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No. 155, 13th YEAR, MAY, 1967

Published first Thursday of the month

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Mr. Denis W. Healey

FAR EAST CUTS

Mr. Denis Healey, the Defence Secretary, stated during his recent visit to Singapore and Malaysia, that by the end of April, 1968, a further number of British troops would be withdrawn from the area.

Giving an assurance that the run-down of troops would not upset Britain's defence commitments, he said that the reduction of 10,000 men proposed for the next 12 months would consist of combat and base troops, locally enlisted troops and civilian workers.

Britain has already withdrawn 10,000 troops, and this further 10,000, by April next, will leave the numbers as they were before the Indonesian trouble.

Further cuts over the next few years would be decided upon later this year, said Mr. Healey.

Junior sailors — new rules?

The case of Able Seaman Michael Goldsworthy, aged 21, now serving 72 days' detention for desertion, is unusual only in the amount of publicity which it has attracted at a time of Parliamentary agitation for a change in naval regulations.

Goldsworthy claims that at the age of 15 he signed on for nine years "thinking he could buy himself out when he was 18." He is said to have gone absent last May when he found he was not eligible for discharge by purchase. He had previously served 42 days for jumping ship in 1965.

Inquiries are now being made concerning the possibility of Goldsworthy's discharge on compassionate grounds.

DISCHARGE OPTION

Service attention is not only on the outcome of this and similar cases, but on the Ministry of Defence investigations into the possibility of ending long-term Service contracts for recruits under the age of 18, or allowing a discharge option when they reach 21.

Mr. Foley, Under-Secretary of State for the Navy, has told the Commons that when Goldsworthy joined the Navy at 15, he signed forms which were also signed by his father and headmaster. There was "no question of small print."

But Mr. Foley has also said that while premature discharge from the Navy had to be controlled, "the Service would not be helped by having a series of discontented youngsters."

WILL TAKE TIME

Now that the inquiry is at Defence Ministry level, no decision is likely except in association with the Army and Royal Air Force. This may take some time—not altogether a disadvantage when the atmosphere at present is somewhat emotionally charged.

Opinion in the Navy is by no means unanimous.
 (Cont'd in col. 4)

Canada trip for H.M.S. Hampshire

Because of the galley fire in H.M.S. London in March, her sister ship, H.M.S. Hampshire, is to take the Flag Officer, Second-in-Command, Home Fleet (Rear-Admiral M. P. Pollock), to Canada for Expo '67 at Montreal.

For the families of Hampshire's ship's company, the fire was a good thing, for it meant that the ship's return was advanced, and the families saw their menfolk 10 days earlier than had been planned.

Hampshire, commanded by

DANCER AT THE GATE

The saucy caption suggested was "Can I see your ...", but that isn't what AB Ken Stevenson said to the can-can dancer at the gate of H.M.S. Terror, Singapore. He just posed for the picture as a pleasant break from checking passes. The young lady—one of the Naval Base singers—had been at rehearsals for "The Merry Widow."

H.M.S. PHOEBE 'SHOWS THE FLAG'

H.M.S. Phoebe, a Leander class general purpose frigate, is on a "Meet the Navy" cruise around the British Isles.

Her job is to show what the inside of a ship looks like, what her purpose is, and

how the men aboard make a ship both an efficient fighting machine and a floating home.

Places to be visited are—Grimsby, May 4 to 6; Sunderland, 8 to 12; Leith, 13 to 15; Rosyth, 15 to 22; Aber-

deen, 22 to 24; Stornoway, 25; Mallaig, 26; Oban, 26 to 28; Greenock, 28 to 31; Glasgow, May 31 to June 2; Douglas, June 2 and 3; Liverpool, 3 to 6; Llandudno, 6 and 7; Swansea, 8 to 10; Cardiff, 10 to 12; Scillies, 12 and 13; Falmouth, 13 to 15; Bournemouth, 16 to 18.

The ship will be open to visitors at each port of call, and schoolboys, etc., will have opportunities of short trips.



VALIANT ENDS RECORD-BREAKING TRIP

After 27 days underwater on a record-breaking journey from Singapore, some 12,000 miles, the nuclear submarine H.M.S. Valiant, commanded by Cdr. Peter Herbert, arrived at Faslane on April 25.

The object of the trip to Singapore and back was to test, thoroughly, the submarine in

different water temperatures, particularly the warm waters of the Far East.

To combat boredom Valiant took 48 films for the trip, and there was an excellent library on board. Lights were dimmed at night and the week-end brought a change in routine.

The ship's company had three choices of main dish at each main meal—two hot dishes and a cold. The fresh vegetables lasted about 10 days, and when they had gone there were deep frozen and dehydrated vegetables.

The submarine is now being very carefully examined in dry dock, and will sail for Gibraltar soon to add to the 40,000 miles she has done since commissioning.

Wrens' blisters brought in £76

A party of 20 Wrens from H.M.S. Dauntless, at Burghfield, took part in a 30-mile walk, in March, organised by the Reading District Youth Hostels Association in aid of the "Save the Children Fund."

Two of the Wrens walked 27 of the 30 miles, and the whole party, by their combined walking effort, managed to raise just over £76 for the charity, despite blistered feet and wobbly knees.



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(Cont'd from col. 3)
 means unsympathetic towards changes in recruiting regulations, especially for the under-18's, provided that there are essential safeguards.

Capt. I. D. McLaughlan, has just completed a 70,000-mile tour of the Far East during her 11 months' absence from the United Kingdom.

In addition to large-scale exercises, the ship visited Manila, Bangkok, Melbourne, Adelaide, Singapore, Hong Kong, Gan, Aden, Malta and Gibraltar.

During a docking and maintenance period in Singapore, several wives and families of the ship's company flew out to join their husbands, under a Ministry of Defence scheme to minimise separation.

The destroyer was at Melbourne during Melbourne Cup week, and Christmas, 1966, was spent in Hong Kong.

At Expo '67 Hampshire will be the Navy's "floating showcase," and will call at Toronto as well as Montreal, and will take part in a 12-nation fleet review at Halifax, Nova Scotia.

'Heartbreak' in the Navy

Many of you must have seen pictures in the Press or on television of "Heartbreak Corner" at the G.P.O. at Christmas time—the great pile of parcels which have lost their labels or with addresses which baffle even the most ardent interpreters.

So throughout the world in naval establishments and N.S.O. baggage stores are similar "Heartbreak Corners," and for exactly the same reasons; the labels have come off, or are torn in half, or someone has thought that he was the only Smith in the Navy, and has not bothered to include his initials, official number, or rating.

C.N.D. is forever being asked, "Can the following ratings be identified and their present whereabouts stated?"

Needless to say the information supplied is very sparse, otherwise identification could have been made locally.

1,400 SMITHS

It may interest readers to know that among our parishioners are 1,400 Smiths of whom 120 are J. Smith, 750 Jones, 500 Browns, 450 Williams, 250 Roberts, and 225 Clarkes with an "e" and 225 Clarkes without an "e."

The process of identification is, therefore, long and sometimes fruitless, and in any case takes second place to drafting.

If you value your kit, your case of foreign spoils, or your household effects, and expect to get them back from the clutches of the N.S.O. in a reasonable time, take care in the addressing.

Label if possible with both a stick-on and a tie-on label, giving your NAME, INITIALS, OFFICIAL NUMBER, and RATE, and also place inside

YOU CAN RETURN HOME TO SIGN ON

There used to be a rule (Q.R. 0856(5)) that a man who declined re-engagement abroad, and who had to be sent home early out of turn in consequence, could not easily change his mind about re-engaging.

You will be glad to hear that this rule has been altered, mainly because everyone now realises how difficult it is for a man to judge his chances on a labour market thousands of miles away.

So if you decide to swallow the anchor, and you come home early, and if you find that Civvy Street is not all it's cracked up to be, don't think the Navy won't let you change your mind. We need all the good trained men who want to stay.

Anyone who comes home after a shortish term overseas, and who in the end signs on for

your kitbag, case, or packing case the same information on a piece of paper.

Then in the last resort, if all external labels fail, your baggage can be opened and the owner identified.

COLLECT QUICKLY

Next you must remember to where you have dispatched your baggage and collect it at the first opportunity, or ask for it to be forwarded to your next ship or establishment.

It is surprising the amount of kit that arrives at the Home depots and remains unwanted and unloved, and has eventually to be sent for disposal to prevent the baggage stores becoming choked.

Unaccompanied baggage passes through many hands, and is not always treated as kindly as the owner would wish. It is

DRAFTY'S CORNER



up to you to see that in spite of the many handlers' worst efforts, the address is still clear at the end of its journey.

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

SHIP	TO JOIN
Advance Parties	
FEARLESS (F.S.C.)	DECEMBER
AJAX (F.S.C.)	DECEMBER
HYDRA (G.S.C.)	DECEMBER
Main Parties	
HECLA (G.S.C.)	NOVEMBER
CHAWTON (F.S.C.)	NOVEMBER
SIRIUS (H.S.S.)	NOVEMBER
ARETHUSA (G.S.C.)	DECEMBER
BULWARK (F.S.C.)	DECEMBER
HECATE (G.S.C.)	DECEMBER
VIDAL (G.S.C.)	DECEMBER

COMMISSIONING FORECAST

Centaur as 'hotel' for Victorious

The Devonport-built Leander class frigate, H.M.S. Danae, is due to start her trials on June 6. She will commission in September.

H.M.S. Centaur, the light fleet carrier which was used as accommodation ship at Devonport during the recent refit of H.M.S. Eagle, will be used in a similar capacity during the refit of H.M.S. Victorious at Portsmouth.

Centaur is expected to leave Plymouth for Portsmouth on May 31.

The drafting forecast is as follows:

RAPID, May 1 at Rosyth, Port Service Tender to Caledonian ERA's training. U.K. Base Port, Rosyth.
DUNDAS (A/S Frigate), May 1 at Gibraltar, Local Foreign Service. L.R.P. complement.
NAIAD (A/S Frigate), May 4 at Portsmouth, General Service Commission (Phased). Home/Far East, Capt. (D) Londonderry, U.K. Base Port, Portsmouth.
DANAE FLIGHT, May at Portland, General Service Commission, Wasp. U.K. Base Port, Devonport.
CORUNNA (Barricade A/D destroyer conversion), May 1 at Portsmouth. Reserve crew, Port Service.
KEPPEL (A/S Frigate), June 9 at Gibraltar, Home Sea Service, Londonderry Squadron, U.K. Base Port, Rosyth.
LONDONDERRY (A/S Frigate), June 30 at Rosyth, Special refit. Dockyard control, Port Service.
DANAE (GP Frigate), June 6 at Devonport for trials, Commission September. (Captain's command.) (C)
CENTAUR, June, Accommodation ship for Victorious.
DIAMOND (Destroyer), July 7 at Chatham, Port Service for trials, Commission August 18.
AURORA (G.P. Frigate), July 13 at Chatham, General Service Commission (Phased). Home/Middle East/Home, U.K. Base Port, Chatham. (B)
JUNO (G.P. Frigate), July 17 at Southampton, General Service Commission (Phased). Home/Middle East/Home, U.K. Base Port, Rosyth. (C)
SALISBURY (A/D Frigate), July 24 at Devonport, Port Service, L.R.P. complement.
ZULU (G.P. Frigate), July 27 at Rosyth, General Service Commission (Phased). Home/Middle East/Home (Phased). Home/Middle East/Home, U.K. Base Port, Rosyth. (C)
RUSSELL (A/S Frigate), July 31 (Tentative date) at Portsmouth, Reserve crew, Port Service.
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 17 at Hebburn, General Service Commission, Home/Far East/Home, 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 Port Service, Special refit, Dockyard control.
JUNO FLIGHT, August at Portland, General Service Commission, Wasp. U.K. Base Port, Chatham.
FALLISER (A/S Frigate), August at Portsmouth, Port Service, Reserve crew (Tentative date).
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.
PUNCHSTON (C.M.S.), September 9 at Bahrain Foreign Service (Middle East), 9th M.C.M. Squadron. (E)
LLANDAFF (A/D Frigate), September 21 at Singapore, General Service Commission (Phased), Far East/Home, U.K. Base Port, Devonport. (A)
CHICHESTER (A/D Frigate), September 21 at Singapore, (Phased), Home Sea Service (13 months).
JAGUAR (A/A Frigate), September 28 at Chatham, General Service Commission, Home/Far East/Home, U.K. Base Port, Chatham.
DANAE (GP Frigate), September at Devonport, General Service Commission (Home/Far East), Captain's command, U.K. Base Port, Devonport. (C)
814 SQUADRON (VICTORIOUS), October 1 at Cádiz, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), October 2, L.R.P. complement at Portsmouth, Port Service.
REACHMPTON (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)

WESTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron. (E)
YARNTON (C.M.S.), 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.
CHAWTON (C.M.S.), November 4 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron. (E)
HECLA (Surveying ship), November 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.
SIRIUS (G.P. Frigate), November 30 at Singapore, Home Sea Service (Phased), 14 months, U.K. Base Port, Portsmouth.
ARETHUSA (GP Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth. (A)
BULWARK (Commando ship), December 14 at Portsmouth, Home Sea Service/Foreign Service from date of sailing, U.K. Base Port, Portsmouth.
HIGGATE (Surveying ship), December at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport. (A)
ZULU FLIGHT (Under consideration), December at Portland, General Service Commission, Wasp. U.K. Base Port, Rosyth.
DELIGHT (Destroyer), September 20 at Devonport, General Service Commission (Phased), Home/West Indies/Home, U.K. Base Port, Devonport.
VIDAL (Surveying ship), December (Tentative date) at Chatham, Foreign Service (Far East), U.K. Base Port, Chatham. (A)
VICTORIOUS (S.A.R. FLIGHT), Late 1967 at Cádiz, General Service Commission, U.K. Base Port, Portsmouth. (Whitwood).
BLACKWOOD (A/S Frigate), Late 1967 (Tentative date), Reserve crew at Portsmouth, Port Service.
CLEOPATRA FLIGHT, Early 1968 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport. (Flight under consideration).
MOHAWK (GP Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth. (B)
CLEOPATRA (GP Frigate), January 11 at Devonport, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Devonport. (A)
LEANDER (GP Frigate), January 11 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, Captain's Command, U.K. Base Port, Portsmouth.

(Continued on page 3)

First war in the air

The First World War has never been erased from public consciousness, despite the second great conflict, and its drama still provides rich material for writer and film-maker.

The heroics of personal combat in the air among men in those flimsy flying machines is a subject well known to the screen, but the latest production has an impact of vivid freshness.

Brilliant flying sequences alone make a memorable picture of "The Blue Max," which is among the latest releases by the Royal Naval Film Corporation for showing to the Fleet.

The full list is as follows:
The Blue Max.—George Peppard, James Mason, Ursula Andress. A grippingly dramatic story of aerial warfare towards the end of the First World War.

Deadlier Than the Male.—Richard Johnson, Elke Sommer. An entertaining story which revives the exploits of Sapper's famous crime buster, Bulldog Drummond.

Kiss the Girls and Make Them Die.—Michael Connors, Dorothy Provine, Ref Valone. A special agent, tongue-in-cheek adventure containing comic invention, funny gags, excitement, and suspense.

One Million Years B.C..—Raquel Welch, John Richardson. A prehistoric adventure film featuring some exploits of early man and his struggle for survival.

Alvarez Kelly.—William Holden, Richard Widmark. Roistering outdoor Western, which has a familiar plot but loads of action spiced with humour.

The Deadly Affair.—James Mason, Maximilian Schnell. Subdued and dramatic but

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convincing espionage story. and murder, and is not without its ration of mystery out humour.



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DAD'S SHOCK

Families' Page

The baby arrived in ambulance

For most fathers, the arrival of baby means little more than a slight panic, followed by "visiting time" when all the fuss is over and mum is sitting up smiling with a cot beside the bed.

Sometimes nowadays, fathers opt to be present at the crisis, and others have crisis thrust upon them. It was the latter in the case of Able Seaman William Cook, serving in the fleet maintenance unit, H.M.S. Triumph—part of the Far East Fleet.

He helped to bring his daughter into the world in an ambulance being driven along one of the busiest roads in Singapore.

"I don't want to go through that experience again," said Able Seaman Cook, whose step-parents live at Orwell, Cambridge.

NONE THE WORSE

His wife, Patricia, comes from Northampton, where her parents, Mr. and Mrs. W. Tank live at Little Brington.

Susan Elizabeth weighed five pounds at birth, and is none the worse for her premature arrival.

The Cooks have one other child, David.



Able Seaman William Cook looks at his baby daughter Susan Elizabeth with pride—and relief—as the family gathers for the photographer in the garden of their bungalow home in Johore Bahru, Southern Malaya.

Reunion in Malta

When the aircraft carrier H.M.S. Hermes arrived at Malta on March 16 for a stay of two weeks, many of the ship's company took advantage of the visit to have their families with them.

CPO Jack Bowden, the chief gunnery instructor, co-ordinated all the arrangements, and 250 wives and children of officers and ratings arrived by special BEA charter flights early on March 17.

Private accommodation had all been carefully arranged, and the families were greeted at Luqa airport by the commanding officer, Capt. T. T. Lewin, and the many husbands concerned.

NEW PRIVILEGE

Advantage of the new DC1 permitting wives of serving personnel to be flown to the United Kingdom to visit seriously-ill parents, or when a parent has died, was taken by Mrs. Simkin, wife of Naval Airman Simkin from 728 Squadron, on the day the order was received in Malta.



The young lady seems a little uncertain of herself as she meets Lady Hopkins at the Royal Sailors Rests' community centre at Rowner.

REFUL JOB' AMUNITY NTRE

"It is most satisfying to see all these wives meet here while their children are being looked after."

"Aggie Weston's is a very worthy cause."

Lady Hopkins was met at the centre by Lieut.-Cdr. F. M. Savage (General Secretary of the Sailors Rests), Mr. R. J. Cossins (the missioner-in-charge at the centre), Mrs. J. Marigold, wife of the commanding officer of H.M.S. Collingwood, and Mrs. G. Seager-Thomas, wife of the commanding officer of H.M.S. Daedalus.

WIVES ABOARD AURORA

On the occasion of Families Day aboard H.M.S. Aurora, about 50 families took passage from Portland to Portsmouth.

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Many pupils remain even during holiday periods, and for these stay-free abroad a School Service is provided in London Airport where the children are given on to their correct flight.

Children at Pollard House School share the intellectual advantages of town life while living in the beautiful open country of Devon and Somerset; also a healthy state of mind enables rapid headway with their school work. E.A.M.; R.A.D.; R.A.A.; B.H.S.; A.S.A.; and Pony Club.

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Coal-burners of today

This letter is on behalf of myself and AB Cooper. At present we are both serving in Safeguard, at Rosyth, and are both members of the Boom Defence Branch.

I recently left H.M.S. Barrage, and AB Cooper has just left H.M.S. Barbican, which has paid off into reserve.

There are only two vessels of this class left in commission under the White Ensign—Barrage and Barnard—and both are coal-fired. They are now 30 years old.

We have never seen any mention of any of the "Bar" vessels, past or present, in "Navy News," and we feel that a reference would make interesting reading, especially to your older readers, as we have many letters from people who claim to have served in the last of the coal-burners.

A. G. Dixon.
(Leading Seaman).
H.M.S. Safeguard.

Wilhelmshaven Scout

With reference to "career personalities" in the March issue, H.M.S. Scout was one of the two emergency destroyers at Chatham, not a submarine.

I was a leading signalman of Scout on the occasion of her trip to Wilhelmshaven with the body of the German Ambassador on board, but I do not remember seeing any of the German personalities mentioned.

J. Foley.
London, S.W.8.

K.13 disaster

In the mention of the K.13 memorial service at Gareloch (March edition) the article is rather misleading in part. Of those on board who were rescued, only 29 were naval ratings. In the list of those rescued the name of Mr. Glazebrook does not appear.

In using the term survivor one thinks of a person being saved from an accident. If the term is used in any other way, then naval staff sick on shore, or away on leave, can claim to be survivors.

Letters to the Editor

Of those actually rescued I have, over the years, contacted most, and of that number seven are still alive to my certain knowledge.

W. Sadlier.
Chatham, Kent.

"Unlucky 13" continues. The memorial service report supplied was incorrect. Mr. Glazebrook was not a survivor, but a contemporary of the submariners of that day. The swimmer mentioned was not Lieut.-Cdr. Godfrey Herbert, but an escaper who drowned. Herbert (the commanding officer) surfaced later.

Abdiel's links

I have been appointed in command of the new exercise minelayer H.M.S. Abdiel, due to commission later this year, and research into details of the

two previous Abdiels have not so far had much success.

The Naval Historical Branch of the Ministry of Defence inform me that the previous ship of that name had a brief life of two years before being mined at Taranto on September 9, 1943. The R.N. Trophy Store has no trophies belonging to or associated with the previous Abdiels, nor indeed any records under that name.

I am keen to get in touch with officers and men of the previous Abdiels, particularly survivors of the Taranto incident (all or some may be invited to the commissioning ceremony). I would also like to find out whether the previous Abdiel was adopted by any town or organisation so that the link might be renewed, and whether trophies or souvenirs from previous Abdiels are still in existence.

D. P. R. Lermite.
Lieut.-Cdr., R.N.
H.M.S. Abdiel, BFPO Ships.

'Triton' foghorn—

J. D. Fraser will no doubt be interested to learn that the bellows type foghorn he describes

HOW DID HE SURVIVE?

Having survived the ghastly weather and other hazards aboard H.M.S. Milne on Russian convoys, I am at a loss to understand how we managed to manoeuvre such a large convoy out of reach of the German pocket battleship Scharnhorst during Christmas, 1943, without being mauled to pieces.

Can anyone aboard at the time enlighten me?

May I take this opportunity of paying my small tribute to the fine example set by our Captain (D) and his officers and crew, whom I remember so well.

R. L. Marsh.
(ex-L.T.O., R.N.V.R.).
Wimborne,
Dorset.

in the February "Navy News" are still standard naval stores items, and as such are issued to submarines.

The decipherable word "Triton" is the make of the foghorn, and the letters visible on the band are part of the name of the manufacturers, Allday and Onions, of Birmingham, England.

It was by pure chance that H.M. submarine Tabard returned an identical foghorn to the one described to the Division's Naval Store here in Sydney on the very day that I received my copy of "Navy News."

D. A. Wilson.
(PO Stores Assistant (S)).
Fourth Submarine Division,
Australia.

First Foudroyant

With reference to recent correspondence re the Foudroyant, the first Foudroyant (80 guns) was captured by Capt. Arthur Gardiner, of H.M.S. Monmouth (64 guns) in an engagement off Cartagena on February 28, 1758. I believe she would qualify as a 1st rate, not a 3rd rate.

An artist in the Navy



PO Davies at work on his mural.

But for the petty officer rate on his sleeve, William Henry Davies could well be a student at the London Slade School of Art, for not only is he an accomplished painter, he even has the face of the artist.

POMA Davies, who comes

from St. Helens (Lancs), has spent 17 years in the Navy, and is a self-taught artist. The painting he is engaged on is to form a mural in the chapel of H.M.S. Albion, in which ship he is now serving.

He is quite an all-rounder, for his other interests include sailing, shooting, and horse-riding.

DRAFTING TALK TO WIVES

Cdre J. P. K. Harkness, Commodore Naval Drafting, will be visiting Gosport on June 14, and will give a talk on drafting to naval wives from the Rowner Estate.

PHOEBE (1906) VINTAGE?

The present Phoebe, the sixth of the line, has now been in commission a year. During that time we have made contact with a considerable number of those who served in her predecessor, the Dido class cruiser of 1940-1956 days.

We are still hoping to hear from someone who served in the 1916-1921 destroyer of the name, and we are looking for a photograph which neither the Imperial War nor the National Maritime Museums can supply.

It is even possible that there is a sprightly nonagenarian who remembers the third Phoebe, the screw cruiser of 1891-1906.

J. M. Phillips
Lieut.-Cdr., R.N.
H.M.S. Phoebe, BFPO Ships.

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Navy to get new charts

Easier-to-read charts are to be produced for the Royal Navy states the Hydrographer of the Navy, Rear-Admiral G. S. Ritchie.

Among changes recommended are the introduction of colour, and the adoption of modern symbolisation, lettering, and numerals.

The three new Hecla class ocean survey ships have completed their first full surveying season, being employed, largely, in the North-West Atlantic.

Four new coastal surveying craft were ordered during the year, and should come into service early in 1968. They will be employed in the more exposed coastal waters around our shores.

The value of chart sales last year was £539,071, while associated books sold for £126,885.

EAGLE FOR THE U.S.

H.M.S. Eagle, which recommissioned at Devonport on April 6, has been equipped with more powerful catapults and arrester gear system, to receive the supersonic Phantom aircraft.

The carrier will be "showing the flag" at Norfolk (Va) and Boston, during summer.

SHIP IN ACTION

The Royal Australian Navy's guided missile destroyer, Hobart, has been in action off the South Vietnamese coast.

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107. 1 Diamond, 1st payment £7.4 and 8 payments £17.4 or Cash price £13.4	108. 3 Diamonds, 1st payment £9.9 and 8 payments £29.9 or Cash price £21.9	109. 5 Diamonds, 1st payment £14.9 and 8 payments £44.9 or Cash price £34.9
110. 1 Diamond, 1st payment £7.4 and 8 payments £17.4 or Cash price £13.4	111. 3 Diamonds, 1st payment £9.9 and 8 payments £29.9 or Cash price £21.9	112. Gold Wedding, 1st payment £4.9 and 8 payments £14.9 or Cash price £9.9
113. 1 Diamond, 1st payment £7.4 and 8 payments £17.4 or Cash price £13.4	114. 3 Diamonds, 1st payment £9.9 and 8 payments £29.9 or Cash price £21.9	115. Gold Chain, 1st payment £12.9 and 8 payments £32.9 or Cash price £22.9
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COMMISSIONING OF H.M.S. WARSPITE AT BARROW

Britain's third Fleet sub. ready

Britain's third nuclear Fleet submarine, H.M.S. Warspite, commissioned at Barrow-in-Furness on April 18, and Mrs. Wilson, wife of the Prime Minister, who named the submarine at the launch in September, 1965, was the chief guest.

The Royal Navy now has six Fleet submarines in service, building or on order. It is planned to order a seventh—an improved Valiant type—later this year.

H.M.S. Warspite will now begin a series of working-up trials similar to those undertaken by H.M.S. Valiant, which joined the fleet last year and has just completed a trip of more than 20,000 mile voyage to the Far East and back—including the longest submerged patrol ever made by a British submarine.

Warspite, which is of all-British construction, has a length of 285 ft. and a beam of 33 ft. Standard displacement is stated to be 3,500 tons. She is equipped with the latest underwater detection aids and weapons, and has the latest air-conditioning and purification equipment, a water distilling plant, and a high standard of accommodation for her complement of 13 officers and 90 ratings.

The captain, Cdr. Robert Squires, is an experienced nuclear submariner, having previously served as Executive Officer of the Navy's first nuclear Fleet submarine, H.M.S. Dreadnought. His Executive Officer, Lieut.-Cdr. Timothy Hale, served with him in Dreadnought, as Torpedo Officer.

Second 'Oberon' for the Canadians

The second of the three Oberon class submarines to be built in H.M. Dockyard, Chatham, for the Royal Canadian Navy, will commission as H.M.C.S. Onondaga on June 22. She will be commanded by Lieut.-Cdr. G. R. Meek, R.C.N., who, until recently, commanded H.M.S. Artful. The first of the three submarines, now in full commission after a certain amount of trouble with her electric, is H.M.C.S. Ojibwa. The third, now under

construction, will be named H.M.C.S. Okanagan.

The names of these Canadian boats are those of North American Indian tribes.

The Royal Canadian Navy has one other submarine, on indefinite loan from the United States, H.M.C.S. Grilse. This boat is based at Esquimault, B.C., and carries out duties with aircraft and ships of the Pacific Maritime Command.

Trials of H.M.S. Resolution

Britain's first Polaris submarine, H.M.S. Resolution, launched by the Queen Mother, at Barrow-in-Furness on September 15, 1966, will start her sea trials in the spring of next year. Armed with 16 Polaris missiles, which have a range of 3,000 miles, Resolution, whose displacement is over 7,500 tons, is due to be operational by the

The aircraft carrier H.M.S. Victorious is one of Britain's most powerful warships. Completely modernised in 1958 she now incorporates a fully angled flight deck, steam catapults, mirror landing aids, and "three dimensional radar". This superb 1/600 scale model, consists of 94 finely detailed parts and costs only 7/-.

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H.M.S. Warspite at sea—a picture taken during her trials. She is the eighth Royal Navy ship to bear the name, perhaps the best known being the battleship which served 30 years with the Fleet, taking part in many historic actions including the Battle of Jutland, and the Narvik, Salerno, and Crete actions.

middle of 1968, and will be followed by three more Polaris boats at six-monthly intervals.

Collision—decisions of courts martial

Following the collision in darkness and heavy weather off the entrance to Portsmouth Harbour on February 15, between

H.M. Submarines Opportune and Orpheus, court martial were held at Portsmouth on April 15 and 17.

The commanding officer of H.M.S. Opportune, Lieut.-Cdr. C. E. T. Baker, was cleared of hazarding his ship.

Lieut.-Cdr. M. Champneys, commanding officer of H.M.S. Orpheus, was sentenced to be reprimanded on a similar charge.

LAST R. NAVY SUB. LEAVES CANADA

When the patrol submarine H.M.S. Acheron returns to England in May, a long and cordial association between the Royal Navy and the Royal Canadian Navy will end.

H.M.S. Ambrose, the submarine base in Halifax, Nova Scotia, will be closing down after 12 years' service with the Royal Canadian Navy.

During the time that Ambrose has been the depot for the Sixth Submarine Division, the crews of the submarines were augmented by men of the Royal Canadian Navy getting submarine experience and training. Competition for the Division

was always keen, for although boats got in plenty of sea time, exercising between the warm waters off Florida and Bermuda and the icy stretches of the Hudson Strait, there were very many compensations.

Ashore, apart from the friendly welcome of the Canadians, there were many sporting

Dolphin gets Boat Show yacht

The sailing club attached to H.M.S. Dolphin has bought the 30 ft. long Mk. II fibre-glass Pioneer sailing cruiser which was on show at the International Boat Show last January.

The yacht will be named Bonaventure of Gosport after the vessel of that name which was based at Port Bannatyne of the Isle of Bute during the last war, and acted as depot ship to the midget submarine fleet.

The cruiser will be available for charter by all serving in H.M.S. Dolphin. A full season's programme has been arranged.

activities—from summer soccer and cricket to winter ice hockey and bowling.

Men of H.M.C.S. Stadacona were always most hospitable, and helped to make the submariners feel "at home."

Several Canadian girls married Royal Navy officers and men and they, in particular, will regret that the Royal Navy no longer has a foot in that part of the world.

U.S. refuses to sell Russia a midget

Arguing that the sale would be against American security interests, the U.S. State Department has vetoed the sale of the small research submarine Star III to Russia.

The Russians stated that they wanted the two-man, 10 ton submarine for deep water explorations.

Polaris weapon essential

When Rear-Admiral I. L. M. McGeoch, the Flag Officer Submarines, attended the apprentices' passing-out parade and prize-giving at H.M.S. Collingwood on April 18, he told them that the Polaris weapon is essential to maintain stability in the world.

"It is a magnificent achievement, but I am quite convinced it will never be used," he said. "It seems silly," he went on, "to spend money on something you know will not be used, but if you take it away from the international chess board now, the whole thing may come crumbling down."

Capt. J. R. Marigold, Commanding Officer of H.M.S. Collingwood, making his last appearance at a passing-out parade, spoke of the vital role of the submarine service, and the large slice of Navy recruits it is taking.

"You should not shut your minds to the fact that you might find yourselves in this part of the Navy," he said.

Mrs. McGeoch presented the prizes.

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Love-song greetings

The 'News' Diary

Bravery awards

ROYAL VISIT TO N.Z. FRIGATE

A Maori warrior challenge and a Maori love-song were the greetings for Princess Alexandra when she kept a promise and visited the Royal New Zealand Navy frigate Waikato, at Portsmouth on March 30.

The Princess arrived by train and was taken to Waikato in the barge of the Commander-in-Chief, Portsmouth, the welcome aboard being provided by a Maori concert party composed of ratings.

Before the Princess left on

her return journey, she was presented with a silver brooch bearing the ship's crest.

Waikato, the first Leander-class frigate built for the New Zealand Navy, was launched by Princess Alexandra at Belfast in February last year, and



Miss Field Gun Crew, Bridget Meredith, pulls the first pint in the Field Gun Crew Club at H.M.S. Drake.



arrived at Portsmouth in September for trials of electronics, radar, and weapons systems, which include Sea Cat guided missiles. The frigate sailed for home on April 8.

Marine driver in Grand Prix

Royal Marine Captain Mike Heathcote, who is serving on the staff of the 3rd Commando Brigade, entered a Brabham in the Singapore Grand Prix on Easter Monday.

Capt. Heathcote started motor racing five years ago, and came within two-and-a-half seconds of the lap record at Brands Hatch while driving a Formula 3 Lotus.

There was an unhappy ending, however, to his bid for honours in the 180-mile Singapore race, in which 30 drivers of international repute took part.

When overtaking into fourth place during the fifth lap, he went on to the grass verge, hit a drain, and skidded for 70 yards at 90 miles an hour. Capt. Heathcote was uninjured, but the car was badly damaged.

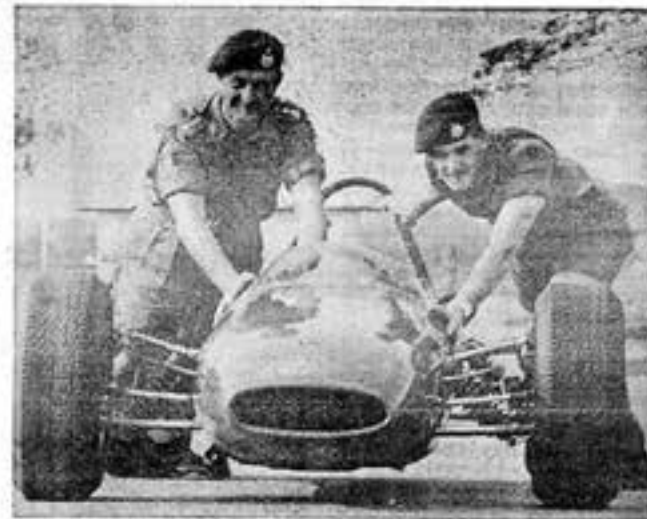
Base without success, but meanwhile the dog turned up at the empty berth, and went frantic when it saw that the ship had gone.

The ship was signalled and the captain decided to turn back. The Navy embarked the mascot in a fast launch, and it was soon reunited with its ship-mates.

Princess Alexandra, after lunching with the commanding officer, Capt. E. C. Thorne, R.N.Z.N., had a special smile of greeting when she visited the galley during her tour of the ship.



CPO Witherell



Capt. Mike Heathcote (left) and his Singapore Grand Prix racer.



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Invitation to a low dive

During the recent exercise "Wicked Lady," Northwood Communications Centre were amused to receive the following signal from the submarine Grampus:

"TO CINCEASTLANT—one billet available in wardroom for wicked lady."

Princess stopped for a chat

There was a big thrill for Wren Linda Perry, aged 19, of Kingsbury, Tamworth, when Princess Marina landed at the Royal Naval Air Station, Yeovilton, on her way to Sherborne Abbey.

Although the Princess had a busy afternoon's programme ahead of her, she stopped and talked to Linda before being officially welcomed at Yeovilton, the Fleet Air Arm's main fighter training establishment.

Linda is one of four Wren air mechanics responsible for servicing visiting aircraft during their stay at Yeovilton. She has taken up gliding, which she will have ample opportunity to enjoy at the air station.

Turned back for the mascot

When the French Naval Ship Marcel Le Bihan, tender to the bathysphere Archimede, left Singapore on April 12, the ship's company were very dejected—their mascot was not on board.

The mascot, a mongrel dog which was born on board six years ago, had slipped ashore and had not returned at the sailing time.

A naval patrol searched the

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- 1966 Cortina 4-door, Alpina green, 15,000 miles £530
- 1965 Triumph 12/50, light blue, very good car £485
- 1966 Viva de luxe, green, wing mirrors, seat belts, etc. £475
- 1964 M.G. Midget, white/black flash, Ashley hard top and hood convert, wing mirrors £450
- 1964 Vauxhall Victor de luxe, two-tone blue, wing mirrors, wheel trims £440
- 1964 Mini Traveller, grey, seat belts, wing mirrors £370

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Navy News

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

Civilians, too, have problems

Anyone whose knowledge of the Navy is gleaned only from the papers might imagine at the present time that the Service is manned with sailors disciplined by corporal punishment, and groaning under what has been described by an M.P. as the "tyranny" of long-term contracts.

No one is particularly happy about boys of 15 signing on for what amounts to 12 years, and some change seems inevitable, but it is naive to pretend that young people in civilian employment enjoy a glorious freedom on careers.

Apprenticeships, indentures, and educational courses are contracts entered into by young people in all walks of life, and while it is true they will not have a policeman after them if they opt out, they are subject to economic, social, and family pressures which in effect severely curtail any irresponsible approach. At the end of training contracts, the young adult usually faces marriage as well as career, and opportunities for switching about are beset with all manner of problems. Circumstances and environment can be bonds as firm as any "signing-on" to the discontented misfit.

The big hope for all the Services is that the life and opportunities they have to offer will eventually permit of greater relaxation, which in turn will undoubtedly broaden the stream of possible recruitment.

Canings

The knowledge that the Navy, alone of the Services, still retains caning in junior establishments gives a most unfair reflection of the atmosphere and training. The climate of public opinion being against corporal punishment, no doubt more will be heard about this, but the Navy will be happy to explain methods and be judged on results.

It may be wondered, among the 69 canings last year, how many of the 22 caught stealing, for instance, would prefer a "cut" to being sent out in disgrace. There are other methods. The nation's crime burden is no great encouragement to believe in them.



"Slump in trade be damned! Every stoker and engineer in the country seems to be trying to come here for a holiday —they claim the smell of the oil is so bracing"

AGITATION OVER SIGNING ON AT AGE OF 15

The Royal Navy has a tradition—almost a pride—in being somewhat inarticulate, and this is especially so in the public discussion of its problems.

Concern is being created about 15-year-olds who sign on for nine years, and the impression is left that only later do they discover that the artful Navy has led them up the garden—that since the period does not begin until age 18, the contract is really for 12 years.

Cases are being quoted of young men just longing for the chance to skip through the gates to freedom, or going on the run rather than stay in the Service. The Council of Civil Liberties is reported to be inquiring about the legality of a contract entered into at 15.

Full facts

It is all too easy to arouse public sympathy about individual cases, and it might well be justified, but full facts are rarely available except through a judicial inquiry. No one is going to deny the rights or necessity of the Press, but in newspaper-level disclosures, feeling is against Authority right from the start. The bulk of readers have their memories of Service life under war conditions, and the image still tinged with bull, bullying and rigid discipline. The cheers are for any David to challenge Goliath.

The position today is that juniors of 15 still sign on for nine (or call it 12) years, but the circumstances are under review. One point should be made clear right at the start: juniors and

parents are well aware, and are made aware, of what is being done, and the implications. It is utterly untrue to suggest that any false impression is created.

A new rule now permits juniors to leave after three months, though it has always been the practice to grant release when the early months have shown indications of inability to settle down.

18-20 group

The next step might well be a second option to take discharge somewhere in the 18-20 age group, and thoughts could even turn to the possibility of a completely "free" service in peace time.

The greatest opposition to any drastic easing of conditions is more likely to emanate from inside the Service. In all the Armed Forces the basic requirement is to fight when called upon. Some danger is inherent, even in "peace" time. There

Release problem of the misfits

belief in the thoroughness of investigation into every application.

Disruption in the intricacies of naval drafting, such as would be created by substantial unregulated wastage in the 18-20 age group, would cause havoc among the dedicated majority, who have the right to demand that their interests should come first.

This is not to say that no easing of any kind is possible. Misfits are a misery to themselves and an embarrassment to all, but manning a ship must always be more complex than maintaining the complement at a shore station.

The Navy's difficulties are therefore likely to be greater than those of the other Services, but at certain stages in man's drafting tempo, and with ample notice, it might be possible to introduce an opportunity for a sailor to reconsider his future.

High regard

Amid all the argument likely to be heard in the coming months, there is one which cannot be denied, namely that junior entrants have always been held in the highest possible regard in the Service. There are even those who claim to be able to recognise a Ganges boy on sight. With admiration they will say: "There is just something about them."

Care to ensure humanity for the few should not be allowed to cloud the splendid work of the junior establishments in producing a broad stream of happy, competent, and loyal sailors.

Special help for Service bereaved

When Servicemen die overseas in peace time, next-of-kin will in future be able to attend the military funeral, or have the body brought home for private burial. Either choice will be at public expense.

It is emphasised that the new arrangement is a privilege, and not a right, and must depend on the circumstances allowing it to be done.

In the case of married accompanied personnel, a parent or child with one companion would be permitted to attend the funeral overseas. Transport to the overseas funeral would, therefore, be provided for two persons.

In cases where attendance at the funeral or repatriation are not possible, next-of-kin with one companion may visit the grave, at public expense, within two years of an interment.

NOT RETROSPECTIVE

There were two other notes of caution in the official statement. Local undertaking facilities in the Middle East and Far East may not be satisfactory to enable a body to be repatriated. It was also pointed out that the new arrangements do not refer to deaths which have already occurred.

Though the new scheme is not retrospective, charter flights at cheap rates have been available since 1964.

FIELD GUN RUN FOR CANADA

Each year questions are posed—Is the Field Gun Competition worthwhile? Isn't it something of an anachronism in this nuclear age?

Its popularity at the Royal Tournament year by year gives the answer. The automatic reflex, skill and, above all, teamwork, are always greatly appreciated whenever a field gun demonstration takes place.

It is of interest that the Royal Canadian Navy has, at present, more than 100 sailors, average age 19, undergoing the demanding training for "gun-run" exhibitions in over 40 Canadian cities between April and September this year, as part of the country's 100th birthday.

'Braves' in Germany

The fast patrol boats H.M.S. Brave Borderer and H.M.S. Brave Swordsman were among the warships in Germany for the funeral of the former West German Chancellor, Dr. Adenauer, on April 25.

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THE EARL'S GREETING

Admiral of the Fleet Earl Mountbatten of Burma was among the guests at a private dinner party given on board the Victory ship by the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins).

Earl Mountbatten is seen saying a few words on arrival to P.O. C. Lewry.



BARROSA SAW THE WHOLE OIL DRAMA

Black-froth waves

When the Torrey Canyon went aground on March 18, H.M.S. Barrosa, refuelling in Plymouth Sound, was immediately ordered to the area, and H.M.S. Clarboston, loaded up with detergent, also went to the scene.

The two ships—the only two to see the whole affair through from start to finish—spent March 19 spraying the sullen black sea of oil with detergent. The oil was so thick that even the crests of the waves broke into black froth, and the hulls of the ships took on a camouflaged appearance.

The stench was nauseating, and the detergent, also with its own pungent aroma, made all decks and surfaces slimy and treacherous.

Night spraying was attempted but found to be impracticable. Large quantities of detergents were being used and had to be replenished daily, usually at anchor in Crow Sound in the

Scillies, where ratings worked like demons embarking drums of all sizes.

Complete air control over all aircraft in the vicinity was undertaken by Barrosa following a near accident, when a press aircraft flew in front of a Buccaneer. The resultant avoiding action at 500 knots was highly spectacular.

ARMADA ARRIVED

By March 21 there was a veritable armada of tugs, fishing boats, etc., in the area, and an oil slick plot was built up by Barrosa, which steamed round the fleet stationing vessels to the best advantage. The load was shared from March 23 when H.M.S. Delight joined Barrosa.

Naturally good communications were vital (11 circuits were manned continuously) but a signal from H.M.A.S. Anzac, offering her services, had everyone foxed. It seems that Anzac received all Barrosa's transmission while on a visit to the Philippines.

When it was decided to fire the tanker, H.M. Ships Aurora, Eskimo, Daring, and Carysfort joined Barrosa, Delight, and Clarboston, to form a "ring of steel" of five miles radius around the tanker.

The successful air strikes were spectacles indeed for the surrounding warships, even though causing considerable chagrin among the gunnery officers.

MANY EXCITEMENTS

For Barrosa it had been 12 days' hard work, with many excitements and interesting incidents to enliven it.

In addition to the thousands of gallons of detergent which were used, there were 54 helicopter transfers, the seaboard went away 24 times, the ship controlled up to 32 vessels and up to 25 aircraft per day, and 2,435 miles were steamed—many of them at high speed.



Well and truly launched

Climbed highest peak in S.E. Asia

From the beginning of the year until mid-March, H.M.S. Victorious spent nine-and-a-half weeks at sea, participating in exercises off Singapore, enjoying a visit to Hong Kong, more exercises off Subic in the Philippines, and then the annual fleet exercise.

The latter exercises took place in the first two weeks of March, and the week following the return of the ship to Singapore, on March 17, was taken up with the fleet sports, at which Victorious did extremely well.

At the end of February, a dozen members of the ship's company took part in an expedition to climb Mount Kinabalu, in Sabah, the highest mountain in south-east Asia—13,455 ft.

The journey from Changi to Jesselton, capital of Sabah, was made by plane, via Labuan, and the last 50 miles to the end of the road—the power station at 6,300 ft. in the Kinabalu National Park—was made in a Land-Rover, along a narrow mountain track, which caused a certain amount of concern to the travellers.

THREE-FOOT RATS!

Six hours' tiring climbing took the party to 11,000 ft., one member becoming very sick, and having to be left in the Radio Sabah station (8,000 ft.).

The night was spent in a climber's hut, and the party was too tired to worry about such things as rats, one of which was reported to be 3 ft. long.

Almost within a stone's throw of the summit—Low's Peak, named after Hugh Low who first climbed it in 1851—the youngest member complained of dizziness and gave up, but the rest reached the summit.

The descent to the Park headquarters took about nine hours. The week-end was spent in Jesselton, and on the Monday

Banging off bangers

Steam catapult trials aboard H.M.S. Victorious provide a useful way of burying "bangers"

COMMUTER LADS NEAR HOME FOR A CHANGE

H.M.S. Scarborough, one of the Dartmouth Training Squadron, has recently returned to Portsmouth for the first time since her refit at Devonport, her home port.

This is a welcome respite for the "week-end commuters" from Devonport to Portsmouth and back, as a great many of the ship's company are Pompey lads . . . so now it was their turn to be near wives or girl friends.

Scarborough is a Type 12 frigate of the Wetherby class, and is the only one with the "slim-line" funnel. She will be further distinguished in the summer by a black band at the top of her funnel, when she takes her place as leader of the squadron.

The Dartmouth Squadron comprises Torquay, Tenby, Eastbourne, and Scarborough.

TRAINING CADETS

The ship's function is to train Dartmouth cadets, giving them their first experience in all facets of life at sea.

At present there are 25 Royal Marine young officers borne, gaining experience of life on the lower deck . . . finding out what the other chap does.

MUSEUM REOPENS

The Fleet Air Arm Museum has opened for its 1967 season, and will be available for visitors daily until October 1. Admission is free. The museum is just off the main A303 road at the R.N. Air Station, Yeovilton.

Admiral Sir Deric Holland-Martin has become chairman of the Imperial War Museum trustees.

RESCUER



PO Herbert Wandless

In recognition of the part he played in the attempt to save the life of a schoolboy who fell from cliffs into the sea at Helston (Cornwall), Petty Officer Herbert Wandless was presented with the Royal Humane Society's Testimonial on Velum, at a parade in H.M.S. Daedalus on April 7.

FROM H.M.S. HERMES

Disembarked ashore in Malta from H.M.S. Hermes, Britain's newest aircraft carrier, are Naval Airman John Goldby, of Coventry, and Charles Bainbridge, of Gateshead.

John and Charles, both of whom maintain parachutes and other safety equipment on board Hermes, sailed in the ship for the Mediterranean in January of this year. When the carrier visited Malta, they were disembarked with the squadrons to continue flying from shore bases.

Having recently visited Naples in Italy, Hermes is shortly to call at Athens and later will proceed east of Suez for service in the Far East.



The Rev. Percy J. Burgovne being transferred to H.M.S. Kent from H.M.S. Victorious on Easter Sunday

FAREWELL TO MALTA

The Fleet Air Arm said goodbye—officially—to Malta, when 728 Squadron made a ceremonial flight over Valletta.

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JAYNE ON BOARD

When H.M.S. Monkton visited Newcastle upon Tyne, Miss Jayne Mansfield arrived at the invitation of the midshipmen. Whether the lifebelt is an indication of "rescue" by the sailors is not recorded

Battleships again?

A study group in the United States is considering re-commissioning two of the four battleships, now held in reserve, for bombarding targets in North Vietnam, and as a base for a mobile force of Marines with helicopters. It is estimated that the cost of re-commissioning would be between £4 million and £9 million each.

Machinery for the latest two Leander class frigates will be provided by J. Samuel White and Co., of Cowes.

SURVIVORS RETURN TO ST. NAZAIRE

Twenty-five years later—almost to the day—a score or more survivors of the epic raid in which H.M.S. Cambeltown rammed, and by means of the five tons of explosive in her bows, destroyed the outer caisson of the "Normandie" dock—came back to the scene of the exploit.

With them: I went on a tour of the area of the attack. We walked over "D" bridge "I'll never forget the bullets clanging off those girders. They gave us wonderful cover!" Around the Old Mole which was stiff with dual purpose AA or surface guns the comments were on the lines of "It's bloody impossible"—but they did it.

TWO TORPEDOES

On to the old entrance where Cdr. Ryder lay off in his gunboat and Lieut. Micky Wynn fired his two delayed action torpedoes which almost two days later seriously damaged the lock gates opposite the submarine pens. Finally they went to stand on

the huge dock gate, the replacement of that on to which many of them had scaled down ladders when Cambeltown struck.

After the tour they went to the "Memorial aux Commandos" where they fell in smartly in two sections of 12 either side of the monolith which commemorates the attack. On parade also were detachments of the Royal Navy from H.M.S. Dundas and Highburton, Royal Marine reservists in their green commando berets. French sailors and soldiers with bands from the Royal Artillery and the French Army.

Wreaths were laid by the Prefect Loire Atlantique, the Mayor and civic dignitaries of St. Nazaire and Rear Admiral Behic on behalf of the French Ministry of Defence. Sir Patrick Reilly, the British Ambassador and a representative of the Commando Association and Cdr. Dunstan Curtis for the St. Nazaire Society followed. Then

clear above the howling wind came the moving notes of the salute "aux morts."

MORTAL BLOW

A vin d'honneur and civic luncheon followed at which all the British representatives and especially the St. Nazaire association were welcomed by all the speakers and Cdr. Curtis thanked the French authorities for their hospitality.

Finally these representatives, to quote the Mayor's words, of "a handful of heroes who inflicted a mortal blow on the German Navy" went to the quiet cemetery at Escoublac to pay tribute at the gravesides of their comrades who did not return.

Vice-Admiral J. O. C. Hayes, Flag Officer, Scotland, N. Ireland, laid the foundation stone of the new H.M.S. Cochrane at Rosyth on May 1.

Death of Admiral of the Fleet

Admiral of the Fleet the Earl of Cork and Orrery died on April 19, at the age of 93. He had been an Admiral of the Fleet for 29 years.

He joined the Service as a cadet in 1887 and was promoted to Captain in 1913. Old timers will remember him as "Paddy" or "Ginger" Boyle, and he was greatly respected.

While serving as Commander-in-Chief, Home Fleet (1933-35) he succeeded to the title. He was Commander-in-Chief, Portsmouth (1937-39).

In 1940 he was firstly in command of the naval contingent of the force sent to capture Narvik, and within a few days

he assumed supreme command. He had been President of the Shaftesbury Homes and of the Arethusa Training Ship, and a trustee of the National Maritime Museum.

In Memoriam

- Charles R. Cardon, AB, P/T, 979169, H.M.S. Bellerophon, March 3.
- Herbert J. Bishop, EM 1/c, P/PMX, 564366, H.M.S. Plover, March 5.
- David Weston, AB, P/092677, H.M.S. Blackwood, March 5.
- Keith O'Meara, A.B. P/075257, H.M.S. Bellerophon, March 11.
- John Williams, OEA/OJ 1/c, D/MX, 55621, H.M.S. Drake, March 16.
- Lieut.-Cdr. Richard F. Horner, H.M.S. Warspite, March 21.
- David Euseen, Marine, RM 23464, 45 Cdo, March 23.
- David S. Rensoff, LREM, P/M, 974194, H.M.S. Layburn, March 24.
- Douglas S. M. Young, EM 1/c, P/072511, H.M.S. Mall of Kintyre, March 24.
- Michael E. R. Speck, Col, RM, 20982, 43 Cdo, March 30.
- Terrace D. Blandell, EM 1/c, P/062123, H.M.S. Delight, March 31.
- Derek G. Hillier, Marine, RM, 10948, A.T.U.R.M. Poole, April 8.
- Inst. Lieut. Frank Aston, H.M.S. Fizzard, April 9.
- Jan T. Phillips, Art. App. 092092, H.M.S. Fizzard, April 9.
- Raymond M. Curran, Mech'n 1/c, P/KX, 369697, H.M.S. Salisbury, April 11.
- Lieut. John P. Bear, H.M.S. Victory, April 12.
- Lieut. Norman Lake, H.M.S. Heron, April 17.

NEW DIRECTOR OF MUSIC

Lieut.-Colonel F. V. Dunn, the Royal Marines Principal Director of Music, a post which he has held for 14 years, is to be succeeded, in the autumn of 1968, by Capt. Paul Neville, R.M.

Colonel Dunn, who is a Fellow of the Royal Academy of Music, is well known as an arranger and composer, and is acknowledged as one of the world's leading experts in military music.

Capt. Neville joined the Royal Marines as a boy musician in 1943, and was commissioned in 1957. He now starts an intensive sabbatical year to further his musical education.

APPOINTMENTS

Vice-Admiral C. P. Mills, at present the Flag Officer, Second in Command, Far East Fleet, has been appointed to relieve Vice-Admiral Sir Fitzroy Talbot as Commander-in-Chief, Plymouth. The appointment is to take effect in July.

Capt. W. B. S. Millin is to be promoted to Rear Admiral to date July 7.

Other appointments which have been announced recently are:

- Capt. D. A. Lucas, Archbuta in command, August 23.
- Capt. A. G. Tait, Maidstone in command and as Capt. (SM), August 5.
- Capt. P. E. C. Berger, Phoebe in command, July 1.
- Capt. R. K. N. Embley, Devonshire in command, June 20.
- Capt. D. W. Bazalgette, Aurora in command, June 30.
- Cdr. P. A. Hene-Trower, Protector in command, July 13.
- Cdr. G. R. T. Duffay, Delight in command, September 26.
- Cdr. T. D. Kitson, Chichester in command, September 19.
- Cdr. R. G. Fry, Forth as Cdr. (SM) 7th S/M Squadron, d.i.b.r.
- Cdr. D. W. Ashby, Relentless July 28 and in command d.i.b.r.
- Cdr. A. S. Tippet, Infair in command, d.i.b.r.
- Cdr. A. O. Pearce, Commanding Officer, R.N. Trg. Team, Kenya, d.i.b.r.
- Lieut.-Cdr. W. H. H. McLeod, Lowestoft in command, May 23.
- Lieut.-Cdr. T. D. A. Thompson, Grampus in command, May 30.
- Lieut.-Cdr. R. A. Anderson, Alliance in command, May 30.

- Lieut.-Cdr. A. G. Claridge, Osprey for 737 Sq. in command, July 28.
- Lieut.-Cdr. J. W. F. Briggs, Ulster July 31, and in command d.i.b.r.
- Lieut.-Cdr. J. R. Atherton, Soberton in command, October 6.
- Lieut.-Cdr. D. G. Sherrard, Mercy in command, July 21.
- Lieut.-Cdr. F. J. Williams, Seahawk for 848 Sq. in command, September 14.
- Lieut.-Cdr. G. St. J. R. Buxton, Russell in command, May 6.
- Lieut.-Cdr. V. J. Shaw, Amphion in command, d.i.b.r.
- Lieut.-Cdr. D. Brazier, Narwhal in command, July 3.
- Lieut.-Cdr. E. B. White-Akins, Forest Moor in command, May 7.
- Lieut.-Cdr. B. R. Hartwell, Seahawk for 707 Sq. in command, September 6.
- Lieut.-Cdr. T. D. A. Thompson, Grampus in command, May 30.
- Lieut. G. McBride, Bossington, June 12, and in command d.i.b.r.
- Lieut. F. W. Burgess, St. Vincent, July 19, and for Devonport in command, d.i.b.r.
- Lieut. S. H. Spencer, Dryad add'l, August 14 and for duty in command Seamanship School, d.i.b.r.
- Lieut. G. D. Hotchkiss, Barnard, August 1, and in command d.i.b.r.
- Lieut. K. S. Pitt, Attisee in command, May 16.
- Lieut. P. W. Lindley, Arful in command, December 4.
- Lieut. M. C. Cole, Marston, July 17, and in command, d.i.b.r.

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Dampier's visit to Indonesia

H.M.S. Dampier, veteran Royal Navy survey ship, has sailed from Singapore Naval Base for her last season's work in the Far East, where she has served nearly 20 years.

In November, she leaves for the United Kingdom to pay off after creating a post-war naval record for continuous duty east of Suez.

During a break in hydrographic work in international waters south-west of Sumatra last month, she was the first Royal Navy warship to call at an Indonesian port for five years. At the suggestion of Commodore Wardiman, Hydrographer of the Indonesian Navy, she visited Djakarta from April 10 to 12.

PIRATE'S NAME

H.M.S. Dampier, the last of four Bay class frigates converted as survey ships to remain in commission, could be unique as the only Royal Navy ship to bear the name of a one-time pirate.

Captain William Dampier, the 17th century mariner, started his career as a buccaneer in the West Indies, but was given command of a naval vessel and sent on two voyages of exploration, because of the meticulousness

of his observations and records at sea.

SENTIMENTAL TRIP

For the present commanding officer of Dampier, Cdr. Peter Cardno, R.N., of Almondsbury, near Huddersfield, it will be a sentimental last voyage back to England in November. He has twice previously served in her, before taking command in March of last year.

H.M.S. Dampier, which has a ship's company of 12 officers and 140 ratings, recommissioned in Singapore in November of last year. She was launched as a frigate in 1945, and converted to a survey ship in Chatham Dockyard two years later.

Mr. Roy Mason, Minister of Defence (Equipment), told the Commons that the daily operational cost of Britain's first Polaris submarine, H.M.S. Resolution, will be £14,800.

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

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DEATH

HEWITT, F. H., Ex P.O. EA2 (R.N.A.S. 1914-1918, also member of the Gasboys), passed away 22nd January, 1967, at Bristol.

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April 1967

Applications are invited from serving or retired regular commissioned or non-commissioned officers of H.M. Forces, preferably between the ages of 40 and 55. Must be of good character and have held a rank, preferably not below Sergeant (or equivalent) for at least one year. Starting salary:

Senior Wardens £14. 6. 6. p.w.
(rising by two annual increments to £15.3.0 p.w.);

Wardens £13. 4. 6. p.w.
(rising by two annual increments to £13.15.6 p.w.)

for 44-hour week averaged over the year. £11.0 p.w. Allowance payable in addition. Some Sunday duty in summer at overtime rates. Annual leave, 2 weeks 3 days plus days in lieu of attendance on Public and Privilege Holidays. Uniform provided free. Secure, long-term employment is offered for suitable men with prospects of Establishment conferring non-contributory superannuation benefits.

Applications to reach Ministry of Public Building and Works, E.D.2B, Room 312, Lambeth Bridge House, London, S.E.1, not later than May 18th.

OPPORTUNITIES FOR

EX NAVAL RADIO RATINGS

in

H.M. DOCKYARD, PORTSMOUTH

1. Eligibility

The following naval radio ratings are (subject to having had five years accredited experience in the duties of their naval grade) eligible for employment as Electricians (Radio) in H.M. Dockyards.

REA	LRM
REA (Air)	Ch. RE1 (Air)
CRE1	RE1 (Air)
RE1	LRM (Air)

2. Re-grading

Electricians (Radio) are eligible for re-grading as Electrical Fitters from the date of completion of five years' service as Electricians (Radio), subject to recommendation by Supervising Officers.

3. Pay

The rate of pay of Electricians (Radio) is that of craftsmen generally, i.e. £13 17s. basic per week.

4. Prospects

(a) Promotion to Technical Class Grade III (Diagnostician (L)) is by satisfying a TG III (L) selection board. Subsequent employment on electronic diagnostic work or the testing and tuning of radio, radar and weapon installations.

Men with the necessary qualifications (O.N.C. or equivalent standard), and the ability to fill such posts, are currently in short supply, hence prospects of advancement in this field are bright.

(b) Promotion to Technical Class Grade II is by passing the 'Inspector of Electrical Fitters' examination after re-grading as electrical fitter and serving as such or as acting TG III. Subsequent promotion through the Technical Officer grades is by selection.

5. Applications

Write to the Personnel Manager (EOI), H.M. Dockyard, Portsmouth, for an interview or further information, or telephone Portsmouth 22351, Ext. 23304.

