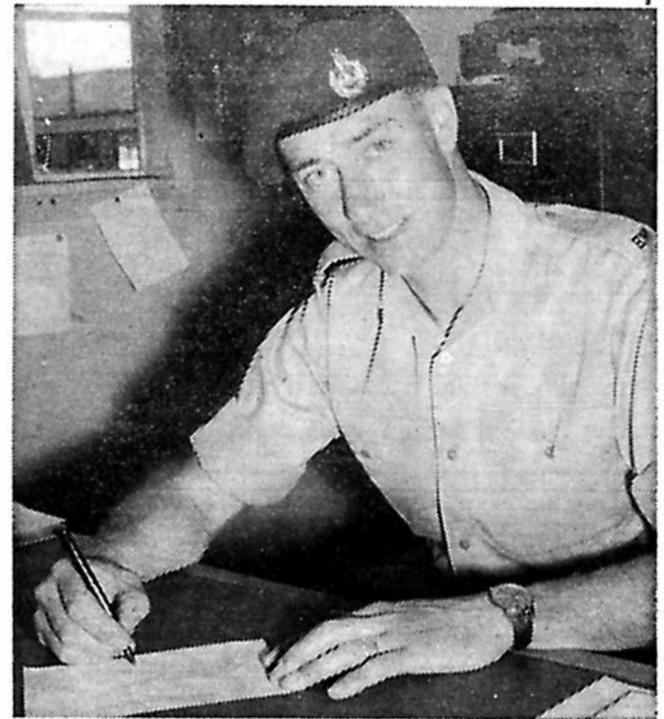
It is hoped that as more join, it will be possible to increase the benefit payment.

GENEROUS DONATION

Capital to open the fund came from a generous donation from the Africa Station Ratings' Benevolent Fund.

The aim of the Managing Committee is to ensure that the grant is paid to the bereaved family within 48 hours of death, as in these circumstances speed is almost as essential as having a really worth-while sum.

Expenses of running the fund will be less than 5 per cent. of the subscriptions.



Marine Alan Murkin, who is married and has three children, signs on for the fund. About 80 per cent. of all eligible R.M.s are expected to join

I.T.C. WIN SWIMMING AND DIVING CONTEST

The Royal Marines' swimming and diving championships were won at the Royal Marines' Swimming Bath, Eastney, on July 7, by the Infantry Training Centre, with Marine Shepherd winning three events—the 100 yards free style, the 220 yards free style and the individual medley.

The result was: ITCRM 47

Set up two new records

Recruit A. S. Parker, of the Royal Marine Depot, Deal, set up two new records in the Royal Navy Junior Swimming championships at H.M.S. Ganges on June 23 and 24.

He won the 100 yards butterfly in a new record of 68.5 sec., and his second record win was the individual medley, which he won in a time of 1 min. 34.1 sec.

Recruit Parker also won the 220 yards free style in a time of 2 min. 37.5 sec.

H.M.S. Ganges won the championship with a total of 85 points, Depot R.M. finished with 64 points, and H.M.S. Fisgard with 60.

The results were:

Individual Medley—1, Recruit Parker (Deal) 1 min. 34.1 sec.; 2, J/Sea Harrison (Raleigh) 1 min. 39.5 sec.

100 yards free style—1, L/Sea Harrison (Raleigh) 63.5 sec.; 2, J/Sea Bushby (Ganges) 65.7 sec.

220 yards free style—1, Recruit Parker (Deal) 2 min. 37.5 sec.; 2, J/Sea Dawson (Vernon) 2 min. 39.9 sec.

440 yards free style—1, J/Sea Bing (Ganges) 5 min. 43.9 sec.; 2, J/Sea Dawson (Vernon) 5 min. 52.2 sec.

220 yards breaststroke—1, J/Sea Lockyer (Ganges) 2 min. 56.2 sec.; 2, J/Mun Cunningham (R.M.) 2 min. 57.6 sec.

100 yards butterfly—1, Rec. Parker (Deal) 68.5 sec.; 2, App. Burley (Fisgard) 73.4 sec.

100 yards backstroke—1, App. Burley (Fisgard) 69.7 sec.; 2, J/Sea Watson (Ganges) 72.7 sec.

Medley relay—1, Ganges, 3 min. 3.7 sec.; 2, R.M., 3 min. 8.0 sec.; 3, Fisgard, 3 min. 11.1 sec.

Free style relay—1, Ganges, 4 min. 6.0 sec.; 2, Fisgard, 4 min. 18.7 sec.; 3, R.M., 4 min. 20.2 sec.

The French frigate F.N.S. Admiral Charner called at Singapore Naval Base from July 3 to 7, the host ship being H.M.S. Ajax.

The Duke of Edinburgh spent three hours at Lymstone (Devon) watching Royal Marines at exercises.

points; Depot (Deal) 43; Eastney 37; ATURM (Poole) 32; and HQ Plymouth 13.

The winning team was presented with the Gascoigne Cup by Major-General P. W. C. Helling, Group Commander, Portsmouth Group, RM.

The 41st and 43rd Commandos were unable to compete because of Service commitments.

Results:

880 yards free style—1, Phillips (H.O. Ply.) 12 min. 36.4 sec.; 2, Beaumont (ATURM); 3, Dickens (Eastney).

440 yards free style—1, Jones (ATURM) 5 min. 40 sec.; 2, Phillips (H.O. Ply.); 3, Hughes (ATURM).

220 yards free style—1, Shepherd (ITCRM) 2 min. 30 sec.; 2, Gould (Eastney); 3, Fell (Eastney).

100 yards freestyle—1, Shepherd (ITCRM) 56.6 sec.; 2, Gould (Eastney); 3, Fell (Eastney).

100 yards back stroke—1, Callen (H.O. Ply.) 74.4 sec.; 2, Hough (Depot); 3, Fell (Eastney).

200 yards breast stroke—1, Hinton (ITCRM) 2 min. 48.1 sec.; 2, Webster (Depot); 3, Heaton (ITCRM).

100 yards butterfly—1, Murray (ATURM) 83.9 sec.; 2, Webster (Depot); 3, McDowall (ITCRM).

4 x 66 yards individual medley—1, Shepherd (ITCRM) 3 min. 34.7 sec.; 2, Webster (Depot); 3, Ireland (Depot).

4 x 66 yards medley relay—1, Depot (Deal) 3 min. 0.7 sec.; 2, ITCRM; 3, ATURM.

6 x 66 yards free style relay—1, R.M. Barracks (Eastney); 2, ATURM; 3, ITCRM.

Three-metre diving—1, Tennant (Eastney) 45.79 pts.; 2, Hodson (Depot) 39.59 pts.; 3, Wiltshire (ATURM) 30.35 pts.

Five-metre diving—1, Tennant (Eastney) 44.51 pts.; 2, Hodson (Depot) 41.90 pts.; 3, McNulty (ITCRM) 31.7 pts.

DEATH OF MR. AUBERTIN

The death occurred on July 7 of John Edmund Aubertin. While few may recognise the name, many generations of the Navy have in one way or another been influenced by him.

"Aubie's" first connection with the Service was in the Fleet Air Arm New Entry section at Lee-on-Solent in the early days of the war. Considered too old for aircrew, Aubie became a "bar-rack stanchion" of the best possible kind.

Many a young would-be Fleet Air Arm officer was kept out of trouble by him—or lent a quid for a run ashore!

His already proven journalistic talents, however, were in due course unearthed and he went to Admiralty in the Press Division as a Sub-Lieutenant (Sp) R.N.V.R. At the end of the war he was, he would tell you with great relish, "the oldest sub-lieutenant in the R.N.V.R."

Transferring directly to civilian status, Aubie continued in

C.N.I.'s department from 1945 to 1965, though in 1964 it had become DPR(N). Most of this time he was head of the News Room, and it was here that his warm humanity and wise judgment became known to so many—from flag officers and captains through all ranks both Service and civilian.

Many a difficult situation or potentially "nasty story" was sorted out calmly and gently.

While, apart of course from his family, it is particularly his former colleagues who will miss him, it would not be unfair to say that the Navy has lost a good friend, a "backroom boy" who was one of its staunchest champions in Fleet Street.

—D.W.P.

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NEW RECORDS WERE HARD TO GAIN

Exciting finishes thrilled spectators

New records were hard to come by at the Victory Stadium, Portsmouth, on July 12, in the Royal Navy athletic championships, but in ideal conditions—perhaps a little too hot for the competitors—the spectators saw some thrilling events, with many close finishes.

PO Danny McFadzean created a new Navy record for the six miles in 30 min. 27.4 sec., 1.2 seconds better than the old one, and there was a new record for the 4 x 110 yards relay, 44.1 sec.

Air Command won the Inter-Command Trophy with 139 points. Portsmouth were only seven points behind, with the Royal Marines getting 74 and Plymouth Command 49.

The Navy decathlon champion, LAM(O) Peter J. Gabbett, did extraordinarily well for Air Command. In addition to winning the 100 yards, the 220 yards and the high jump, he ran the last leg in the 4 x 110 yards relay.

In the Wrens event PO Wren Deirdre Watkinson, of Portsmouth Command, shone as usual, although she is having a break from serious athletics this year.

She won the 100 yards, the 220 yards, the 440 yards and 80 metres hurdles and was in the winning Portsmouth team for the 4 x 110 yards relay.

The placings for the Wrens events were: Portsmouth 76 points, Air Command 52, Plymouth and Royal Marines 48.

RESULTS

Initials in brackets after names indicate the following commands—P: Portsmouth; A: Air Air; PI: Plymouth; R.M.: Royal Marines. In Wrens results PI and R.M., indicates combined Plymouth and Royal Marines team.

100 yards—1. P. Gabbett (A); 2. R. Knight (R.M.); 3. S. W. Jowett (A), 10.1 sec.

220 yards—1. P. Gabbett (A); 2. R. Knight (R.M.); 3. Edmonds (PI), 22.5 sec.

440 yards—1. L. Bovell (A); 2. M. C. Boyce (P); 3. L. S. Mack (P), 50.7 sec.

800 yards—1. M. P. Sauvage (P); 2. K. Ball (A); 3. R. F. Cobbold (A), 1min. 58.6 sec.

1 mile—1. P. R. Horwood (A); 2. M. P. Sauvage (P); 3. J. A. Clare (A), 4min. 20 sec.

Three miles—1. R. Meadows (P); 2. D. A. Baker (A); 3. J. Clare (A), 14min. 43.8 sec.

Six miles—1. D. McFadzean (A); 2. R. Meadows (P); 3. R. Pape (P), 30min. 27.4 sec. (record).

3,000 metres steeplechase—1. R. Harmon (P); 2. H. Gray (A); 3. M. E. Pearson (Ind), 9 min. 53.4 sec.

120 yards hurdles—1. R. P. Barnes (A); 2. M. C. Boyce (P); 3. P. O. South (A), 15.4 sec.

440 yards hurdles—1. M. C. Boyce (P); 2. L. S. Mack (P); 3. R. P. Barnes (A), 15.4 sec.

4 x 110 yards relay—1. Air Command; 2. Portsmouth Command; 3. Royal Marines, 44.1 sec. (record).

Long jump—1. L.A.M. Scawthorne (A); 2. deLooze (P); 3. H. Ward (P), 21ft. 5 1/2 in.

High jump—1. P. Gabbett (A); 2. A. Fatumbi (P); 3. G. Bailey (PI), 6ft.

Triple jump—1. I. K. Ankoblah (P); 2. R.E. Ellis (A); 3. R.E.M. Vockins (P), 45ft. 6 in.

Pole vault—1. Cpl. Toms (R.M.); 2. E.A. Everitt (P); 3. P.O. Richards (P), 11ft.

Hammer—1. L.G. Bell (P); 2. J. Ferris (P); 3. M. Sandland (R.M.), 145ft. 7 in.

Shot—1. J. T. Watts (R.M.); 2. T. J. Walhen (A); 3. E. J. Kelland (R.M.), 52ft. 4 1/2 in.

Discus—1. J. T. Watts (R.M.); 2. E. J. Kelland (R.M.); 3. L.R.O. Halifax (P), 154ft. 2 in.

Javelin—1. C. R. Hayman (PI); 2. A.B. Mortlock (P); 3. P. Darlington (A), 199ft. 2 in.

WRENS

100 yards—1. D. Watkinson (P); 2. A. Briggins (P); 3. K. J. Rimmer (PI and R.M.), 12 sec.

220 yards—1. D. Watkinson (P); 2. K. J. Rimmer (PI and R.M.); 3. A. Briggins (P), 27.4 sec.

440 yards—1. D. Watkinson (P); 2. L. M. Herring (P); 3. Wren Sawyer (Ind), 65.5 sec.

4 x 110 yards relay—1. Portsmouth; 2. Plymouth; 3. Air, 54.5 sec.

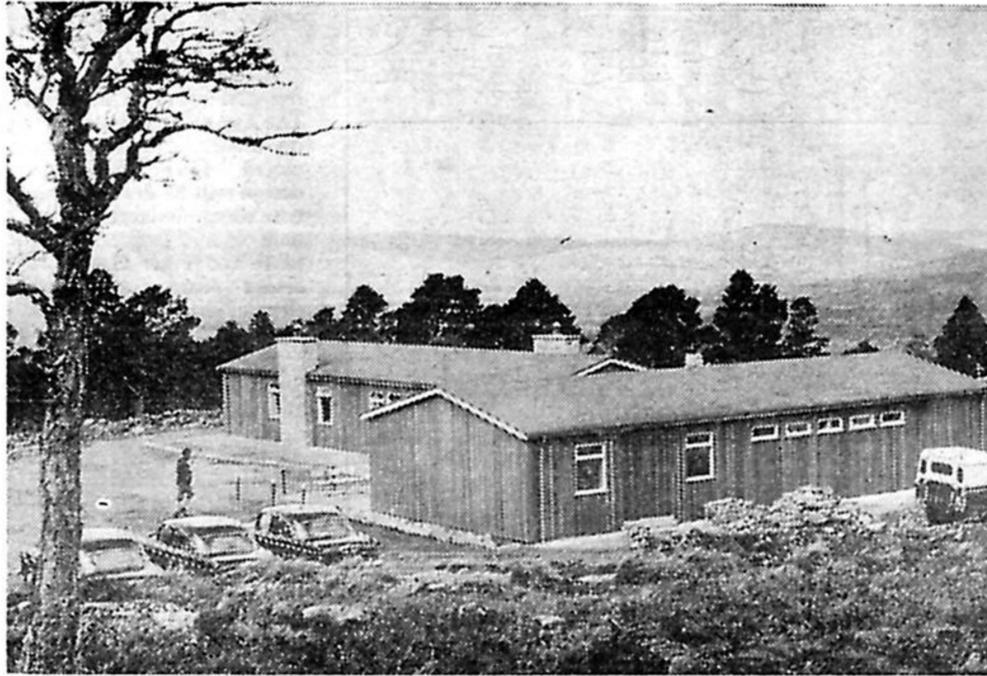
80 metres hurdles—1. D. Watkinson (P); 2. A. S. Bennett (A); 3. J. Blewett (P), 13.1 sec.

High jump—1. A. S. Bennett (A); 2. J. Day (P); 3. A. Bryson (PI and R.M.), 4ft. 4 in.

Long jump—1. A. S. Bennett (A); 2. K. J. Rimmer (PI and R.M.); 3. J. Seddon (A), 15ft. 11 1/2 in.

Discus—1. L. W. Hodson (A); 2. J. Blewett (P); 3. N. A. Teasdale (PI and R.M.), 86ft. 2 in.

Javelin—1. K. J. Rimmer (PI and R.M.); 2. J. Blewett (P); 3. J. Knowles (P), 106ft. 2 in.



The new lodge for ski-ing

'Impossible' mountain trek beaten

Ever since the 36-hour Black Mountain Trek was included as part of the H.M.S. Royal Arthur syllabus in 1958, groups of petty officers have many times set out to get every possible point, but without success.

On several occasions staff teams have gone into strict training, intent on showing petty officers that it could be done, but with no better success.

Eventually this task was declared well-nigh impossible.

RE Mech Thomas, ERA Chamberlain, and PO Newman joined Royal Arthur with 011 Course on April 27, and went into strict training to beat this bogey. They carefully planned the route, working out a detailed time schedule.

Setting out from the base camp on the Black Mountains

at 0400 on June 5, the three kept going at a fast pace throughout the day, coming off the ridges at 2200 as dusk was falling, with a high score already achieved. The weather was fine for them, except for occasional low cloud that reduced visibility to a few yards.

After a meal the team walked through the night, picking up all the points along the road, going back to the ridges for the final assault at about 0500.

Tired and footsore, but triumphant, they arrived back at the base camp at 1500, with conclusive proof that each and every point had been visited.

This splendid achievement called for immense courage and determination, both physical and mental, and deserves the highest credit.

Among the many successes 011 Course achieved, PO Newman led its members to a record-breaking time of 6 min. 31 sec. over the cliff and chasm, and all who have done the Cor-

sham Course will readily understand the effort and planning this required.

FOREST MOOR IN THE BED RACE

H.M.S. Forest Moor, the naval wireless station nine miles west of Harrogate, commanded by Lieut.-Cdr. E. B. White-Atkins, entered a team in the Knaresborough Bed Race on June 10, finishing 13th out of an entry of 21.

Organised by the Knaresborough Round Table to help charities, over £300 was donated last year. This year over £800 was raised.

Each team consists of six members, plus one suitably attired female on the bed. No mechanical propulsion may be used, and the base of the bed must be at least 12 inches from the ground. The passenger must remain on the bed throughout the route of two-and-a-half miles, which includes crossing the River Nidd—30 yards wide and six feet deep.

The river crossing was negotiated with the aid of an inflated tractor tyre inner tube.

The team consisted of Lieut. Smith; PO Rel Watson; LREM Bradley; REM Davis; RO Cliff and RO Guest. Mrs. Janet Bradley was the passenger.

Knaresborough Young Farmers won the event in the very fast time of 18 min. 30 sec.



The 736 Squadron Team (left to right):—Back row: Ian McCabe, Andy Fleming, Taff Bayliss, Danny McNeill. Front row: Kipper Herring, George Lowrie, Lew Lewis, Soapy Watson

LOSSIE TEAM'S WORLD DARTS RECORD?

The atmosphere was tense, the score 999,999, and "Andy" Fleming stood aiming for double one.

He, with seven others of 736 Buccaneer Squadron at Lossie, had been "throwing arrows" for 11 hours 57 minutes, and the 12-hour barrier for 1,000,001, was close—very close.

Nerving himself, "Andy" cast his dart, and ordeal was over.

Using the normal rules for the game of darts, only one board and one player throwing at a time, over 40 ratings from

the squadron helped to achieve the record, along with seven Wrens working the adding machines. Four squadron officers acted as adjudicators.

Leader of the squadron team, George Lowrie, is quite confident that any team breaking the 12-hour darts barrier will really have to steam. He and his team could hardly lift a dart at the end, and were very relieved when the last dart was a winner.

"Soapy" Watson stated that he didn't want to see another dart or dart board for at least a month.

Eighteen sets of darts were used, as well as four boards, and all were pretty worn-out at the finish.

The team are claiming four records—world record, Services' record, naval record, and Lossiemouth record.

The team consisted of PO AM "Taff" Bayliss, El Mech "Soapy" Watson, EM "Kipper" Herring, EM "Andy" Fleming, REM George Lowrie, EM Danny McNeill, NAM Ian McCabe, and NAM "Lew" Lewis.

Girl friend's score better than his

A Wren who had not fired a rifle four months ago, out-shot Royal Marine marksmen at Bisley last month, taking the Silver Medal in the Colquhoun Cup with a score of 218.

CYCLING RUNS FOR BLIND

Members of the Johore Bahru and Royal Naval Cycling Club thought it would be a good idea if the blind children of the Princess Elizabeth School for the Blind, Johore Bahru, Malaya, could enjoy the exercise and fresh air gained by a back-seat ride on a tandem, but there was a snag—no tandem.

A search throughout Singapore and Malaysia brought no success, and the Royal Navy representatives decided to appeal for help in the U.K. and in their own newspaper, the "Navy News."

As a result, Mr. David Nuttall, of Plymouth Corinthians Cycling Club, advertised in his local paper offering to buy a tandem for the school. He obtained one, and Sub-Lieut. Waller, of K. D. Malaya, arranged for it to be shipped to Singapore.

The tandem was officially presented to the school on July 8.

The Wren was Brenda Tansley, and she scored more than Marine Roy Wilson, to whom she became engaged a week before the match.

The Cup was won by Sgt. W. Holmes, with a score of 229.

The Marine meeting is part of the Combined Services championship meetings.

Results included: Royal Navy, Pistol Championship:

1. CPO A. J. Clark, 105; G. M. Ramsay, 100.

Royal Marines, Colquhoun Cup: 1. Sgt. W. Holmes, 11C, 229; 2. Sgt. A. Cummins, 11C, 226; 3. Cpl. A. C. Pettit, Depot, 225.

Royal Marines Silver Medal: Wren Brenda Tansley, DPRO, 218. Officers' Cup: 1. Eastney, 113; 2. 43 Commando, 102.

CPO A. J. Clark has now won the Royal Navy pistol championships for the ninth time in 10 years. Also, for the first time, he has become the R.N. rifle champion.

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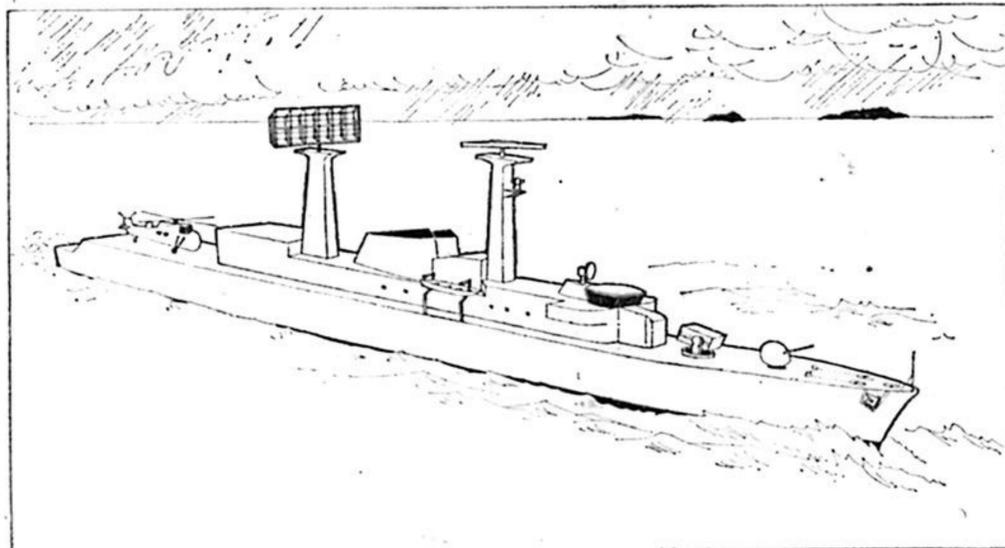
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New destroyer of the 'seventies'



An artist's impression of the destroyers of the '70s. The Type 82 destroyer now on order will be completed, after which the design will be developed in two ways—enlarger into a new class of cruisers to replace the Tiger class, and scaled down for a new class of smaller destroyers.

The cruisers will have Seadart missiles and Sea-king helicopters. The new destroyers are to carry modified Seadarts and a smaller helicopter.

DEFENCE WHITE PAPER

A valid presence without carriers

(Continued from page 1)

next decade and this should enable us to make corresponding improvements."

Concerning the thorny question of carriers, Admiral Begg said that even mini carriers were very expensive for a role which the Government was progressively leaving, and were therefore not obtainable.

Could we have a valid presence without carriers?

"For a peace-keeping role we can provide against a low scale of air opposition with missiles, which are to be fitted to as many ships as we can," said Admiral Begg.

"If you are to be involved in limited war around the world, this will, under the concept laid down in the 1966 Defence Review, only be in concert with allies, and when your allies can provide the facilities to make the contribution effective.

"Essential requirements would include facilities for the Royal Air Force to get in and have airfields for strike, reconnaissance, and air defence.

"Additionally we are going to give every ship the maximum

reconnaissance and anti-submarine and anti-ship attack capability that the latest helicopter and its weapons can provide.

"Nobody is saying that it would not be militarily much nicer to have carriers and all that goes with them, but for a primarily European role we can operate our air cover as we did in the war—from this country."

Admiral Begg mentioned that there would now be a need to "carve the tail in line with the teeth," involving some changes and streamlining.

He added: "The White Paper acknowledges the need for the Services to have a period of stability. No one can, of course, give an absolute guarantee of this, but at least the pattern which has now been set for the future removes many of the uncertainties with which we have been faced in recent years."

'Back to Europe'

(Continued from page 1)

our treaty obligations to Malaysia and to SEATO.

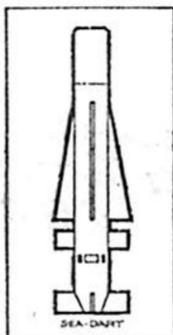
As for ultimate withdrawal, it would be a mistake to fix a firm date in the mid-70s, but it would be somewhere in the years 1973-77.

"After the 1970s," said Mr. Healey, "the Navy will have the major responsibility for peace-keeping outside Europe."

Mr. Healey said the Navy's aim would be to have a multiple, visible, deterrent presence.

The major function of the new cruisers would be for command and control facilities—for instance to control Royal Air Force aircraft working with the Navy.

The Future Fleet Working Party had kept costs down to an absolute minimum in order to have the maximum number of classes of ship possible. They had reduced sophistication marginally in order to achieve this.



DESTROYER LONDON FOR ADEN

As reported in the July issue of "Navy News," the Royal Navy will provide a British military presence, including a carrier, in the Aden area for six months after South Arabia becomes independent on January 9, 1968, and the land forces are withdrawn.

It is learned that H.M.S. London will be sent to Aden—"within two months," said a Western Fleet spokesman.

London has been in Portsmouth Dockyard since last March, following a fire which caused serious damage. She was to have gone to Canada for Expo '67, but H.M.S. Hampshire took over the flag of the Flag Officer, Second-in-Command, Home Fleet, and went instead.

On July 17, Rear-Admiral Peter Compston succeeded Rear-Admiral Michael Pollock as Flag Officer, Second-in-Command, Western Fleet, flying his flag in H.M.S. London.

STOCKHOLM VISIT

The guided-missile destroyer has recently been on a courtesy visit to Stockholm, but her future plans, which included a Mediterranean cruise, will now have to go by the board and, unless the Suez Canal is reopened she will have to go to Aden by the Cape route.

Amphibious force in big jungle exercise

Royal Marines were landed deep in the jungles of North-Eastern Malaya on July 18 at the start of the latest of a series of training exercises involving 3 Commando Brigade and ships of the Far East Fleet's Amphibious Force.

From the Commando Ship Bulwark and the assault ship Fearless operating in the South China Sea, 1,500 men of 40 and 42 Commando were helicoptered into positions on the border of Pahang and Trengganu states.

In country where there are few roads and movement must be on foot or by air, heavy lift Wessex aircraft of 845 Naval Air Squadron will not only put the Royal Marines, their weapons and equipment ashore, but also maintain them in the inaccessible region during nearly two weeks of operations.

For the exercise—called "Firm Stride"—the headquarters of Commodore

E. G. N. Mansfield, Commodore Amphibious Warfare, and Brigadier B. I. S. Gourlay, who commands 3 Commando Brigade, were initially located afloat in H.M.S. Fearless and later moved ashore to the Pahang coast.

The minesweeper Hubberston will also be involved in the exercise, in which Gurkhas and men of 42 Light Air Defence, Royal Artillery, assumed the role of a jungle enemy for training purposes.

H.M.S. Defender recommissioned at Chatham on July 1.

APPOINTMENTS

Rear-Admiral P. Compston succeeded Rear-Admiral M. P. Pollock, as Flag Officer, Second-in-Command, Home Fleet, on July 17, hoisting his flag in H.M.S. London.

Admiral Compston, a former captain of H.M.S. Victorious, has recently returned from Washington where he was

Appointments recently announced include the following:

Capt. A. D. Cassidi, Undaunted in command and as Capt. (D), Portland Squadron, May 22.

Capt. P. E. C. Berger, Pheobe in command, July 18.

Capt. L. R. B. Davies, Forth in command (Capt. 7th S/M Squadron), September 14.

Capt. D. G. Kent, Neptune in command on commissioning and as Cdr. Clyde S/M Base, August 5.

Cdr. G. R. T. Duffay, Rhyll in command, September 4.

Cdr. N. F. Fawcett, Zulu in command October 3.

Lieut.-Cdr. C. C. W. Terrell, Thoraham in command, October 10.

Lieut.-Cdr. J. G. Kemp, Hermes, September 18, and for 826 Squadron in command, d.t.b.r.

Lieut.-Cdr. J. P. A. Purdy, Olympus in command, November 29.

Lieut.-Cdr. G. St. J. R. Buxton, Palliser in command, July 17.

Lieut.-Cdr. B. S. Dyde, Enterprise in command, August 7.

Lieut.-Cdr. K. J. Waterfield, Rorqual in command, September 7.

Lieut.-Cdr. J. A. Downie, Wolverton in command, October 3.

Lieut.-Cdr. R. McQueen, Heron for 893 Squadron in command, September 29.

Lieut.-Cdr. D. N. B. Mortimer, Grafton in command, October 3.

Capt. K. H. Martin, Victory and as C.D. and Q.H.M., Portsmouth, November 3.

Lieut. A. R. Davidson, Yarrnton in command, d.t.b.r.

Lieut.-Cdr. H. F. F. Thurston.



Rear-Admiral M. P. Compston

Puncheston August 30, and in command d.t.b.r.
Lieut.-Cdr. P. J. Williams, Seahawk for 848 Squadron in command August 27.

WRENS win title

PO Wren Deirdre Watkinson was again in brilliant form in the Inter-Services athletics championships at Aldershot on July 19, winning the 220 yards, the 440 yards and the 80 metres hurdles.

L. Wren Anne Briggshaw, however, pipped her in the 100 yards.

The W.R.N.S. took the team championship with 66 points, with the W.R.A.F. 63 and the W.R.A.C. 54.

The Royal Navy did not win a single event in the men's championships, and finished third with 79½ points to the R.A.F.'s 155 and the Army's 139½.

Greenland expedition

One of an eight-man Army adventure team in the first major expedition mounted by the Army Mountaineering Association for nine years, is Lieut. Terry Thompson, R.M.

The team left England on July 12 to spend six weeks in Greenland, and will tackle unclimbed peaks in the Sukkertoppen area of West Greenland. Except for limited radio contact, the team will be completely cut off from the world.

The programme includes exploration and mapping, and a scientific programme involving geology and glaciology. Experimental equipment and rations will be tested.

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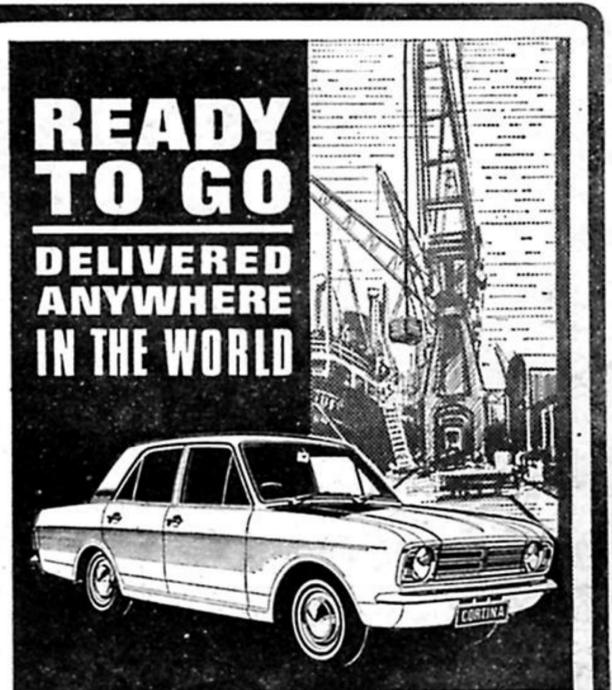
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