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No. 151, 13th YEAR, JANUARY, 1967

Published first Thursday of the month

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COMPLETING FIRST PHASE AT ROWNER

THE TOWN FOR NAVY FAMILIES



Admiral Hopkins plants the tree, watched by the two V.C.s.

Work is nearing completion on the first phase of the Navy's township at Rowner, Gosport, where every week a score of families are being installed in new married quarters.

The first phase of 1,000 homes will be completed by July, and the whole scheme involves the construction of 3,000 units accommodating about 12,000 people.

The site is the old Grange airfield, which is being transformed into an attractive development by banks, mounds and trees.

Admiral Sir Frank Hopkins, C-in-C. Portsmouth, visited the site on December 6 and planted a tree to mark the first part of the project—the Navy's most ambitious housing programme.

Street names commemorate V.C.s, and two of them, Mr. J. J. Magennis, an ex-leading seaman, and Mr. T. W. Gould, an ex-petty officer, attended the ceremony.

Medical drama in South China Sea

Three ships of the Royal Navy based on Singapore were involved in a drama in the South China Sea when an emergency operation had to be performed on a young rating.

When AB Bernard Andrews, of Rochester (Kent), serving in the frigate Londonderry on passage to Singapore, developed symptoms of appendicitis, there was a radio-telephone consultation between Surg.-Lieut. W. Nobbs of the ship and the medical officer in H.M.S. Hampshire.

As a result, the Hampshire's

Navy's help in rescue

The Royal Navy minesweepers Ashton and Leverton, each of 360 tons, were among the first ships on the scene when the Greek car ferry Heraklion, 8,922 tons, sank in a storm midway between Crete and southern Greece on December 7.

Ashton and Leverton were on their way to Piraeus for an unofficial visit when news of the disaster was received. They were immediately diverted to join in the rescue.

Ashton found two survivors and nine bodies, and Leverton, with only one engine working, recovered 17 bodies.

TWO MODEL SAILORS

Providing the male background for fashion models seems to come naturally to (left) Steward Peter Dickie of Newcastle-on-Tyne, and Leading Steward Peter Bartle, of Littlehampton (Sussex). They are on the flight deck of H.M.S. Hermes where the girls were showing "Navy look" clothes



A beauty aboard

Miss Western Australia being handed the rum to pour into the H.M.S. Victorious Christmas pudding mixture by Lieut. S. T. Anderson.



'A lucky New Year'

An appropriate greeting from Fred Onepound (that's what he cost), the popular mascot of H.M.S. Hecate, which has just finished her first surveying season, and is now at Devonport



Supt. Kettlewell

Wrens' new director

Supt. Marion Kettlewell is to be Director of the Women's Royal Naval Service, the appointment to take effect from June, 1967.

The new director has been Superintendent of Training and Drafting at H.M.S. Dauntless since May, 1964.

Sea Kings for Navy

The Navy is to have a "considerable number" of a more powerful version of the American Sikorsky Sea King helicopter—the SH-3D.

It is thought that the number ordered will be for 50 or 60 aircraft, costing about £25 million. The helicopters will have longer endurance, greater payload, and more advanced equipment than the Westland Wessex now in service.

The helicopters will be powered by British engines and fitted with British anti-submarine equipment, weapons and electronic flight equipment.

To be built by Westlands, of Yeovil, the first of the new aircraft is expected to come into service in 1969.

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FOR GALLANTRY IN MALAYSIA

Gallantry awards have been announced in respect of operations during the Indonesian confrontation — a Military Medal to Cpl. Richard J. Varley of the Royal Marines, three appointments to Membership of the British Empire, four British Empire Medals, and the Mention in Despatches of seven officers and men.



Cpl. Varley

In addition, the D.S.C. has been awarded to an officer and the D.S.M. to an able seaman, both of the Royal New Zealand Navy.

Cpl. Varley and his section lay within 12 yards of the position of an infiltrating enemy company, and through his courage, tenacity, and coolness under fire, an overall plan succeeded.

He is now serving as a weapon training instructor at the Royal Marines Depot, Deal.

Lieut.-Cdr. John T. Rawlins, of Helston, Elect.-Lieut. Peter J. Pearson, of Hayling Island, and Sy. Lieut.-Cdr. John E. J. Avey, of Gosport, have been awarded the M.B.E. (Military Division).

These awards were made in recognition of distinguished services in support of operations in East and West Malaysia.

The B.E.M.s. go to PO Arthur L. Crane, of Portsmouth, AA Roy W. Hipken, of Walton-on-Naze, Meeh'n Stuart White, of Fareham, and PO Edwin R. J. Morris, of Farnborough.

POSTHUMOUS AWARD

A posthumous Mention-in-Despatches is awarded to Lieut. Ian C. Clark, R.M., who was killed while on operation in Sarawak.

The other Mentions in Despatches go to Colonel P. J. F.

Points leaders on rosters

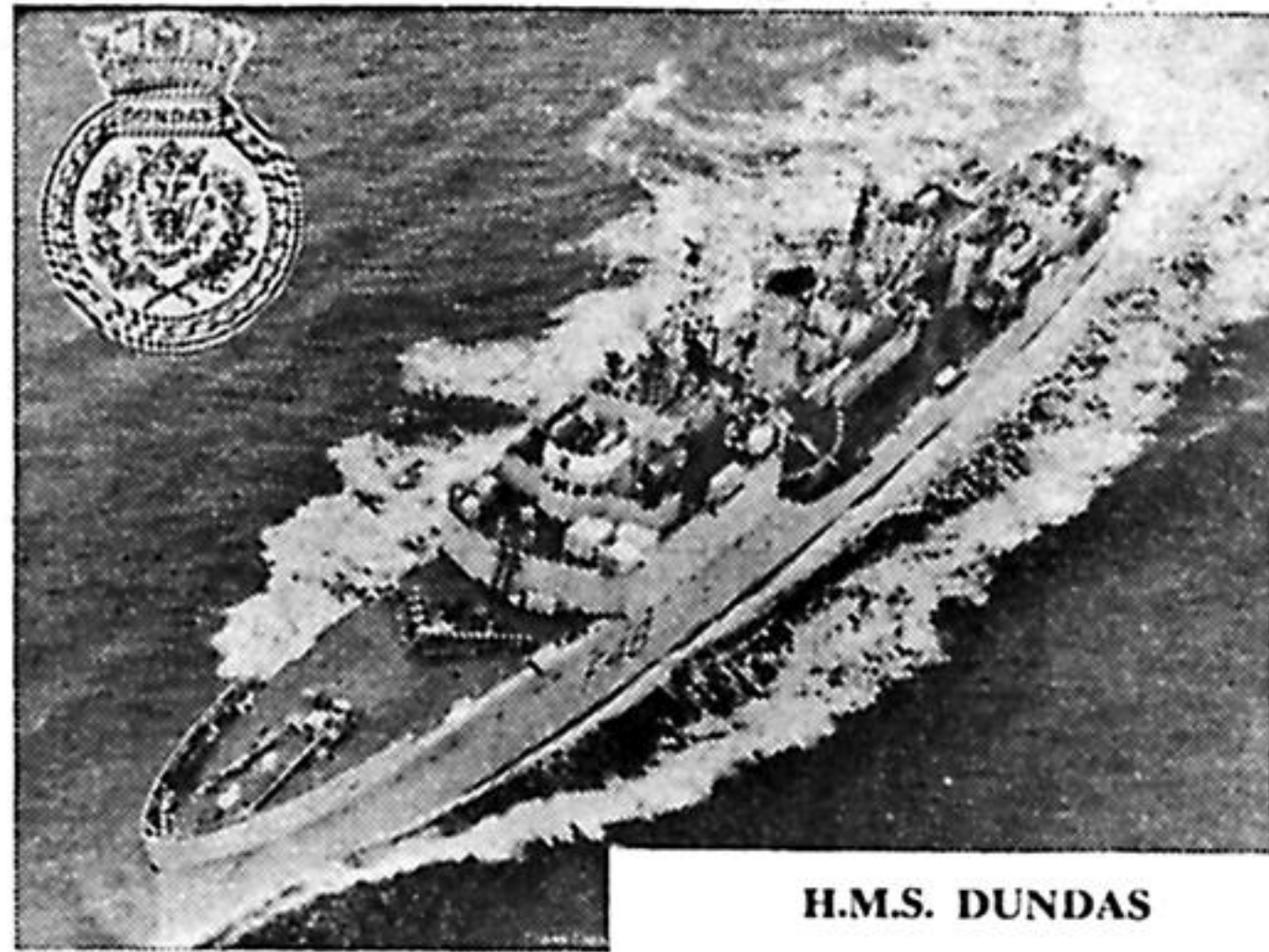
The following table shows the total points of the man at the top of each roster as at December 1, 1966. The number in brackets indicates the number of men with the same number of points.

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.

Ratings lacking seniority, VG conduct, or medically unfit have been omitted.

Points awarded on November 30, 1966, are not effective until March 1, 1967.

CPO 203(4)	PO 39(5)	LS Int.
CHSMKR 18	SMKR Dry	
CPWTR 173	DOWTR Int.	LWTR 9(3)
CPOSA(V) 160	CPOSA(S) 176	POSA 29(3)
LSA 7(37)		
CPOCK(S) 157(3)	POCK(S) 134	LCK(S) 44
CPOSTD 197	POSTD 95(2)	LSTD Int.
CPOCK(O) 214(2)	POCK(O) 93	LCK(O) 18
MAA 153(2)	RPO 67(5)	
CERA/ CHMECH Int.	CHME 192(4)	POME Int.
LME Dry		
CHSHPT Dry	CHJNR 128	COA Dry
CCA(W) Dry	CEA/ CHELMECH Dry	CHEL 168
POEL Dry	LEM Dry	CREA/ CHREL- MECH Dry
CHREL 130	POREL Dry	EREM Dry
CPOMA 39	POMA 31	LMA 22
CCY 153	CY 40	LRO(O) 32
CRS 170	RS Dry	CRS(W) Dry
LRO(G) 29	RS(W) Dry	LRO(W) Dry
CAA(AE) Dry	CAA(O) Dry	CAM(AE) Dry
CAM(O) Dry	CEA(AIR) Dry	CREA(AIR) Dry
CHEL- MECH (AIR) Dry	CHREL- MECH (AIR) Dry	
CAF(AE) 226(3)	POAF(AE) 107	LAM(AE) Int.
CAF(O) 221(2)	POAF(O) 49	LAM(O) 41(2)
CA(AH) 196(2)	POA(AH) 82	LA(AH) Dry
CA(SE) 84	POA(SE) 89	LA(SE) Int.
CA(PHOT) 183	POA(PHOT) 100	LA(PHOT) 80
CAMET 113	POA(MET) 57	LA(MET) 78
CHREL(AIR) 203	POEL(AIR) 29(10)	LEM(AIR) Dry
CHREL- (AIR) 200	POREL- (AIR) 33	LEREM(AIR) Dry



H.M.S. DUNDAS

SHIP OF THE MONTH No. 134

The Blackwood class frigates have a displacement of 1,456 tons (full load), are 310 feet in length (o.a.) and a beam of 33 feet. The complement is 111 officers and men.

H.M.S. Dundas is due to commence a long refit at Gibraltar in May of this year, and the ship might be expected to remain in the training role until mid-1970s.

The present commanding officer is Cdr. J. R. T. Bluett, R.N., who took over command in April, 1966.

RECALLS A PROMOTION GENIUS

Built by J. S. White & Co., of Cowes, the Blackwood class anti-submarine frigate H.M.S. Dundas, was launched on September 25, 1953, by Lady Eastham, and completed on March 12, 1956, and is the first Royal Navy ship to bear the name.

Named after Sir Richard Saunders (Dundas) 1802-1861, whose promotion was somewhat meteoric. He was a lieutenant in 1821, a commander in

1823 and a captain in 1824. The fact that he was the son of the First Lord of the Admiralty may have had a bearing on his "genius."

He remained a captain until 1853 when he was made rear-admiral, and then he became the Commander-in-Chief, Baltic, in 1855. He ended his career as vice-admiral (1858)

as a Lord of the Admiralty. The present task of Dundas is to train rating sonar operators, and the TAS Long Course and Helicopter Control Officers' courses are also embarked for training from time to time.

On first commissioning she went to the Second Training Squadron under the command of Lieut.-Cdr. H. W. E. Hollins, R.N. (now Capt. Hollins), and has remained in the same training role ever since.

HISTORIC BUGLE AT REUNION

A bugle, which belonged to a man who died at his post in H.M.S. Castor during the Battle of Jutland, was on the top table when 90 or so buglers and ex-buglers of the Royal Marines attended the first reunion of the Portsmouth Ex-Buglers' Dinner Club, at the Royal Marine Barracks, Eastney.

The bugle belonged to Bugler Flory, and his brother was present at the dinner, together with ex-Colour Sgt. H. E. G. Bethell, who joined the corps in 1888 (and was accompanied by his son, also an ex-colour sergeant) and Mr. A. E. Perry (1895), and Mr. J. H. Williams (1897).

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

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- To Acting Chief Engine Room Artificer: M 928984 R. G. Ives, M 933547 J. B. Stanford, MX 887936 K. M. Brearey, MX 913714 E. R. Ingram, M 933833 R. M. Grace, 054442 P. R. J. Smith.
- To Chief Joiner: MX 759013 P. Coldwell.

- To Chief Engineering Mechanic: KX 878540 R. Worthington, KX 848270 B. Wright.
- To Acting Chief Ordnance Artificer: M 943775 J. Whitworth, MX 913812 M. Clayton.
- To Acting Chief Control Artificer (W): MX 887786 T. J. Porter, M 928631 A. A. Slater.
- To Acting Chief Electrical Artificer: MX 785741 D. Gaywood, M 928581 P. Hillier-Brook.
- To Chief Electrical Mechanician: MX 646393 R. R. F. Nokes, MX 895741 J. V. Goldsmith, MX 892790 W. F. Tottle, MX 819965 D. H. Bennett.
- To Chief Electrician: MX 895907 A. Murphy.
- To Acting Chief Radio Electrical Artificer: M 943750 J. R. G. Sexton, M 933748 P. S. Waller.
- To Acting Chief Radio Electrical Mechanician: MX 892966 F. Entwistle.
- To Chief Radio Electrician: M 927502 D. G. Allan.
- To Chief Radio Supervisor: JX 865036 G. Henley.
- To Chief Radio Supervisor (W): JX 839253 D. M. Turley.
- To Acting Chief Medical Technician: MX 61702 G. P. Brewer, MX 828779 V. J. Cottrell, MX 58066 J. Gibson, MX 758846 J. A. Griffiths, MX 61058 D. A. Hanson, MX 63311 R. G. Jacobs, MX 817688 P. H. Mason, MX 65551 T. W. McCarthy, MX 792509 J. E. W. Morris, MX 56024 D. H. Shears, MX 833389 B. W. L. Simpson, MX 58188 R. Siv, MX 816189 R. Stevens, MX 662203 R. P. Thomas, MX 850172 G. S. Varnham, MX 65664 K. R. Williamson, MX 60434 L. Wootton.
- To Chief Petty Officer: JX 858351 P. J. Keen, JX 849768 G. E. Luff, JX 830638 V. A. Harman, JX 856906 A. G. Knight, JX 660337 P. V. See.
- To Chief Petty Officer Writer: MX 834439 J. Campbell, MX 834835 C. C. Chapman, MX 856115 J. F. Williams.
- To Chief Petty Officer Stores Accountant (V): MX 900789 H. D. A. Bull.
- To Chief Petty Officer Cook(s): MX 845455 T. W. Brookes.
- To Chief Petty Officer Cook(O): MX 834226 F. Hogg.
- To Chief Wren (Quarters Assistant): 109867 R. E. Berry.
- Chief Air Fitter (AE): L/FX 814953 G. R. E. Dockett.
- Chief Air Fitter (O): L/FX 667452 J. Downie, L/FX 838611 A. G. Edwards.
- Chief Airman (SE): L/FX 910353 K. Groom.
- Chief Airman (Met.): L/FX 670276 J. Burden.
- Acting Chief Electrical Artificer (Akr): L/F 956355 D. Peters.

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DEVERN PIN ON STAMP 4d. VALUE

IN PRAISE OF ESTATES

'Company when men are away'

Are there naval wives in the Southampton area who would be interested in getting together to form a club, or have occasional meetings?

A "Navy News" reader writes as follows:

"I enjoy the paper, as it helps me to keep in touch with the Navy while my husband is on a 15-month tour of the Far East in Bulwark.

"It is at times like this I wish we had married quarters instead of buying our own house. On a naval estate I would have the company of other lonely wives, and according to "Navy News" there are gatherings and meetings to go to.

RATHER TIED

"With three young children I am rather tied now, with no husband to baby-sit for the odd times I would like to go out.

"Women with husbands who

have nine-to-five jobs don't understand the problems and worries that husbands and wives usually share, and also the big worry of bringing up the children single-handed.

"It's a job to know whether to be extra strict or more loving because they haven't their father at home.

"All my children, two girls and a boy, miss their daddy very much, and kiss his photo every night.

"I might add that the good things by being a naval wife outweigh the bad ones. We are sure of our money each week, we have our husbands home a lot more than civvy men when they are shore-based, and they have plenty of leave."

The letter had a postscript:

Families' Page



"All the same, I wish a Pompey man could be sure of getting a shore base near home."

There are, in fact, quite a number of Navy wives in the

Southampton area, although they are rather scattered. When necessary, visits can be arranged by the Naval Wives Information Service at Portsmouth.

If those who would like to arrange occasional meetings would get in touch with "Navy News," it may be possible to get organised.

NAVY'S NEW TOWN

Smiling wives who are among the first to live on the extensive naval estate being

constructed on the old Grange airfield at Rowner, Gosport.

Left to right are: Mrs. Brenda Corrick, Mrs. Joan Bartlett, Mrs. Rosemary Malyan, and Mrs. Mavis Wardle.

Eventually this estate will be developed into a town of 3,000 married quarters accommodating 12,000 people.

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Finding a place at home again

Ratings returning from abroad are not always aware of the need to arrange accommodation for their families.

In most cases it is not possible to move into married quarters (i) because the next draft is not known, or (ii) because there is a waiting list for married quarters.

PLAY GROUP'S ANNIVERSARY

When the Play Group at the married quarters of H.M.S. Cochrane held its second anniversary on November 11, Capt. J. Perks was presented with an illuminated scroll and Mrs Perks with a crystal bowl. Both have shown keen interest in the group since it was started in 1964.

Capt. Perks, in thanking Mrs. I. Wright (chairman of the group) for the gifts, recalled that the organisation was "something that came out of nothing," being started with a rocking horse and two jigsaw puzzles.

The Navy does not provide any alternative accommodation, and this means that ratings must find their own.

But organisations exist to help the search, the addresses being as follows: Devonport—Naval Wives Information Service, H.M.S. Drake. Portsmouth Shore Accommodation Bureau, Royal Naval Barracks. Chatham—Medway Naval Families Service, H.M.S. Pembroke.

Anyone writing to these addresses, giving details of the accommodation required, will be given all the assistance they can, although they cannot guarantee success.

NEW OFFICE

At Portsmouth, the Shore Accommodation Bureau and the Naval Wives Information Service are now sharing a new office (at the end of the dental block in what used to be the trophy store). The N.W.I.S. is there in the mornings, and the Bureau in the afternoons.

HELP WITH THE 'SETTLING IN'

A recent Defence Council Instruction (1457/66) should be read carefully by officers and Accompanied tours overseas.

The D.C.I. refers to advances which may be made to enable personnel to meet the high cost of "settling-in."

The first advance, limited to an amount equal to the lower rate of disturbance allowance, is recoverable from the payment of disturbance allowance once entitlement has been

Defender

The destroyer, Defender, was ordered from Hamilton, Bermuda, "for operational reasons" on December 23, and spent Christmas at San Juan, Puerto Rico.

The move would have made Defender available to visit St. Vincent, where trouble was expected. Defender would also have been ordered to support the frigate, in the Bahamas, and to restore services during



Lieut.-Cdr. B. L. Cooper, Family Welfare Officer, and his assistants, Chief Wrens V. M. Perrin, M. Nutter, and M. Newman, who from their office in H.M.S. Terror deal with the welfare problems of personnel of the Far East Fleet and their families. Vi Perrin (left) must be known to many families throughout the Navy, having been on welfare duties since 1947



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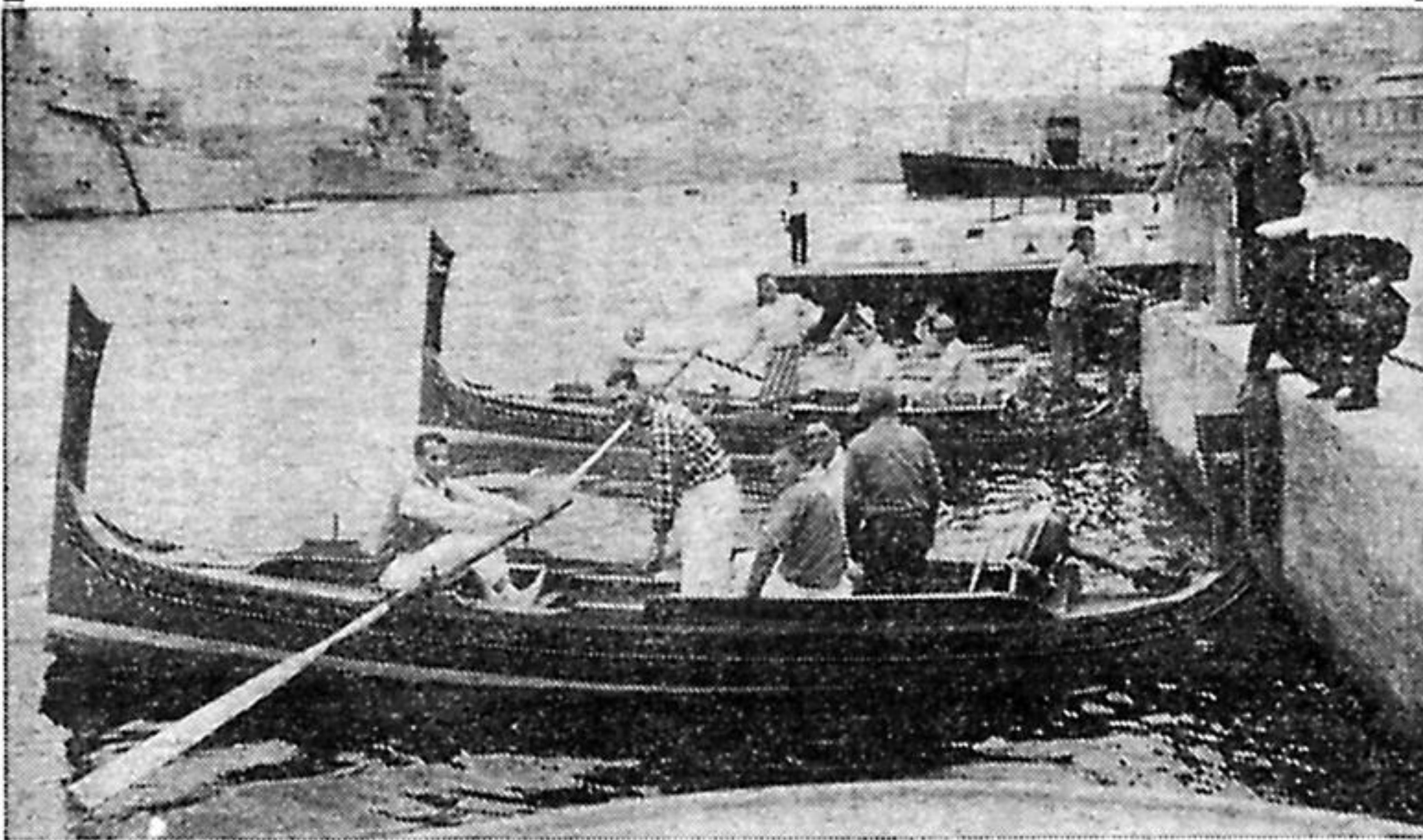
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BRITISH FRIGATE'S MAJOR VICTORY



Dastardly dghasja duplicity defeated

Grand Harbour was the site on November 12 of what may prove to be the last (or the first?) of a series of engagements between units of the Royal Navy and the American Sixth Fleet.

H.M.S. Torquay, Leader of Dartmouth Training Squadron, threw down the gauntlet, and U.S.S. James C. Owens gladly took up the challenge.

The prize—that embryo of design and beauty, the Wandering Trophy.

Torquay, the challenger, had choice of weapons. With deadly cunning they chose the intricate and neurotic dghasja. It was to be a race from the Customs Stops to the Quarterdeck of

Torquay; four oarsmen and no holds barred.

Came the appointed hour, 1215. The starter, glorious in his regalia of red-striped bathrobe, gave a mighty blast on his portable brass foghorn, and the race was on.

Immediately the English team, loudly cheered, went into the lead. This was mainly due to the fact that the American team were 90 degrees off course.

As the race continued it be-

Confident wave from the British crew (farthest from camera) at the start of the race. Crew members were: Lieut. Mike Chamberlain, Plymouth; Lieut.-Cdr. David Caldicott, Wincanton (Somerset); Lieut. Gus Sharman, Rainham (Kent); and Lieut. Roy Surplice, Enfield (Middlesex). Starter was Lieut.-Cdr. Lee Reynolds, Plymouth

came increasingly apparent that the skill lay in the English boat.

Then the Americans played their last card. The captains of Torquay and U.S.S. J. C. Owens, afloat in the judges' boat, were noticed in deep conversation, the result of which was that a line was thrown to the American dghasja.

This action, greeted with howls of derision and many loud blasts on the portable brass foghorn, did not avail the American cause.

The battle was over, victory was with the British.

The Wandering Trophy was sponsored by H.M.S. Lowestoft in 1963, since when it had been in American hands.

The Americans won it when U.S.S. Leary defeated Lowestoft at broomhandle tug-of-war.

Leaving Lee



Cdr. M. W. R. Nicholas, R.N.

A personality well known to radio, TV, and Press executives all over the country, Cdr. M. W. R. Nicholas, R.N., is leaving the appointment of Fleet Air Arm public relations officer next month.

He went to the staff of the Flag Officer, Naval Air Command, in September, 1964, to set up a PRO organisation, which now has three full-time officers in the field—at Lossiemouth, Brawdy, and Yeovilton—and effective Press liaison coverage at the other air stations.

The value of public relations facilities to the Service has been shown by the vast increase in publicity in all media, a highlight being last year's Farnborough Air Show coverage.

Cdr. Nicholas joined the Navy as an engineering midshipman in 1945, and is returning to his specialisation when he goes to the Ministry of Technology as a project officer on Fleet Air Arm aircraft. He is being succeeded by Cdr. K. H. Dedman, R.N.

Letters to the Editor

THE TWO FOUDROYANTS

Your article on the training ship Foudroyant (October "Navy News") interested me specially because some months ago I bought a medallion, supposed to be struck from the copper of the Foudroyant, wrecked at Blackpool on June 16, 1897.

The dates on the medallion do not coincide with the dates in the article, and I was wondering if it was authentic.

Was this copper from the Foudroyant which I believe was Lord Nelson's flagship at the Battle of the Nile?

W. F. Wiley
(Secretary, Vancouver Naval Veterans' Association)

The Foudroyant, now at Portsmouth, is not the ship which was wrecked at Blackpool on June 16, 1897. That ship was built in 1798 and sold in 1892, and was Nelson's flagship at the Nile in 1801.

The present holiday training ship Foudroyant was built as the Trincomalee in Bombay in 1817, and was renamed Foudroyant in 1941 when she was requisitioned for naval service.

Picture to go with his bell

You may be interested to know, concerning my request for a photograph of H.M.L.S.T. 3522 (Tracker) that I was contacted by a most helpful collector of ship's photographs. So I now have photographs to accompany the bell of the above vessel.

The reversal of the numbers of L.S.T. 3029 (Chaser), my old ship mentioned at the same time, has already been spotted!

C. W. Maxwell
Water Orton, near Birmingham.

Never a reunion for Glory?

An item in your November issue about the Broseley (Salop) branch of the Royal Naval Association prompted me to write to the secretary asking if he or the shipmates knew of the Broseley man with whom I served during the first commission of H.M.S. Glory, 1945/47.

It was, I admit, a long shot, but virtually by return of post I received a reply from the very person I had been inquiring about, and who happened to be the Area Representative.

Also your article on Rear-Admiral Kirke fitted in, because we were both on his Air H.Q. staff aboard Glory when the skipper was Capt. (later Admiral) Couchman and Lieut.-Cdr. Kirke was Air Group Cdr.

How many more men in that first commission, I wonder, made the grade. I have never once read of a reunion for Glory and her squadrons 806 and 837. Anyone interested?

John Burns
(ex. Photo./Air)
Coventry.

Memories of the German Goeben

In the October issue under the heading of "memories of the German Goeben," there were a couple of small errors which perhaps ex-C.P.O. Holland, late of H.M.S. Ruby, would not mind if I corrected.

Firstly, he stated that the Goeben and Breslau tried to escape, and that one ran aground and the other was sunk by the Air Force.

Breslau hit a mine and sank, and Goeben ran aground. Two days later a seaplane commanded by Cdr. Samson flew off with the warhead of a torpedo as a bomb but had a near miss, losing control of his aircraft and having to make an emergency landing.

Goeben managed to refloat and returned to a little creek up the Bosphorus.

S. H. Glazebrook
Edgware, Middlesex.

Wondering about ice-breaker

In the 1964-65 edition of "Jane's Fighting Ships," I saw that an ice-breaker, H.M.S. Terra Nova, was to be built, but the 1966 edition did not include this ship as being under construction. Is it being built?

I find the supplements in "Navy News" most interesting. Features on foreign navies, such as the French and Italian, would be a good idea.

Anthony Cleaves
Pontypool, Monmouthshire.

According to the 1966 "Jane's," tenders for the design and construction of the ship were invited in April, 1964, but no further announcement has yet been made.

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'GLOSSY' TELLS OF LIFE FOR THE FASLANERS

SUBMARINERS' CORNER

Polaris perks

Plenty of time at home, regular leave, and a higher standard of training are among the perks for men in the British Polaris Force.

Life and prospects, both Service and family, are exhaustively described in a glossy publication, "Polaris and the Royal Navy," now issued.

Patrols will last eight weeks, the submarine returning to Faslane for a month to change over crews and maintain, after which the opposite crew will go to sea for eight weeks.

No one will ever go to sea for two patrols running. In two years, the average person will do four patrols.

It should be possible to tell a year in advance the exact dates of leave.

Life will be just about as different from a conventional submarine as could be imagined—three decks, no ditching gash up the tower, and no leaking vents on bunks.

The booklet goes on to explain the top-priority efforts to make life ashore as pleasant as possible at Faslane, explaining the arrangements for accommodation, education and recreation.

"Everything within reason is being done to make the wife's

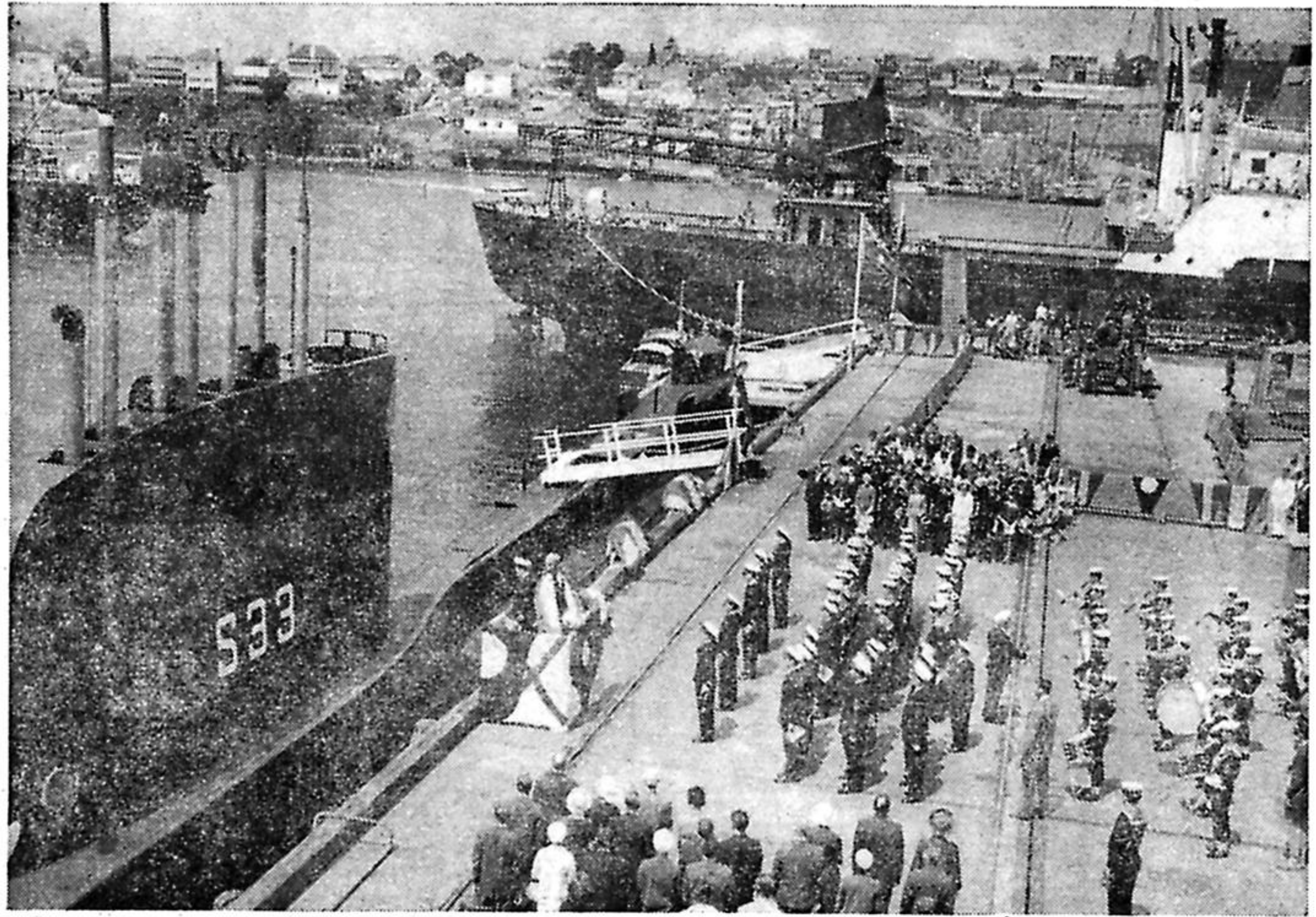
life as secure as possible when her husband is away," says the booklet, which lists, among the wealth of other information, opportunities for jobs, for wives who wish to work.

And just in case Jack has missed reading all the assurances about his family prospects, the booklet says about sterilisation fears: "Radiation levels in a nuclear submarine are less than those experienced by the main in the street from cosmic radiation from the sun."

Princess Marina launches Otway

H.M.A.S. Otway, the second of four submarines being built in Britain for the Royal Australian Navy, was launched at Greenock, Scotland, on November 29, by Princess Marina.

It was only the second occasion on which a member of the Royal Family had launched an Australian naval vessel. The cruiser Canberra was launched



by the Princess Royal in 1927, and was lost in Pacific operations in 1942.

Princess Marina has an association with the R.A.N., as Honorary Commandant of the Women's Royal Australian Naval Service.

SPRINGTIME IN SYDNEY

Submarine Day was celebrated in the Fourth Submarine Division on October 7 by divisions and church, followed by a barbeque in the grounds of H.M.A.S. Penguin.

It was a fairly hectic day as Tabard only arrived in harbour a few hours before "officers and markers" call, and Trump was hard at work preparing for her commissioning ceremony on October 10.

With the advent of Trump, the division is once again the possessor of two operational submarines, and for the first time in several years we have all our boats at sea and none languishing in Cockatoo Dockyard.

November saw our numbers swollen even more, as after the recent exercise off the Australian coast, H.M.S. Oberon called in for a self-maintenance period.

Several of her sailors went off into the bush to live on far-flung properties, and from all accounts thoroughly enjoyed themselves.

Taciturn under new flag?

There is a possibility that H.M.S. Taciturn may not after all be going to the breakers' yard.

One of the Royal Navy's "T" class, Taciturn was built towards the end of the war and designed for operations in the Pacific. She has just returned from Australia via the Pacific on a 14,000-mile voyage, and was expected to go on the "disposal list."

A Chilean officer joined Taciturn for the voyage from South America to Gosport, and on November 28 Rear-Admiral Porta, Principal Director of Material for the Chilean Navy, toured the submarine during a visit to Gosport.

Admiral Porta also saw over the submarine Grampus.

Painting presented to Forth

Two Aboriginal boys, Jacob and Punch, representing the children of Darwin, presented a bark painting to Capt. K. H. Martin on November 10, as a memento of H.M.S. Forth's visit to the City.

During the 16-day stay of Forth, which was accompanied by H.M. Submarines Anchorite and Amphion, more than 6,000 visitors went aboard.

Commissioning service for H.M.S. Trump at Cockatoo Island. Rear-Admiral T. K. Morrison, Flag Officer-in-Charge, East Australia Area, attended the ceremony

Talent makes her last dive

The submarine H.M.S. Talent has made her last dive—in the North Sea at the end of a six-day courtesy visit to Sunderland.

During the stay, the ship's company were shown round schools, factories, and other industrial centres, and returned the compliment by acting as hosts to the public on board.

Talent, which is commanded by Lieut.-Cdr. T. Everard, was commissioned in 1945, and paid off for the last time on December 19.

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Navy 'cissies' remark 'joke'

The 'News' Diary



Mr. A. Dixon

Two commended for courage

Two ratings have been commended in Special Orders of the Day by Vice-Admiral J. O. C. Hayes, the Flag Officer, Scotland and Northern Ireland, for courage and prompt action in two separate incidents on board the fleet radar picket, H.M.S. Corunna.

The day after he joined the ship, Leading Cook Brian Rose was in the galley when an electrical fault caused cooking fat to burst into flames. He tackled the fire, despite painful superficial burns, until relieved by the fire party.

Brian is married, with two children, and lives at Bilton Grange, Hull (Yorks). He has been in the Navy 11 years.

The other commendation was for POM(E) Alan Crabtree who, when a fractured pipe filled the boiler room with steam and lagging powder, remained at his

Blistering comment is something the N.A.A.F.I., over the years, has learned to take, but Jack himself was on the receiving end when N.A.A.F.I. chargehand Albert (Nobby) Dixon retired after completing 50 years' catering service.

For the last four years he has been at H.M.S. Vernon, and tribute was paid to his "tremendous achievement."

He was quoted as saying: "Present-day sailors are toffee-nosed cissies. If Nelson could see some of them drinking milk, he would turn in his grave."

Letters to the "Portsmouth Evening News" were hot in protest at these remarks, but Mr. Dixon told "Navy News" it was just a lot of joking.

He did admit, though, that he couldn't quite get used to sailors in full sets asking at the canteen, "Haven't you got any milk?"

Mr. Dixon, whose home is at Waterlooville, Hants, joined in 1916 a catering firm providing canteen facilities for the forces in Portsmouth.

Later, after the N.A.A.F.I. had been formed, he worked for many years at the Royal Naval Barracks.

post, shutting down the furnace fuel oil pumps and valves, and helping the Chief Engineerroom Artificer on his arrival to isolate the trouble.

PO Crabtree, who has been in the Navy 20 years, is married with three sons, and lives at Cowdenbeath (Fife).



Wren Writer Fiona Hamilton-McLean, aged 20, of Hassocks (Sussex) has a slight idea what it would be like to be rescued by helicopter, but her picture here is really more an indication of how life goes with a swing at the Royal Naval Air Station at Arbroath. Fiona works there in the captain's office.

Posed with her is PO Ken Arden, Squadron TASI, who lives at Helston, Cornwall.

30 years—still two to do

With two years still to do, Chief Air Fitter (A/E) S. J. Jenkins, B.E.M., has been presented at H.M.S. Condor, Arbroath, with a clasp to his Long Service and Good Conduct Medal.

At present Divisional Chief Petty Officer for the Eagle Division apprentices at Condor, Chief Jenkins joined the Royal Navy in October, 1936, and served aboard H.M.S. Royal Oak during the Spanish Civil War.

He has done a great deal of travelling, including a world cruise in H.M.S. Albion when he was serving with 804 Squadron. He spent much of the Second World War at the R.N.A.S. Piarco, in Trinidad.

Far East Fleet M.O.'s award

The Fleet Medical Officer, Far East Fleet, Surg. Capt. J. W. Walker, was presented with the insignia of an Officer of the Most Venerable Order of St. John of Jerusalem, by the President of the Republic of Singapore, Inche Yusof bin Ishak.

Surg. Capt. Walker has been a member of the Central Committee of the St. John Ambulance Brigade in Singapore for the last two years.

'DOUBLE' PARTNERS

LREM (A) John Firth, of Huddersfield (Yorks), and Leading Wren Aircraft Mechanic Jennifer Courtenay, of Burnham-on-Sea (Somerset), together complete the servicing certificate of a Sea Vixen all-weather fighter.

They work together at the Royal Naval Air Station, Yeovilton, and the partnership will continue, as they are engaged and plan to marry in the New Year.

APPRECIATED HIS HELP

Every other week for nine months, LRO (G) Phillip John Tarrant has been lent to the Royal Naval Auxiliary Service, Portsmouth, to give instruction in radio and visual signalling to a degree which enabled the R.N.X.S. members to crew an inshore minesweeper.

They were so delighted that they sent to LRO Tarrant's establishment, H.M.S. Mercury, the Royal Naval Signal School near Petersfield, to present him with a silver tankard. The gift was handed over by Lieut.-Cdr. M. E. Hill, R.N.X.S. training officer.

LRO Tarrant is at present serving in the Operational Exercise Pool based on H.M.S. Mercury.



LRO Phillip Tarrant

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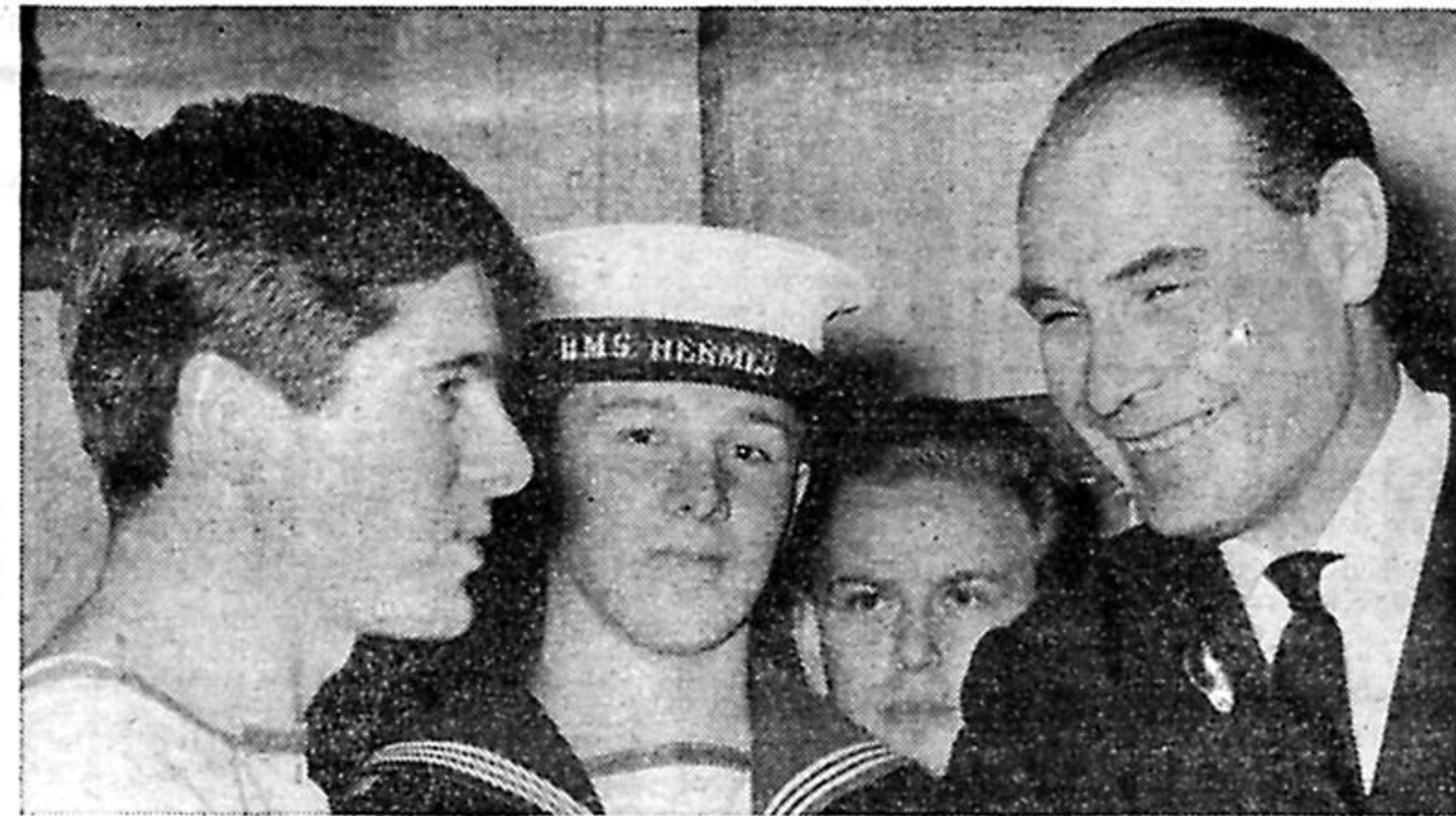
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£600 WIN

L.M(E) Anthony Hurry, of Stoke-on-Trent (left) being congratulated by the Commanding Officer of H.M.S. Hermes, Capt. T. T. Lewin, on his mess winning the first prize of £600 in the carrier's Christmas draw.

The draw was made by the youngest in the ship, JM(E) Christopher Martin (centre). He is 16 and comes from Wem in Shropshire.

Kent invited the beauty queen

H.M.S. Kent, at Fremantle, Western Australia, lost no time in inviting the newly crowned "Miss Australia, 1967" on board just a few hours after the crowning ceremony.

Miss Australia, otherwise Miss Margaret Rohan, stirred the Christmas pudding mixture. Later, escorted by the executive officer, Cdr. A. J. Whetstone, she met some of the ship's complement.

Presented with a ship's crest, photograph, and cap tally, her comment was: "A super ship, and a grand crowd of boys."



Navy News

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

A year of opportunity

Action on January 1 is not necessarily different from that on December 31, but a New Year emphasises opportunity, and the fervent hope of the Royal Navy is that it will be taken.

On the credit side, 1966 has achievement enough to make it one of the outstanding years in the history of the Service. No ordinary mind can truly comprehend the frightening power now being vested in the Submarine branch, and this, combined with the nation's economic troubles, may explain the surprising lack of public awareness of the might which the Navy is to control.

The year saw a new advance in the integration into Service thinking of the wives and families, and the completion of the first phase of the Navy's new township at Rowner, Gosport, was an indication of the great stride forward in the provision of married quarters. At Faslane, and in many other places vast sums are being spent to bring domestic needs up to requirements.

On the question of reducing separation, hindrances to greater progress have been the Far East commitments and the urgent need to reshape the Fleet on the lines of the Defence White Paper. But decks are being cleared now, and there should not be too long to wait for good news. The situation will be under constant re-examination to create the conditions of service which are acceptable today.

Suspense

Only over the Fleet Air Arm does the great question-mark hang. Clash of opinion and suspense are seen in their full seriousness when even the Navy's leadership becomes the subject of allegation and denial.

While the Navy's planners have been at work on their defined task, brickbats have been hurled at various aspects of the reasoning which brought it about. Serving personnel have had to remain silent while the political Aunt Sally has raged, and hopes are now pinned on the coming Defence Review. The last one has proved fiercely indigestible. The optimistic view is that 1967 could only be better.



"This year we've resolved to give up going without"

SHIFTING OF SHOALS IN THAMES ESTUARY

Riddle for the Survey Ships

Some of the smallest and toughest ships of the Royal Navy have just ended for another year their vital work of surveying the sea approaches to Britain's ports.

In the six months since last May they have surveyed hundreds of miles of sea bed to detect the movement of shifting sands and the state of water round dangerous shoals.

This work becomes yearly more important as bigger and bigger ships, British and foreign, come to our ports.

Lieut.-Cdr. John M. Mackay, a hydrographic surveyor for 15 years, now captain of H.M.S. Thakeham, spoke to me about their problems when I saw him on board his ship in Ramsgate harbour.

"The Estuary sandbanks, particularly in places like the south end of the Goodwins, are always on the move," he said. "Strong tides are one obvious reason. But we suspect that the mass dumping of garbage in the sea may have something to do with the position at the Edinburgh Channels, one of the

by
Tom Watson
of the Directorate of
Public Relations (Navy)

most vital points for shipping. The instability there is still a mystery."

Lieut.-Cdr. Mackay, who is senior officer of the Inshore Survey Squadron, explained that the Thakeham, an inshore minesweeper, had joined the survey ships Echo and Egeria for one of the last missions of the year, before the winter gales began to blow in earnest.

As he planned the day's work, Thakeham's captain leant over a chart which bore such fascinating names as Pud-

ding Pan Sands, Cliff End Bank, Red Sand, Blacktail Spit, Jacob's Bay, Mouse and North East Mouse Sands, Old Cudd Channel, Columbine Shoal, Woolpack Sandbank, East Spaniard, Knock John, Shoe Hole, or, simply, in another place, "The Hole."

In line ahead, the three little ships left harbour and set course for the Edinburgh Channels off Margate. Outside the sheltering harbour wall they began to toss and tumble like corks.

Sharp eye

On board H.M.S. Egeria, her captain, Lieut.-Cdr. Christopher E. K. Robinson, of Fareham, Hants, gave me some further idea of the difficulties facing the men who have to keep so sharp an eye on the restless sea.

"In some places, off Lowestoft, for instance," he said, "a dangerous sandbank can form

in a year, and elsewhere a shoal can sink a fathom in the same time."

When Egeria, only 160 tons, began to round the North Foreland, I realised just what good sailors the men of these tiny ships have to be.

"Not to worry," said Sub-Lieut. Peter Willstead, of Gillingham. "We won't be really rolling until the ship's bell begins to ring."

Egeria followed Echo and Thakeham to their appointed stations, and the work of the day began.

In a compartment full of gadgets behind Egeria's bridge, a long metallic finger recorded the sea depths in graceful black lines on white paper. As the moving finger wrote things incomprehensible to the layman, L./Seaman Roland Warnock, of Gould Road, Chatham, sang out the readings:

"38 feet . . . 42 feet . . ." Then, suddenly: "20 feet."

'CURTAIN' VISITS

For the first time since the war, British warships have visited Bulgarian and Rumanian ports.

H.M.S. Rhyl (Capt. D. W. Napper), Leader of the Mediterranean Squadron, visited Rijeka in Yugoslavia, from October 10 to 14, and on November 14 sailed for Istanbul, Varna, and Rhodes.

H.M.S. Dainty, flying the broad pennant of Commodore D. B. N. Mellis, visited Istanbul with H.M.S. Rhyl and R.F.A. Wave Ruler, from November 17 to 21.

On November 4, H.M.S. Lowestoft left Malta for

A few yards away, in Egeria's chart room, Petty Officer Joseph Frankish, of Meadow Road, Bridlington, reduced these figures to figured code to be deciphered and interpreted later by the chart makers.

The crews of these sea midgets—only 160 tons, remember—a close company of men varied in character and temperament, working together in conditions often rather trying, each offering his individual skill or, sometimes, variety of talents.

In Egeria there was bearded AB Michael ("Scrumpy") Appleby—helmsman, ward-room "dodger," gun expert for the ship's small arms, and cox'n of the motor boat. His wife and family live in Chatham.

"Scrumpy" has seen a lot of the world since joining the Navy in 1954—notably the last atomic explosion on Christmas Island in 1958.

Mini galley

And there was Jock Shand, ship's cook, whose home is in Meadow Vale, Hull. Placidly he accepted the traditional derisive comments on his really excellent cooking.

Working in a tiny galley, he served a lunch of soup, steak and kidney pie, boiled potatoes, broad beans, apple crumble and custard.

If anyone rejected the meal, it was not because of its quality.

It was getting dark when the squadron headed for home.

I shall not soon forget the ringing of Egeria's bell as we rounded North Foreland on the journey back to Ramsgate and the peace of the harbour wall.

Reserve warship strength pledge

Mr. J. P. W. Mallalieu, the Navy Minister, in a statement to the House of Commons, gave an assurance that the reorganisation in the groupings of the Navy's reserve warships, with a concentration at Portsmouth, did not mean a reduction in the number of vessels.

"We are keeping enough to maintain the active fleet at its proper strength," he said.

Following a review of the Reserve Ships Organisation generally, the Admiralty Board decided that, in future, reserve ships of frigate size and above were to be concentrated at Portsmouth.

At present there are about 30 ships "in reserve" at Portsmouth, but some of these are on the "scrap" or "sale" list, leaving only about nine on the effective reserve list.

BIG REDUCTIONS

There have been drastic reductions in the number of reserve ships over the past few years, and at Plymouth the only ships in reserve at the beginning of 1966 were Belfast, Urania, and Matapan.

Belfast went to Portsmouth during the year to act as accommodation ship, and the frigate Urania will go there in the New Year.

The destroyer Matapan will remain at Plymouth for the time being at extended notice.

SATELLITE TERMINAL IN FRIGATE

Following research by the Royal Naval Scientific Service at the Admiralty Surface Weapons Establishment, Britain's first satellite communication terminal is to be installed early this year in H.M.S. Wakeful.

The Interim Defence Communication Satellite Programme (I.D.C.S.P.) is an inter-Service project to test the efficacy of global communications in the military sphere.

Experiments have been conducted at the Signals Research and Development Establishment at Christchurch, Hampshire, using eight satellites launched by the Americans six months ago. Another launch is planned for early this year.

When Wakeful goes to sea with the shipborne equipment, those operating it will have had the advantage of extensive experiments.

The terminal consists of a 6 ft. diameter aerial which will be installed on Wakeful's quarterdeck.

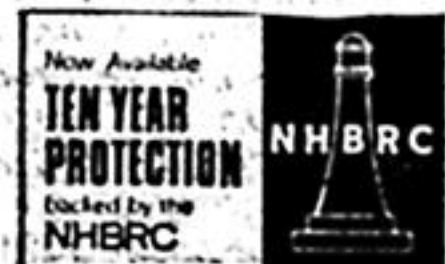
The trials programme includes an extensive set of experiments with the Ministry of Aviation terminals, and a co-operative programme with U.S.N. ships operating in the Pacific.



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CYCLONE HITS A C.M.S.

No steering, one engine, and fire during the storm

Wind speed of 60 knots, waves 40 feet high, one engine out of action, steering gone, heavy stowage breaking loose—these were among the excitements when the coastal minesweeper H.M.S. Yarnton, hit a cyclone in the Persian Gulf.

Commanded by Lieut. M. H. Parsons, Yarnton reached Aden on November 5, three weeks and 3,000 miles from England. On the last leg she was to land an Army officer, eight men, and half-a-ton of stores on the Kuria Muria Islands, the party being all amateur radio enthusiasts hoping to make 5,000 radio contacts from the islands.

RISING SEA

The little minesweeper left on November 8, having warning of a cyclone 1,500 miles away, and by next day the wind was Force 6 and she headed into a rising sea.

Even the most sanguine now cherished few hopes of landing the Army other than at Bahrain.

During the night, the wind increased to Storm Force, seven drums of petrol for the Army's generators began to leak, and they were thrown overboard.

The ship was pitching heavily and leaking copiously through the weather decks. Few people could sleep, and the following morning there was no breakfast, even if it had been wanted.

Surprisingly, few suffered from seasickness, and by mid-morning most of those abroad were hungry, so tinned meat and biscuits were issued.

During Remembrance Morning Yarnton suffered bumps of severe violence, and doubts were entertained on the ship's ability to endure this for long.

The shrieking wind filled the air with foam and spray, visibility was down to one-and-a-half cables, and the noise was such that the captain and first lieutenant could not talk across the bridge.

The acoustic displacer, weighing over a ton, broke loose and despite brave efforts to jettison it, crashed about the deck out of control.

Keeping head to wind and sea, on one engine, the gyro compass stopped, and the heavy rolling swept water in the generator room bilge and the switchboard, and swamped it.

Fire broke out and all power was lost. This was speedily dealt with, but two hours later the switchboard was flooded again, and Yarnton was without lighting or steering for the next 20 hours.

For a time, lower messes were abandoned and the ship's company sat side-by-side with their Army compatriots in complete darkness in the main passage, with their life-jackets firmly fastened.

With all fitted radio communication lost, the Army used their portable equipment to contact Melbourne and other stations, and passed out news of Yarnton's troubles.

NO JOKE

Eventually conditions eased, power and steering were restored, and the galley produced T-bone steaks, cooked one at a time.

Meeting S.S. British Honour, Yarnton asked her for a position, and got the reply, "You must be joking!"

So Yarnton steamed hopefully in her wake, and did not in fact manage to fix the ship until morning stars on the 13th.

And thus assured, they headed for Bahrain.



The coastal minesweeper Yarnton

Picton and Hickleton are home again

Two of the "little ships" which did so much good work during the Indonesian confrontation arrived at Portsmouth on December 5 from the Far East.

They were the minesweepers Picton and Hickleton, and were part of the 11th Mine Countermeasures Squadron, specially formed for the troubles, from ships in reserve. Picton was leader of the squadron, and spent three years on patrol duties.

Picton went almost two years without a refit. Her last action before returning home after the ending of the confrontation was a mercy mission.

A small craft was overturned, and Picton's crew rescued the men who had survived for six hours by clinging to their floating rubber cargo—the work of four months. Men from Picton then dived into the water to retrieve the rubber.

THE LAST SHOT

H.M.S. Hickleton, manned by 36 New Zealanders, claims to have fired the last shot by a R.N. warship in the Indonesian confrontation.

A sampan fired a machine-gun at the ship, and Hickleton answered by sinking the craft and killing all but one terrorist.

H.M.S. SIRIUS SAILS

H.M.S. Sirius, 2,300-ton Leander class frigate, left Portsmouth on November 28 to join the Second Destroyer Squadron based on Singapore. She will be east of Suez "for a number of years." The first crew will be flown home next December.

LUCKY AJAX CRUISED SOUTH SEAS

A fascinating 11 days in the Fiji group of islands formed one of the highlights of the South Seas voyage of H.M.S. Ajax, which returned to Singapore in November.

Ajax, Leader of the Second Destroyer Squadron, is commanded by Capt. A. G. Tait, and for most of her 18-month commission in the Far East was confined to the Singapore area by the Indonesian troubles.

However, when confrontation ended, Ajax was the lucky ship selected for a cruise.

After a brief call at Manus

Island, they went on to Honiara in the Solomons, which had not seen a British warship for five years.

CHOPPER RE-NAMED

It was a Solomon Islander who christened the Wasp helicopter "mowing machine belong Jesus."

Then on to Fiji. For a week each day started with a quick dash by the ship through the coral reefs to the next port of call, where there were always thousands of people waiting to be shown on board.

Sports were followed by receptions and dances for the ship's company, and demonstrations of Fijian dancing and singing each night.

ADMIRAL'S MEMORIAL

The unveiling in Trafalgar Square of the sculptured head study of the late Admiral of the Fleet Viscount Cunningham of Hyndhope, will take place on April 2 (not April 12 as previously reported).

BRIGHTON STAGE TALENT SURPRISE

Between August 22 and November 1, H.M.S. Brighton had steamed 11,500 miles, visited Gibraltar, Malta, Aden, and Mombasa, and was on her second Beira patrol. Everybody was looking forward to arriving at Singapore in the second week of December.



"Must have been Christmas pudding. A cannonball would have dissolved by now!"

At Aden "Doc" Edwards had rather a busy time, for about 45 reported sick with a mystery "bug," which delayed the ship's sailing for Mombasa for 24 hours.

Brighton, which is commanded by Cdr. P. M. Stanford, crossed the "line" with due pageantry, the Chief G.I. acting the part of King Neptune, with "Tom," the Canteen Manager, as an excellent Aphrodite.

Those sworn to attend court duly paid homage and, from all accounts, it was the best ceremony most had ever seen.

During the first ship's concert on the Beira patrol, those on board did not realise there was so much talent—especially the wardroom sketch.

There is no truth in the rumours that the Gunnery Officer is about to take Holy Orders, nor that the Navigating Officer is to transfer to the lower deck.

Three weeks in Mombasa followed, giving an opportunity for numerous safaris and mountaineering.

H.M.S. Triumph was in port, and there was a full programme of sport.

LAST COMMISSION

At Chatham on December 9, H.M.S. Troubridge held a commissioning ceremony—and probably the last. Among invited guests were members of the B.B.C. programme "The Navy Lark," featuring "Troutbridge."

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ASHANTI'S 49 DAYS AT SEA

Latest news of H.M.S. Ashanti, the Tribal class general purpose frigate, reveals that the Beira patrol is still very much in being.

The ship recently visited Mombasa after 49 days at sea, 44 of them on patrol off the east coast of Africa.

Ashanti steamed 13,000 miles, and her Wasp helicopter completed a total of 61 days out of 66 operating at sea.

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ACTIVITIES OF THE ROYAL NAVAL ASSOCIATION AND ITS BRANCHES

Meeting called to discuss subscriptions

Following a special meeting of the National Council on December 3, an Extraordinary General Meeting is to be held at the Royal Commonwealth Society, Northumberland Avenue, W.C.2, on January 21, commencing at 10 a.m.

The only item on the agenda is "To discuss the increase of the annual subscription from 10s. to £1—and its effects."

Associate members are not entitled to be present.

In a recent letter to all branches the president of the Association, Admiral Sir Frederick Parham, wrote: "A survey of likely expenditure and income over the next five years has shown, that if the annual subscription remains unchanged by the end of 1970, the deficit over the five years 1966-1970 inclusive, may be expected to reach the staggering sum of £15,000. By this time the monetary funds of the Association would be exhausted and the Association would cease to exist."

No trouble for Horley boys

"When old Bill wants a shed moved, or some other domestic problem arises, it's no trouble for the boys to rise to the occasion."

Those are the words of the "Navy News" correspondent of the Horley branch, and they illustrate the comradeship which the shipmates have taken from their Service life into civilian life.

Horley is a very small branch, but it manages to be represented at both social and solemn events, and it is looking forward to the day when some of those now serving will join them.

Tribute to Sir Philip Clarke

When the Christchurch branch was formed in 1965, Rear-Admiral Sir Charles Philip Clarke was asked to be the first president. In accepting the invitation he said: "It has been my ambition to be president of a Royal Naval Association branch."

In a tribute to him on his death, the Christchurch correspondent writes "He wasn't just a president—he was one of us."

Sir Philip was at every meeting and was always ready to be of service, and he made a point of being the first to shake a new member by the hand and bid him welcome.

"Yard of ale" winner

For three years running Shipmate Peter Griffin has won the "yard of ale" contest in the Leamington Spa branch. This event took place during



a social at the branch's headquarters—one of the many functions at which members of the branch have been present.

Visits have been made recently to Portsmouth, Blackpool, Coventry and Bloxwich—where, although that branch's premises were being redecorated, the visitors were given a grand time.

Full house at Cheam

When the Cheam and Worcester Park branch held its annual "Presentation Night" on November 26, among the many guests were two shipmates, who had not met since they were serving together in H.M.S. Monarch in 1917.

As Jim Cope, of Cheam, and Fred Markham, of Eastbourne, talked of 50 years ago, the 200 people present sang "Dear Old Pals."

The guests included the branch president, Mr. Richard Sharples, M.P., 60 shipmates from Eastbourne and 20 from Rake branch.

Shipmate John Robins, of Rake, made a surprise presentation of a ship's badge to Cheam's chairman, Shipmate Frank Matthews, who said the badge would always have a place of honour in the Cheam headquarters.

Shipmate Jack Young, Cheam's oldest member—he was 87—died in November. He had served the branch well and will be greatly missed.

'GASOLINE BOYS' GET TOGETHER

It was my privilege to dine recently with the men who fired the first shots from a British warship at the Japanese on December 7, 1941 (writes H. R. B.).

Peterel, a river gun boat of shallow draft, the only ship flying the white ensign at Shanghai when Japan declared war, was sunk by Japanese warships early in the morning of Pearl Harbour day.

Thanks to the generosity of their former captain—an 87-year-old who lives in New Zealand—who could not be present but asked his son to represent him—the survivors from H.M.S. Peterel met in London exactly 25 years later to talk over old times—and to honour their captain Lieut.-Cdr. S. Polkinghorn, D.S.O., R.N.R.

Guests included Sir Eric Yarrows, of Messrs. Yarrows, the firm which built Peterel and Mr. J. A. Sinclair, an official in the British Embassy at Shanghai at the time.

BROADCAST OF 1942

It was a joyous occasion. The 25 years seemed to have slipped from the shoulders of the "Gasoline Boys," as the Peterel ship's company were known, and they were back in Shanghai, re-living their runs ashore.

There were a few tear-filled eyes, though, when a record was played of a broadcast made on Trafalgar Day, 1942, by Mr. J. A. Sinclair, after he had been repatriated, which told of the heroism of those in Peterel.

Lieut.-Cdr. Polkinghorn had seven minutes' notice of the outbreak of hostilities, but despite the overwhelming forces ranged against—ships with 6-in. guns (and Peterel had only a Lewis

St. Austell "invader"

The 52 "invaders" from Newton Abbot branch were welcomed with open arms when they visited St. Austell branch.

Shipmate A. H. Mortimore (chairman of the St. Austell branch) welcomed the guests, and introduced the vice-president, Shipmate A. N. G. Dalton, who had been prevented from attending at St. Austell for some time because of his various duties.

A surprise visitor was the president of the St. Austell branch, Capt. W. St. A. Malleison, V.C., R.N. (ret.).

The chairman of the Newton Abbot branch thanked the St. Austell members for their warm reception. He felt St. Austell could be well pleased with itself, for in the summer, when Ashford (Kent) branch holidayed in the West Country, the Ashford shipmates, who were thinking of disbanding, visited St. Austell, gaining ideas and enthusiasm, which put the branch back on its feet.



Left to right—Top, Capt. Keyte, Driver O'Riordan and Sub-Lieut. Daly; centre, LREM Lapworth, Sgt. Barker, and Lieut.-Cdr. York; bottom, Lieut. Thurston and LEM Sainty

OVERLANDERS WON RACE AGAINST CARRIER

Was it actor Bill Kerr who introduced Wagga Wagga to the United Kingdom? Many people thought that the place was a figment of imagination, but there is such a place—about 400 miles from Sydney, N.S. Wales—and a group of officers and ratings from H.M.S. Victorious spent a night there last November.

Those who went on the trip were: Inst. Lieut.-Cdr. A. H. R. York, Capt. J. Keyte (Green Jackets), Lieut. M. Thurston, Sub-Lieut. V. Daly, Sgt. W. Barker, R.A.O.C., LREM Lapworth, LEM Sainty, and Dvr O'Riordan, R.C.T.

Victorious sailed from

Sydney to Fremantle, and the party, in two Land-Rovers, set out overland to beat the ship. In front of them was 2,735 miles, demanding an average of about 400 miles a day.

The party wished to see as much of Australia as possible and to meet the Australians on their own ground. Nights were spent near towns or motels, and Wagga Wagga really set the tone of the hospitality they were to meet right across the country.

ACROSS DESERT

The two Land-Rovers, with a trailer for the spare fuel and water, left for the long journey a few minutes after the ship sailed. Part of the trip consisted of 700 miles of completely unmade, but occasionally graded dirt road running through the flattish arid scrub and desert land of the Nullabor Plain.

The big menace at night was kangaroos, which tend to be attracted by headlights, and leap out in front of vehicles. Radiator damage could cause days of delay.

At Balladonia, five of the party accepted an invitation to a night kangaroo hunt by flashlight, the remaining three intending to have an early night.

About 2200, in the middle of a conversation with Mrs. Bertha Bennett, a well-known local character aged 68, who runs a 100,000-acre sheep station nearby, in walked her elder brother who had set off to drive the 250 miles to his home in Kalgoorlie, and had broken down 80 miles away.

Bertha was quite happy to drive out in her battered pickup to try to tow her brother's car back, but the Victorious travellers offered to do it for her.

So Lieut.-Cdr. York and Sergt. Barker set off to do a 143-mile round towing trip,

which ended successfully at 0330.

Bertha proved to be an expert spotter of "roos," and although the towing party saw hundreds, they never hit one. In fact it was all they could do to stop Bertha getting out and shooting them, for she travelled nowhere without her shotgun.

The party arrived on time at Fremantle, and spent the day cleaning and servicing the Land-Rovers so that at 8.30 next morning they were on the quayside proudly drawn up to welcome their ship.

News flash: just reported that a party from H.M.S. Kent was two days ahead of the Victorious adventurers. They also made it—but more of that next month.

DOCTOR COMMENDED

Surg. Lieut. Laurence Measey has received the Commendation of the Commander-in-Chief, Middle East, for his work in the Seychelle Islands, when an epidemic threatened the lives of several of the crew of the destroyer H.M.S. Carysfort.

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civilian occupation which most nearly corresponds with their Service trade.

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(Continued on page 12)



Mr. S. G. Cooke
The Vocational Training Officer



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VOCATIONAL TRAINING

Priority based on length of service

(Continued from page 11)

attend a PRVT course provided that:

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(Continued on page 13)

CAR WORK

Replacing the valves after overhauling a six-cylinder engine during the car maintenance course



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(Continued from page 12)

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The Army also run a wide variety of courses. In addition to the majority of similar courses run by the Navy, the Army hold courses in Book-Keeping, Typewriting, Retail Business, Plumbing, Arc-Welding, Blacksmithing, and general academic courses for those studying for Civil Service, Police, Customs and Excise, and Local Government examinations.

Naval personnel are eligible to attend these courses in the same way that Army personnel may attend Naval courses when there are vacancies.

Where a course in the required subject is not available in any of the Services, arrangements may be made for the individual to receive instruction from a civilian.

VOCATIONAL TRAINING

The Ministry of Labour also run courses in Business Training, and, for the benefit of non-technical senior ratings and other ranks, courses of Introductory Training for Potential Supervisors in Industry.

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HOW TO APPLY

The regulations appertaining to all PRVT can be found in BR 1797 (1966), Chapter 4. The dates of naval PRVT courses are published in D.C.Is.(R.N.) at six-monthly intervals—those for the first half of 1967 are con-

tained in D.C.I.(R.N.) 1338/66.

Personnel wishing to attend a PRVT Course should, in the first instance, apply to their Education Officer.

The present Vocational Training Officer in charge of the

Naval Vocational Training Centre at Portsmouth is Mr. S. G. Cooke. Anyone who seeks any information whatsoever on the subject of Pre-Release Vocational Training should not hesitate to contact him either by letter, telephone, or personal visit.

His office is in the Royal Naval Barracks, Portsmouth, and the telephone number is Portsmouth 22351, Ext. 72130.

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TROPHY OPTIMISM

By BENBOW



CPO Jim Coates

Submariners' good year

H.M.S. Dolphin is having a wonderful soccer season, and it was crowned on December 12 when the submariners played in the final of the Navy Cup at Brickfields, Devonport, against 41 Commando, Royal Marines.

It was the first time that the submariners had been in the Navy Cup final since 1921.

The dice was loaded against Dolphin in that three of their players were not 100 per cent. fit, and two could not be relieved from an important course.

The score at half-time was 1-1, but in the second half Dolphin conceded two more goals.

Man of the match for me was Smith, inside-right for R.M.—a potential Royal Navy player.

Dicky Wyatt, for Dolphin, nearly 45, never made a mistake, and stood up wonderfully to the muddy conditions.

On a day when few were really at their best, Tommy Aitken, at No 4, was excellent.

Someone from Eastney had told the R.M. about George Turley, but he got Dolphin's goal with a beautiful shot.

E. F. G. W.

The match against the Football Association Amateur XI at Fratton Park on November 30 dispelled, to a certain extent, some of the "gloom" which had been apparent in the Navy soccer world for the first part of the season.

The Royal Navy versus the Amateur XI is one of the highlights of the season for the Navy, as the Football Association pays the Navy the compliment of fielding a strong representative team.

It follows that the best the Royal Navy team can hope for is to give the Amateur XI a good game, and, invariably, the Navy does just this.

The Football Association won this year's match 1-0. The last time the Navy won was in 1950, and the last draw was in 1955, when the score was 5-5.

ATTACK MASTERED

Led by CPO Jim Coates, the Navy team this year really did master the attack of their opponents, and it seemed that the Navy might come away with a 0-0 draw.

There seemed to be little possibility of penetrating the opposition's rearguard, and it appeared that the Navy defence would hold out and not concede silly goals as has happened so often this season.

The switch in the Navy defence of Wilkinson for Coates now looks as though the present Navy defence cannot be bettered.

The experiment of trying to make Navy defenders into attackers does not work, and the search for "strikers" and "goal-getters" will have to continue.

Anyway, there is not as much despondency now. The discovery, or the making, of two better forwards than the team already has should put the Royal Navy side in with a brighter chance of retaining the Inter-Service trophy, which they have held twice over the last three years.

CAREER ENDING?

Jim Coates was moved into the forward line for this match,

and while the defence was stronger than before, the attack did not benefit by his inclusion.

Coates has played for the Navy many times, but, although he is a very good club skipper, his value as a player has decreased.

The Navy captain has had all the honours that could go to such an outstanding player, and he must be the first to appreciate that age, experience, wisdom and skill must accept the inevitable.

Should this be so, and Coates bows out to youth, the Royal Navy in general will remember that he has brought distinction and skill to the Royal Navy XI consistently over these many years, and his departure, when it comes, will be a great loss indeed.

Three wins in five years

Lieut. R. M. Bawtree, R.N., winner in 1962 and 1964, won the Royal Navy squash rackets championships for the third time in five years at the Naval and Military Club, London, on December 13.

Lieut. Bawtree joined H.M.S. Tartar last month.

SPORTS FIXTURES

- January 18: Soccer, R.N. v. U.A.U. Victory Stadium.
- January 21: Cross-country, R.N. v. Thames Valley Harriers, Cranford.
- January 25: Rugby, R.N. v. Hampshire, Portsmouth.
- January 25 to 27: Squash, Inter-Service Women's Champ, Lee-on-Solent.
- January 28: Rugby, R.N. v. Blackheath, Blackheath.
- January 28: Fencing, R.N. v. U.A.U. Portsmouth.
- February 1: Rugby, R.N. v. Civil Service, H.M.S. Ganges.
- February 1: Hockey, R.N. v. Camb. U. Fenner's.
- February 2: Rugby, R.N. v. Oxford U. Oxford.

NAVY BOXERS NEED TO GET TOGETHER

BY PUNCHER

The Navy open boxing championships are to be held in March, and boxers are still urgently required.

The Army Boxing Association has already boxed against Wales and the Territorial Army—winning both tournaments, but the Navy cannot get this experience, as the team can only get together for the Combined Services Boxing Association matches.

Nevertheless the Navy boxers can get plenty of experience by boxing in local and London shows, and the Navy trainer, PO Ron Eden, of R.N. Barracks, Portsmouth, is always

willing to travel to such shows with any boxers who want to get actual ring experience.

In December, Navy boxers took part in matches at Bournemouth and at Frome. At Frome the Navy was really off form. All four boxers who went—ME Weeks, LME Wright, ME Cripps, and ME Briggs—lost.

Six boxers went to Bournemouth, but only four boxed. LS J. Goddard beat F. Strawbridge of Poole A.B.C., a very strong farmer. Goddard boxed very well and won on points, but Dai Dower, who presented

the prizes after each contest, remarked to Strawbridge "I wouldn't have liked to have been in there with you myself."

REM Fryer, who lost on points to P. Granger, of Bournemouth A.B.C., boxed well, but could have worked harder.

IN GOOD FORM

LME D. Wright was really on form in his contest with R. Crouch of Poole. He picked his punches intelligently, switching his attack from body to head all the time. The referee stopped the fight in Wright's favour in the second round.

The fourth Navy boxer, ME J. Pardoe, started lazily, but worked well in the second and third rounds. Half-way through the third round, when he was well on top, his opponent, N. Saunders, of Poole, threw a desperation punch and nicked Pardoe's eye, and the referee stopped the bout in favour of Saunders.

The Portsmouth Command is still having a run of bad luck. AB Oxley has gone to the Far East, and I learn that LME Wright and ME Cripps are to go on draft this month.

In the cross-country race against the Milocarians, Britannia Royal Naval College, Dartmouth, the College were winners—31 points to 49. Individual winner was Cdt. Cox in 33 min. 45 sec.



Inst.-Lieut. A. M. Davis, R.N.

SERVICES PUT UP GOOD FIGHT

There were three Navy men in the Combined Services team which lost to the Australian touring side (6 points to 15) at Twickenham on December 27—EA (Air) J. C. Gibson, REA (Air) T. A. Gateshead and Inst. Lieut. A. M. Davis.

The Australians paid the Services the compliment of fielding possibly their strongest side, and at half time the score was six all.

The best try of the match originated with a break by Gibson. MacDonald (of the Army) and Mike Davis gathered their passes handsomely, and, after a ruck from which the ball came out on the Services' side, Bale (of the Army) passed to Glover (of the R.A.F.), who touched down in the corner. A grand try.

The Services were somewhat subdued in the second half, but made the Australians fight for their extra points.

In the match on December 24 at Bournemouth, the South-East Counties side against the Australians included three Navy players—P. L. Golding, B. W. Goodwin and P. A. Eastwood.

The Australians ran out win-

MIKE DAVIS FOR ENGLAND XV Preparing for Twickenham

By NIMROD

The Royal Navy, winners of the Inter-Service rugby football championship last season, under the captaincy of Inst.-Lieut. A. M. Davis, started serious team building for the Twickenham matches after Christmas, but the team selector, Inst.-Cdr. Alun Meredith, has been busy watching the form of players all over the country.

No doubt he will soon be picking the side to play Hampshire at Portsmouth on January 25.

There are plenty of spare places for new talent, so all players should set their sights on a Navy cap this season.

The game against Devon on October 12 was an opportunity to try out new talent. With Mike Davis, captain of Devon, and Terry Scott hooking for them, an experimental Navy side were outplayed, and lost 6-30.

The Combined Services matches have provided a lot of interest, and some very good football. In the first game at Coventry on November 15 we had a very good match in the mud and, although we lost, the Navy players gave a fair account of themselves.

Colin Gibson, Mike Davis,

ners—11 points to 10—but were, perhaps, a little fortunate. They were under continuous pressure for the last 20 minutes.

Golding converted two tries (by Thorburn and Cull) and, in injury time, Goodwin touched down, but just over the dead ball line.

Roger Godfrey and Trevor Gatehouse, in particular, did well, but Brian Goodwin and Andy Higginson did not quite strike their normal form.

Chris Tuffley was given a run at stand-off against a strong Scottish Districts team at Murrayfield on December 7, but was not impressive against Scottish halves, Chisholm and Hastie.

At Newport, who won 11-3, Colin Gibson was unable to play, and Gatehouse and Davis were the only Navy players.

The Navy has been represented in the England trials by Mike Davis and Brian Goodwin, and Colin Gibson has been a reserve.

Mike Davis has a place in the England team again. Brian Goodwin played for the South-East Counties against the Australians on Christmas Eve, and seems to be regaining some of his old form.

Five Navy men were in the Combined Services XV which lost to a Scottish XV, 8 pts. to 21, at Murrayfield on December 7—J. C. Gibson, C. R. Tuffley, T. A. Gatehouse, B. W. Goodwin and A. R. Godfrey.





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More Navy men go in for Judo



OS B. Visgandis, of H.M.S. Plover, the R.N. Judo Open Champion for 1966

Commander is Scottish champion

Cdr. Peter Needham, R.N., the Staff Officer Administration to the Flag Officer Scotland and Northern Ireland, won the Individual Pistol Championship, and was runner-up in the Individual Rifle Championship, in the first Inter-Service (Scotland) Small Arms Championships, at Edinburgh, in November.

The Championship Trophy, formerly the Grand Fleet Revolver Cup, dating back to 1915, was won by the Royal Air Force, who had an excellent team comprised mainly of Bisley shots.

The Individual Rifle Championship was won by F/Lieut. Donald Clark, the R.A.F. Regiment Officer at R.A.F. Leuchars.

In presenting the prizes, Brigadier D. McQueen, Commander Edinburgh area, said he hoped that the championship would become an annual event.

Daedalus' yacht damaged

The sail training yacht Sea X from H.M.S. Daedalus was damaged by gales at the end of November.

The yacht had been brought round to Lee-on-Solent from Fleetlands and, while bringing her up the slipway at high tide, the cradle carrying the yacht came off the slipway and stuck.

There were 70 entries for the first Royal Navy Judo championships which were held at Portsmouth in November last, and this large number reflected the growing interest in the Service for Judo.

The good support from all Commands meant plenty of entries for each of the numerous competitions, and the standard throughout the championships was good. Individuals who had attended one of the four judo courses run each year came out on top, for, although those from small units did well, they lacked the experience which comes from occasional visits to reputable civilian clubs.

The grades were split into three groups, each with its own knock-out league and plate competition. Black Belts had their own pool, and could also enter the open. Beginners were split into two parts—over and under 10 stone.

TEN CONTESTS

Apart from the finals each contest lasted three minutes, or to the first throw. This does not sound very long until it is realised that to win his way through to the finals in any one competition, an individual may have 10 contests, some of which go double time.

The results of the Plate competitions and the Black Belt Pool were:

- 1st Dan Pool—OS B. Visgandis (H.M.S. Plover).
- Group A—Blue and Brown Belts—CPO R. A. Blackmore (H.M.S. Fulmar).
- Group B—Orange and Green—Sub-Lieut. G. W. Head (H.M.S. Thunderer).
- Group C—White and Yellow—Lieut. P. H. Longhurst (H.M.S. Thunderer).
- Beginners—Over 10 stone—Ck(S) B. K. Lawrence (H.M.S. Heron).
- Beginners—Under 10 stone—JS D. P. G. Slaney (H.M.S. Ganges).

There were still 30 candidates left for the grading examination, and this is a very tense time for all concerned, particularly as

SPORTING ROUND-UP

possible opponents seems to make easy meat of their first challengers.

FINALS

The first contest in the finals was between OS Visgandis and Mne Murray (43 Cdo) for the open championships of the Navy, and the winner was OS Visgandis with a sweeping loin throw after 1 min. 11 sec.

Other winners in the individual competition were:
 Group A (1 and 2 Kyu)—Cpl Edwards (Depot R.M.).
 Group B (5 and 6 Kyu)—Mne Julian (43 Cdo).
 Group C (5 and 6 Kyu)—Cpl Crompton (Depot R.M.).
 Beginners—Over 10 stone—Sid Robinson (H.M.S. Ganges).
 Beginners—Under 10 stone—Cdt Wilson (B.R.N.C.).



PO E. A. Adlam



A fine action photograph of two contestants in the R.N. Judo Championships

In the Inter-Command final the Royal Marines beat Portsmouth Command by four wins to one, and in the match, Royal Navy versus the Army, the Navy won by four wins to two wins.

Regains squash championship

Both finalists in the Portsmouth Command Lower Deck Squash championships came from H.M.S. St. Vincent.

In a five set final PO E. Adlam beat the holder, CPO J. Binks—9-10, 7-9, 9-6, 9-3, 10-8—thus regaining the title he had previously won in 1964.

PO Adlam is also the Royal Navy Modern Pentathlon champion.

NAVY PENTATHLON ATHLETES WANTED

Can you run a cross-country race—two-and-a-half miles at six minutes per mile? Swim 330 yards in six-and-a-half minutes or less? If the answer to these two questions is "Yes," then you are the type of athlete the Royal Navy Modern Pentathlon Association is looking for.

The association will be desperately short of athletes to represent the Navy at Modern Pentathlon and Tetrathlon events in 1967, and wishes to encourage recruits and to swell its ranks.

Pentathletes talk of a swim/run combination in training. The useful aspects is that the endurance required for each event is cardio vascular, and therefore what helps one, helps the other.

It is not, perhaps, realised

that people who are proficient in running and swimming only can enter competitions. Such events are called the Biathlon and they are meant as an introduction to greater things—the skills of the Tetrathlon and Pentathlon.

Officers and ratings wishing to gain knowledge of Pentathlon in the Navy should borrow a sports handbook and read all about it, or should write to Sub-Lieut. B. Callender, R.N., Hon. Secretary, R.N.M.P.A., c/o Gymnasium, H.M.S. Drake.

His brain-child is having results

"Looking at the World Cup matches last summer, I was reminded that it was the Royal Navy that took the game of football to the rest of the world."

These are the words of Lieut. Dennis Probee, R.N., a submariner, who has been passionately interested in soccer all his life.

A former ex-Navy player—

he missed his Navy Cap by not playing for the Combined Services—he has skipped the Plymouth Command team and has also represented the Portsmouth and other commands, and played with several civilian clubs. Lieut. Probee is now



Lieut. Dennis Probee, R.N.

from the Portsmouth Command team there come men who can, and do make, the Navy team.

The first season the club was admitted to Division III of the Hampshire League it gained promotion to Division II.

Lieut. Probee, who joined the Navy during the war as an artificer apprentice, was commissioned in 1955, and he was the first commissioned electrical officer to serve as the electrical officer of a submarine—H.M.S. Taciturn.

ALL-ROUND SPORTSMAN

Although soccer is his first love, Lieut. Probee has represented the Navy in middle-distance running, boxed as a middle-weight in representative matches, and played a lot of cricket.

He is a full badge Football Association coach and a Class I referee.

Married, with one son and one daughter, he lives at Cosham, and is, at present, the Electrical Power Training Officer in H.M.S. Dolphin.

SPORTSMAN OF THE MONTH

manager of Portsmouth Command Football Association.

The idea behind the Command Football Club—a brain-child of Lieut. Probee—was to have a team financed and sponsored by the Command, playing against good opposition week by week.

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