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No. 174, 15th YEAR, DECEMBER, 1968

Published first Thursday of the month

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WINGS OVER THE MED.

NATO's Mediterranean exercise Eden Apple brought more military aircraft activity to Malta than at any time since the Suez crisis in 1956.

With the carrier H.M.S. Eagle still in dock at Devonport, her aircraft were flown out to operate from land bases—800 Squadron of Buccaneers from Lossiemouth, 899 Squadron of Vixens from Yeovilton, and 849 Squadron of Gannets from Brawdy. All the ground crews were flown out by R.A.F. Transport Command.

Also taking part in the exercise were R.A.F. Shackletons and Canberras.

Besides using Malta, some of the aircraft were operating from the NATO base of Decimomannu in Sardinia, where Canadian, German, and Italian fliers are normally based.

When the carriers are phased out, the present Fleet Air Arm role will have to be taken over by the R.A.F., whose observers were most interested in the naval flying activity associated with the exercise.



Carrier wives' luck turns

Naval wives and families whose plans for a reunion with husbands aboard H.M.S. Hermes in the Far East seemed dashed by the troubles affecting the British Eagle airline, will get their trip after all.

The happy outcome is the result of strenuous efforts by the Admiralty and the co-operation of Royal Air Force Transport Command.

It all began when it became known that the carrier would be at Singapore over Christmas, and plans were made to fly out families able to make the trip.

Use of the pre-payment passage scheme for a trooping flight would have cost about £120 each, but by arranging a private charter aircraft with British Eagle the cost was only about £90 each—a considerable saving.

PAID £10,000

A Britannia air liner seating 120 was to have been used, and £10,000 went from Hermes to foot the bill.

The airline ceased operations

A Merry Christmas

to all our readers, correspondents, and advertisers.

on November 6 and went into voluntary liquidation, with the likelihood of unsecured creditors getting only 5s. in the £.

The circumstances were reported to the admiralty, and "Navy News" learns that the R.A.F. has found it possible to make indulgence passages available on or about December 15

—the date of the charter flight.

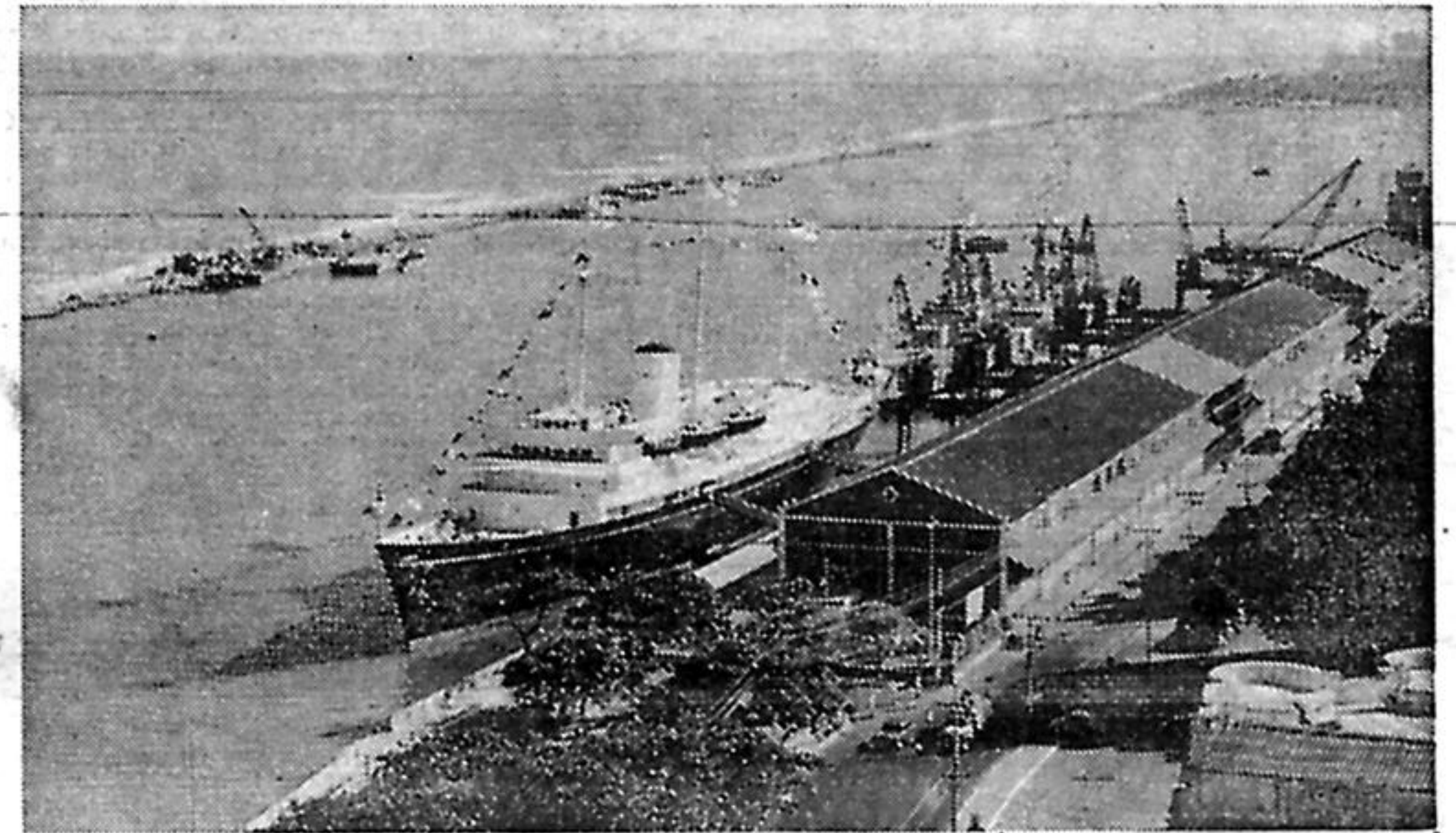
The Fleet Amenities Fund is making a loan to meet the indulgence passage charges of about £7 each way, pending the outcome of a claim to get the £10,000 back.

CHARTER COMPANY

The money was paid to British Eagle Aviation—the

charter company for British Eagle International—and although this subsidiary has ceased trading, it has not gone into liquidation.

Indulgence passages have to take second place to Service requirements, but there now seems every likelihood that seats will be available both ways.



'STOPPING THE ROT'

The Royal Navy's re-establishment in the Mediterranean to bolster NATO's front-line strength was one of the measures described by the Secretary of State for Defence, Mr. Denis Healey, as "reflecting the need to stop the rot and make improvements."

Another main British decision was to order an extra 20 Harrier aircraft for the Royal Air Force, in addition to the 60 already earmarked, so that an additional squadron can be stationed in Germany.

Economies elsewhere are said to be contemplated to keep spending within the planned defence budget.

Part of the Royal Navy's return to the Mediterranean is the promise to place an aircraft carrier, commando ship, or assault ship on almost continuous duty from January, 1969.

Other warships likely to spend an increasing time there are guided-missile destroyers, frigates and submarines, with Royal Marine commandos aboard either the commando ship or assault ship.

Return to the Mediterranean means the fullest use of facilities at Gibraltar. While a return to Malta is thought unlikely, there is talk of the possibility of a NATO naval base there.

Russia's official newspaper "Izvestia" has made it clear that

the Soviet naval presence in the Mediterranean is there to stay.

Perhaps of even greater concern at the present time is the Soviet penetration of the Indian Ocean.

ROYAL YACHT AT RECIFE

H.M. Yacht Britannia alongside at Recife, Brazil, awaiting the arrival of the Queen for her crowded South American tour

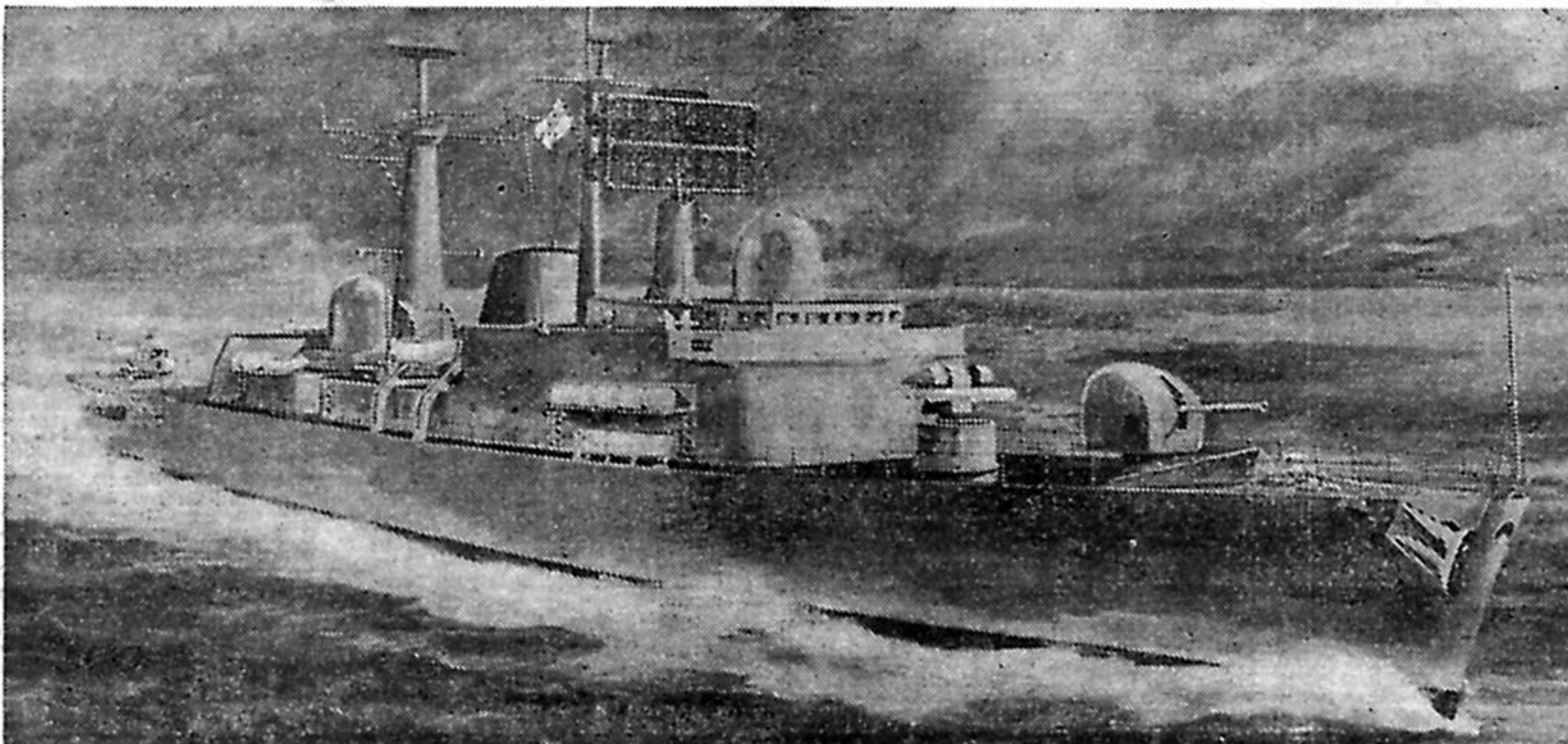
'New look' Navy

The first order for the Type 42 guided missile destroyer, which marks the start of an important class of ship for the new Navy of the 1970s, has been placed by the Ministry of Defence with the Vickers shipbuilding group at Barrow-in-Furness.

With surface-to-air missiles,

helicopter, and new type 4.5 in. gun, the destroyer will be a streamlined, fast, all gas-turbine propelled ship with the principal task of providing air defence for the Fleet.

Anti-submarine capability includes the most up-to-date sonar system and torpedoes carried by the helicopter.



LIVING IN THE WEST COUNTRY

Contrary to popular belief—the West is not a place where the residents "let life go by", but rather a place where "they have time to live". The Devon and Cornwall, as seen by visitors during July and August is not the true or complete picture of this very lovely part of Britain. Here is a place where folk live a richer and fuller life, outside the belt of rat-racing, noise, fumes, and loneliness. The fringe benefits of country life are many—good clean air—fresh food—better health—friendly communities where one can be absorbed or left alone, as you wish. A variety of scene, moorlands, sea, river, forests, valleys, sandy beaches, rocks, pebbles, hills, open pastures, and nowhere more than 30 miles from the coast—often a deal less.

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DRAFTY'S CORNER

Down to the sea again



"A drafting officer goes home happy if he has managed to draft men where they want to go"

Most men know that drafts to sea are decided monthly, and that the most important fact taken into account is the order on the roster. And most know that there are different rosters, or queues for Sea Service, for the different branches and specialisations, of which there are about 170 in the Haslemere records.

After that a rather vague idea of what actually goes on is blurred by all the ifs and buts and details, and it is impossible for anyone unfamiliar with the game to imagine how Drafty decides to put particular men in particular ships.

The best way to find out is to sit alongside the people working on the problem. A next best way is to describe how a recent Monthly Sea Service Bill was filled in a branch large enough to give some choice. There were 26 billets to be filled:

No.	H.M. Ship	Baseport	Area	Type of Service
3	Jufair	-	Persian Gulf	L.F.S.(U)
4	Ajax	C	East of Suez/Home	G.S.C.
3	Leopard	P	East of Suez/Home	G.S.C.
4	Kent	C	Home/East of Suez	G.S.C.
2	Undaunted	C	Home Station	H.S.S.
2	Lynx	D	Home/East of Suez	G.S.C.
2	Rhyl	D	West Indies	G.S.C.
1	Houghton	S	Singapore	L.F.S.
3	Triumph	S	Singapore	L.F.S.
1	Rooke	-	Gibraltar	L.F.S.
1	Mauritius	-	Mauritius	L.F.S.

26

The Drafting Officer will first have a look to see if anyone is after the jobs available. He finds two volunteers for H.M.S. Kent, as they have heard a buzz that she is going to the Far East via the Panama Canal and the West Coast of America. There is a

volunteer for H.M.S. Rhyl, and also a man who wants a sweeper in the Far East, so he can go to H.M.S. Houghton.

This leaves a requirement for 22 men, so the first 22 cards at the top of the roster are taken and the Drafting Officer starts looking through them to see if he can match jobs with men.

The first has asked for a frigate on a G.S.C., preferred area Far East. A Chatham man, he is serving in Whitehall W/T. The Drafting Officer decides on H.M.S. Ajax just completing a refit at Chatham.

The second has asked for a G.S.C. frigate, preferably West Indies. A Portsmouth man, he is now in H.M.S. Collingwood. The Drafting Officer looks through the rest of his cards to see if by any chance there is a Devonport man who wants a West Indies frigate who would be a better match. There isn't, so he decides to send the Portsmouth man. As he will be joining H.M.S. Rhyl in the West Indies, he will not at once be a Bridport Bus passenger.

The third man has asked for a Far East G.S.C. frigate or H.M.S. Triumph. His first preference is Rosyth and he is serving in Portsmouth, his second preference. He gets H.M.S. Triumph, as there are no requirements for Rosyth-based frigates. This man is single, but if he gets married and is joined by his wife in Singapore, his service will be reclassified as Shore Service.

The fourth man has asked for a guided-missile destroyer. His

shore preference is Portsmouth, and he is serving in H.M.S. Dryad. He has to go to H.M.S. Kent, for this month no Portsmouth G.M.D. needs men.

And so the selection process goes on. As the end of the pile is neared it becomes more and more difficult to find men to fit the jobs to be filled. The 21st man has asked for a commando ship. He is a Portsmouth man serving in H.M.S. Excellent.

The 22nd man has asked for a survey ship on G.S.C. (West Indies). He is a Northern Ireland man serving in H.M.S. Mercury. The only two jobs left to be filled are one in H.M.S. Lynx (Devonport) and H.M.S. Ajax (Chatham). The Drafting Officer decides to send the 21st man to H.M.S. Ajax and the 22nd man to H.M.S. Lynx.

Whether you agree with his choice in these last two drafts is a matter of opinion. Someone else might have done it the other way round, but in neither of these drafts was there any hope of satisfying the men being drafted.

How has the Drafting Officer done altogether? He has probably pleased about 40 per cent., displeased about 20 per cent., and left the other 40 per cent. thinking that things might have been worse.

Meeting preferences

You will see that we do our best within the rules, to meet your preferences. For those 20 per cent. who haven't got what they wanted, there is one last straw which may be clutched. You will have had five months' notice of your draft, and if during this time you meet someone who is of similar rate and qualifications, who is also going to sea and who wants to exchange drafts, if you both put in Drafting Preference Request forms to exchange, Drafty will approve it unless he can see a good reason for saying no.

If you meet someone with whom you wish to exchange drafts after you have joined your ships, you will both have to request to exchange ships through your commanding officers.

In this article we have discussed the drafting of an able rate. As men are advanced they acquire additional skills and qualifications. The drafting of senior rates, although following the same pattern, becomes a little more complicated, partly because special skills and courses have to be considered, but mainly because the roster is too small to yield the same area of choice.

A final word: a Drafting Officer goes home happy if he has managed to draft men to where they want to go. To help him help you, watch this page for the ships to which C.N.D. will be drafting next month, and volunteer when your dream ship comes up.

SHIP	JOINING
PUMA (G.S.C.)	Main party joins in July
CHARYBDIS (G.S.C.)	" " " "
HERMIONE (G.S.C.)	" " " "

H.M.S. Caprice and H.M.S. Cavalier, two of the four "CA" class destroyers (the others are the Cambrian and the Carysfort) are to have reduced crews as from February 6 and March 27 respectively.

In previous commissioning forecasts these ships were earmarked for general service commissions at Home and East of Suez (Far East), but the latest forecast shows that the type of service is "Under consideration."

With the run-down East of Suez, and taking into account that the Darings, much younger ships, appear to be disappearing, this change arouses speculation as to the future of the "CA"s.

Details of the latest commissioning forecast are as follows:

DECEMBER
ANDROMEDA (G.P. Frigate), December 2 at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home (Captain's Command with full staff). U.K. Base Port, Portsmouth.
KEDLESTON (M/H), December 5 at Devonport for trials. Port Service. Commissions January 3, 1969.
INTREPID (Assault Ship), December 10 at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Devonport. (A.)
CHICHESTER (A/D Frigate), December 12 at Chatham. General Service Commission (Phased). Home/East of

Reduced crews for two "CAs"

Suez (FE)/Home. U.K. Base Port, Chatham.
EURYALUS (G.P. Frigate), December 16 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. (Captain's Command with full staff). U.K. Base Port, Devonport.
BRERETON (M/H), December 17 at Portsmouth. Home Sea Service/Foreign Service (Middle East) from date of sailing. 9th M.C.M. Squadron (A).

JANUARY, 1969
PLYMOUTH (A/S Frigate), January 2 at Chatham for trials. Port Service. Commissions February 27.
KEDLESTON (M/H), January 3 at Devonport. Home Sea Service, 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
SIRIUS (G.P. Frigate), January 9 at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.
ESKIMO FLIGHT, January 13 at Portland. General Service Commission. Wasp.
ASHANTI FLIGHT, January 13 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.
FIFE (G.M. Destroyer), January 14 at Chatham. General Service Commission. Home/East of Suez (FE)/Home (Phased). U.K. Base Port, Chatham.
EAGLE (Carrier), January 6-20 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
ESKIMO (G.P. Frigate), January 30 at

Portsmouth. General Service Commission (Phased). Home/East of Suez (ME). U.K. Base Port, Portsmouth.
GALATEA (G.P. Frigate), January 30 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. Captain's Command with full staff. U.K. Base Port, Portsmouth.

FEBRUARY
CAPRICE (Destroyer), February 6. Reduced crew. Type of service under consideration.
BLAKE (Cruiser), February 27 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
PLYMOUTH (A/S Frigate), February 27 at Chatham. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

MARCH
APPLETON (CMS), Early March at Bahrain. Reconmission with reduced crew. Foreign Service Commission.
KELLINGTON (M/H), March 20 at Chatham for trials. Port Service. Commissions April 17.
CAVALIER (Destroyer), March 27. Reduced crew. Type of service under consideration.
BACCHANTE FLIGHT, March 31 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
WOOLASTON (C.M.S.), Late March at Gibraltar. Ferry crew only.
820 SQUADRON, BLAKE, March-May at Culdrose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

APRIL
HARDY (A/S Frigate), April 11 at Gibraltar for trials. Home Sea Service.
KELLINGTON (M/H), April 17 at Chatham. Home Sea Service, 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
GLAMORGAN (G.M. Destroyer), April 21 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.
GRENVILLE (A/S Frigate), April 24 at Portsmouth. Home Sea Service. U.K. Base Port, Portsmouth (C).
892 SQUADRON, ARK ROYAL, April at Yeovilton. General Service Commission. Phantoms. U.K. Base Port, Devonport.

MAY
ANTRIM FLIGHT, May 1 at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.
JUPITER (G.P. Frigate), May at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

JUNE
KENT (G.M. Destroyer), Early June at Portsmouth. L.R.P. Port Service.
BACCHANTE (G.P. Frigate), June at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.

HARDY (A/S Frigate), June 6 at Gibraltar. Home Sea Service, Portland Squadron. U.K. Base Port, Chatham. (C.)
ENDURANCE (Ice Patrol Ship), End June at Portsmouth. 50 per cent. of ship's company General Service Commission. (Rome/South Atlantic/South America). U.K. Base Port, Portsmouth.
TARTAR (G.P. Frigate), June at Devonport. General Service Commission. Home/East of Suez (FE)/Home. (Phased). U.K. Base Port, Devonport.
HYDRA FLIGHT, June (tentative date) at Portland. Foreign Service Commission. U.K. Base Port, Chatham.

JULY
CHARYBDIS (G.P. Frigate), July at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
PUMA (A.A. Frigate), July 17 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
HERMIONE (G.P. Frigate), July at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
SALISBURY (A/D Frigate), July (tentative date) at Devonport, for trials. Port Service. U.K. Base Port, Devonport.

AUGUST
ANTRIM (G.M. Destroyer), Mid-August at Portsmouth for trials. Port Service (trials). U.K. Base Port, Portsmouth.
SCYLIA (G.P. Frigate), August (tentative date) at Devonport for trials. Port Service. Commissions January, 1970 (tentative date).
WISTON (C.M.S.) August at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron. (A.)
RHYL (A/S Frigate), August at Rosyth. Special refit DY control. Port Service.
VIDAL (Survey ship), August at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port, Chatham. (A.)
LONDONDERRY (A/S Frigate), August 14 (tentative) at Rosyth for trials. Port Service. Commissions October 23 (tentative).
LONDONDERRY FLIGHT, August 25 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), August (tentative date) at Portsmouth for trials. Port Service. Commissions October (tentative date).

SEPTEMBER
NORFOLK (G.M. Destroyer), September (tentative date) at Portsmouth for trials. Port Service (trials). U.K. Base Port, Portsmouth.
PUNCESTON (C.M.S.), September at Bahrain. 9th M.C.M. Squadron. Foreign Service, Middle East (A).
HYDRA (Survey ship), September at Chatham. Foreign Service Commission. East of Suez (FE). U.K. Base Port, Chatham.

DIDO (G.P. Frigate), September at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

OCTOBER
BEACHAMPTON (C.M.S.), October at Bahrain. Foreign Service, Middle East, 9th M.C.M. Squadron. (A.)
YARNTON (C.M.S.), October at Bahrain. Foreign Service, Middle East, 9th M.C.M. Squadron. (A.)
CHARYBDIS FLIGHT, October at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
LONDONDERRY (A/S Frigate), October 23 (tentative) at Rosyth. General Service Commission Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
LOWESTOFT (A/S Frigate), October 30 (tentative) at Chatham for trials. Port Service. Commissions December 4 (tentative).
ASHANTI (G.P. Frigate), October (tentative date) at Portsmouth. General Service Commission. Home/East of Suez (ME)/Home. (Captain's Command). U.K. Base Port, Devonport.
SALISBURY (A/D Frigate), October (tentative) at Devonport. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

NOVEMBER
BULWARK (Commando Ship), November at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Devonport. (C.)
AURORA (G.P. Frigate), November at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command.
NORFOLK FLIGHT, November at Portland. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

DECEMBER
LOWESTOFT (A/S Frigate), December 4 (tentative) at Chatham. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Chatham
BERWICK (A/S Frigate), End of December at Chatham (tentative) for trials. Port Service. Commissions end of February, 1970. U.K. Base Port, Portsmouth.
GURKHA FLIGHT, December at Portland. General Service Commission, Wasp. U.K. Base Port, Rosyth.
849B SQUADRON, ARK ROYAL, Late 1969 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.
NALAD (G.P. Frigate), December at Portsmouth. General Service Commission (Phased). Home/East of Suez (M.E.)/Home. U.K. Base Port, Portsmouth.

JANUARY, 1970
SCYLIA (G.P. Frigate), January (tentative) at Devonport. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport. Captain's Command with full staff.

JUNO (G.P. Frigate), January at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command with full staff.
ZULU (G.P. Frigate), January at Rosyth. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Rosyth.
HECLA (Survey ship), January at Devonport. General Service Commission. North Atlantic, West Indies. U.K. Base Port, Devonport. (A.)
HECATE (Survey ship), January at Devonport. General Service Commission. North Atlantic, U.K. Base Port, Devonport. (A.)
BRINTON (M/H), January at Bahrain. Foreign Service. Middle East, 9th M.C.M. Squadron. (E.)
ANTRIM (G.M. Destroyer), January (tentative) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
824 SQUADRON, ARK ROYAL, Early 1970 at Culdrose. General Service Commission. U.K. Base Port, Devonport. Sea King.
HAMPSHIRE (G.M. Destroyer), End January at Portsmouth. L.R.P. Port Service.

FEBRUARY
GAVINTON (M/H), February at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron. (A.)
JAGUAR (A.A. Frigate), February at Chatham. General Service Commission (Phased). Home/West Indies. U.K. Base Port, Chatham.
BERWICK (A/S Frigate), End of February (tentative) at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
GURKHA (G.P. Frigate), End of February (tentative) at Rosyth. General Service Commission. Home/East of Suez (ME). U.K. Base Port, Rosyth.
LLANDAFF (A.D. Frigate), February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
FAWN AND FOX (Coastal Survey craft), February at Devonport. General Service Commission, West Indies/Home. U.K. Base Port, Devonport.
ARGONAUT (G.P. Frigate), February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

MARCH
ACHILLES (G.P. Frigate), March at Glasgow (tentative). General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.
DANAE (G.P. Frigate), March at Devonport. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Devonport.
TORQUAY (A/S Frigate), April. L.R.P. complement at Chatham. Port Service.
MOHAWK (G.P. Frigate), April. L.R.P. complement at Gibraltar. Port Service.
BRERETON (M/H), April at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron. (A.)

(Continued on page 3)

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THE NAVY'S SHIPS

ENGADINE

The present helicopter support ship, the Royal Fleet Auxiliary Engadine, about 8,000 tons (deadweight), bears the name of a former cross-Channel steamer which took part in the Battle of Jutland.

The same ship had previously taken part, together with two other seaplane carriers, the Riviera and the Empress, in the British raid on Cuxhaven.

At Jutland neither the Germans nor the British had aircraft apart from the unreliable zeppelins and the few "sticks and string aircraft" in H.M.S. Engadine.

When Admiral Beatty ordered Engadine to send up one of her Short seaplanes to search for the enemy ships, it took the ship 21 minutes before Lt.-Lieut. F. J. Rutland and his observer, Asst. Paymr. G. S. Trewin were airborne, and half an hour before they sighted the enemy.

FIRST TIME

This was the first occasion that a heavier-than-air machine was used in a fleet action.

The seaplane sighted the enemy and the enemy report reached the Engadine, but that ship was unable to relay it to the Lion, Beatty's flagship. Thus the good work was wasted.

No more of Engadine's planes were used during the battle because the swell prevented the machines taking off.

Later in the action the Engadine was holed in several places. Another Engadine took part in the Second World War, being awarded the Battle Honour Atlantic, 1943.

HELICOPTER TRAINING

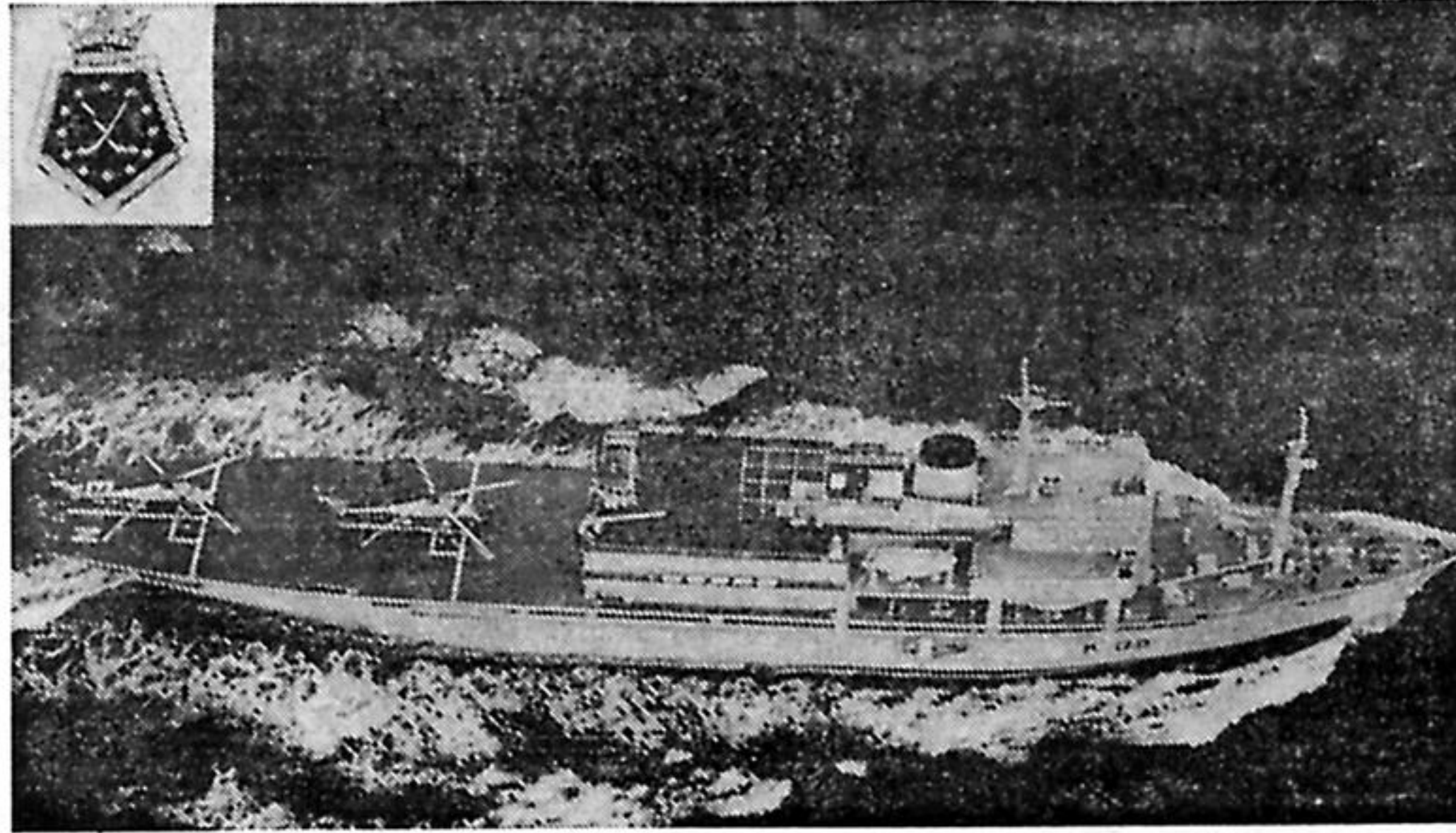
The R.F.A. Engadine was built by Henry Robb, Ltd., of Leith. She is intended for the training of helicopter crews in deep-water operations against submarines.

With a length of 424 feet (o.a.) and a beam of 58 feet, the Engadine has accommodation for four Wessex and two Wasp helicopters, or two of the large Sea Kings being brought forward for service with the Fleet.

She has accommodation for 15 officers and 46 ratings of the R.F.A. service, and two officers and 14 ratings of the Royal Navy. She also has accommodation for a further Royal Navy complement, when helicopters are embarked, for 29 officers and 84 ratings.

The Engadine is fitted with Denny Brown stabilisers to provide greater ship control during helicopter operations—the only R.F.A. so equipped.

THE 'AIR ARM'



R.F.A. Engadine

Parcels to ships by air

Until now it has not been possible for personnel serving in ships abroad to receive parcels by air, but from December 1 an air parcel service has been instituted.

Ships are grouped into three zones for addressing purposes: "BFPO Ships V," "BFPO Ships W," and "BFPO Ships X."

"V" zone covers ships receiving air parcels through European and Mediterranean ports, and the charge is 9s. for the first lb.; 5s. for each additional lb.

"W" zone is for ships receiving air parcels through ports in the Americas and West Indies. The charge is 7s. 6d. per half-pound.

"X" zone is for ships receiving air parcels in other areas, the charge being 8s. 6d. per half-pound.

(Continued from page 2)

NOTES.—It is emphasized that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

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

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

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

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

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards. B—All Cooks and Stewards other than 1 P.O. Cook. C—Stewards and Cooks for Captain and Wardroom.

Advancements

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

- To CPO 968164 W. B. Rowlinson, 831666 D. B. Tilley, 871232 J. S. Blunden, 836706 R. H. Brundell, 646329 L. J. Jones, 795951 A. Caffyn, 913370 P. E. J. Matthews, 871377 G. B. Taylor, 866244 M. K. Hodges, 820360 J. L. Stevenson.
- To CPO Wtr 842718 A. C. Anders, 886305 D. R. J. Thompson, 883724 W. F. Luff.
- To CPOSA 900787 B. J. Phillips, 901178 J. McCorquodale.
- To CPO CA 913263 J. P. Wicks, 912773 J. W. Howard, 936307 J. N. Sworder.
- To CPO Ck (ex "S") 902106 C. G. Hall, 876192 R. H. Lufford.
- To CPO Ck (ex "O") 887554 B. G. Hodges, 909275 I. N. Cook.
- To CPO Std 867869 R. D. Davis.
- To A/CERA 928991 J. L. Lawson, 933893 P. Murray, 857579 W. J. Rogers, 902390 J. T. Smith, 888063 M. Skinner.
- To A/CH Supt 956708 M. R. Drayton.
- To CHME 892494 R. Hornby, 873148 P. Elcock.
- To A/COEA 833406 D. R. Coop.
- To CHOEL 581567 J. H. Blower, 915820 J. A. E. Cook, 924054 M. J. Trump.
- To CHREL 937103 W. J. Shuttleworth, 956061 K. E. Butcher.
- To CRS(W) 980552 J. R. Lill, 976577 R. J. Baillie.
- To CCY 857155 J. Harvey, 940014 A. Kerrison.
- To CPOMA 702583 R. E. Brooke, 929331 W. E. J. Lane, 846688 R. Roberts.
- To CAP(AE) FX 542023 S. Bispham, FX 837110 T. E. G. Edney, FX 886901 G. K. Neill, FX 847900 D. W. Hughes, FX 847688 J. E. Rogers, FX 849552 S. Edwards, FX 846239 N. G. Selby.
- To CAP(O) F 935375 A. J. Eggleton.
- To CA(AH) FX 901823 J. A. Hood.
- To CA(SE) FX 918078 T. K. Bradbury.
- To Ch R EM(Air) FX 893785 K. E. Chapple, FX 895913 C. Twiss, FX 893317 I. L. Stewart.
- To Chief Wren 117185 M. G. Deach, (W.W.), 117167 M. H. Harris, (RP), 119234 M. S. Brady, (SA(C)).

POSTCARD COLLECTIONS

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land Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidesurge, Striker, Plymouth, Barrossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal and Minerva.



"Well, if they're 'off duty hands' let's hope we never fall into the clutches of the emergency party"

MUSEUM FEATURE

The National Maritime Museum has opened a new gallery devoted to the Second World War at sea. Exhibits include models of several famous ships which saw service in the war.

LEADING POINTS ON THE ROSTERS

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

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

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

CPO	PO	LS
1629	255	Int
Ch Sldr	CPO (Wtr)	PO Wtr
989	1636 (2)	417 (2)
L Wtr	CPOSA	POSA
299	1707	445

LSA	CPO Ck (ex "S")	PO Ck (ex "S")
307 (4)	1715	1261
L Ck (ex "S")	CPO Std	PO Std
386	2166	626
L Std	CPO Ck (ex "O")	PO Ck (ex "O")
Int	2233	1047
L Ck (ex "O")	MAA	(ex Coxn)
304	1480	1599
RPO	CERA/ChMech	Ch M(E)
649	482/446	2178
POM(E)	LM(E)	Ch Supt
115	Int	Dry
CCEA/ChCEIMech	ChOEIMech	ChOEI
Dry	Dry	1855
POEUI/POEUI	LCEM/ChREIMech	ChREI
Dry	Dry	2267
ChREI	POREI	LREM
1270	Dry	Dry

CPOMA	POMA	LMA
623	506	439
CCY	CY	LRO(T)
1353	494	469
CRS	RS	LRO(G)
1675	371	327
CRS(W)	RS(W)	LRO(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA(Air)	CREA(Air)
Dry	Dry	Dry
Ch EI Mech (Air)	Ch R EI Mech (Air)	
Dry	Dry	
CAF(AE)	POAF(AE)	LAM(AE)
2537	337	Int
CAF(O)	POAF(O)	LAM(O)
2434	407	437
CA(AH)	POA(AH)	LA(AH)
2205	939	241
CA(SE)	POA(SE)	LA(SE)
1099	280	Int
CA(Phot)	POA(Phot)	LA(Phot)
1295	590	438
CA(Met)	POA(Met)	LA(Met)
1589	76	344
Ch EI(Air)	PO EI(Air)	LEM(Air)
2267	209	Int
Ch R EI(Air)	PO R EI(Air)	LREM(Air)
2228	Int	Dry

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

R. A. Wandby, SA, H.M.S. Hecla, on General Service Commission, North Atlantic (U.K. Base, Devonport) will exchange with man on G.S.C. with 12 months time completed. (Preferably foreign).

D. J. Hawman, M(E)1, 1-A Mess, H.M.S. Sultan, detailed H.M.S. Eagle (Flight Deck party) December 29, Will

exchange for foreign service or local foreign service.

G. Sutherland, RO2(G), M.H.Q. Rosyth, on draft to H.M.S. Eagle in January. Will exchange for any ship or shore station in Rosyth area.

R. S. Walker, LS, H.M.S. Eskimo. Being drafted to H.M.S. Neptune, Faslane (over six months). February 27. Will exchange for any establishment (over six months) in southern England. LS(RP2) (Preferably ship's diver).

R. Argyle, PO Ck(S), H.M.S. Cochrane (over six months). Would like to exchange with PO Ck(S) in Portsmouth area.

K. S. Shimmens, AB (OR2(A)), H.M.S. Whitby, Home/East of Suez (FE), U.K. Base, Portsmouth, will exchange for any draft to a Devonport based ship.

In Memoriam

Thomas N. Smith, REA 2, P/062910, H.M.S. Lochinvar, September 11.

Brian F. Laws, A/LM(E), P/077868, H.M.S. Daedalus, October 21.

Paul F. Biggs, Jnr Smn 2, D/108307, H.M.S. Raleigh, October 22.

Arthur Hickey, LAM, L/F984893, H.M.S. Concor, October 25.

A/Sub-Lieut. Peter G. Day, H.M.S. Goldcrest, November 6.

Timothy J. James, A/PO, P/1982981, H.M.S. Dryad, November 7.

Lieut. Simon G. Lawrie, H.M.S. Osprey, November 15.

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ODIN MEN'S FIVE HOURS ON WRECK

While the submarine H.M.S. Odin was on passage from Faslane to Gibraltar she picked up 10 survivors from the tanker "Spyros Lemos" (13,000 tons) which broke in two 110 miles west of Corunna on November 1.

The survivors were picked up suffering from exposure after being adrift in a lifeboat for 54 hours and were taken to Gibraltar.

The commanding officer of H.M.S. Odin (Lieut.-Cdr. N. G. Warneford) searched for the wreck and other survivors and at 1300 on November 4 the stern half of the tanker was sighted.

A boarding party—Lieut. Donald Soppitt of Sheffield, Sub-Lieut. Nigel Page of Fairford, Glos., PO Neville Newman of Selhurst and M(E) Gordon Davies of Prescott—donned swimming trunks, track suits and lifejackets and fought their way through rough water to the floundering wreck.

Five hours were spent attaching tow ropes, but soon after the party returned to the Odin and the tow had started the rope broke.

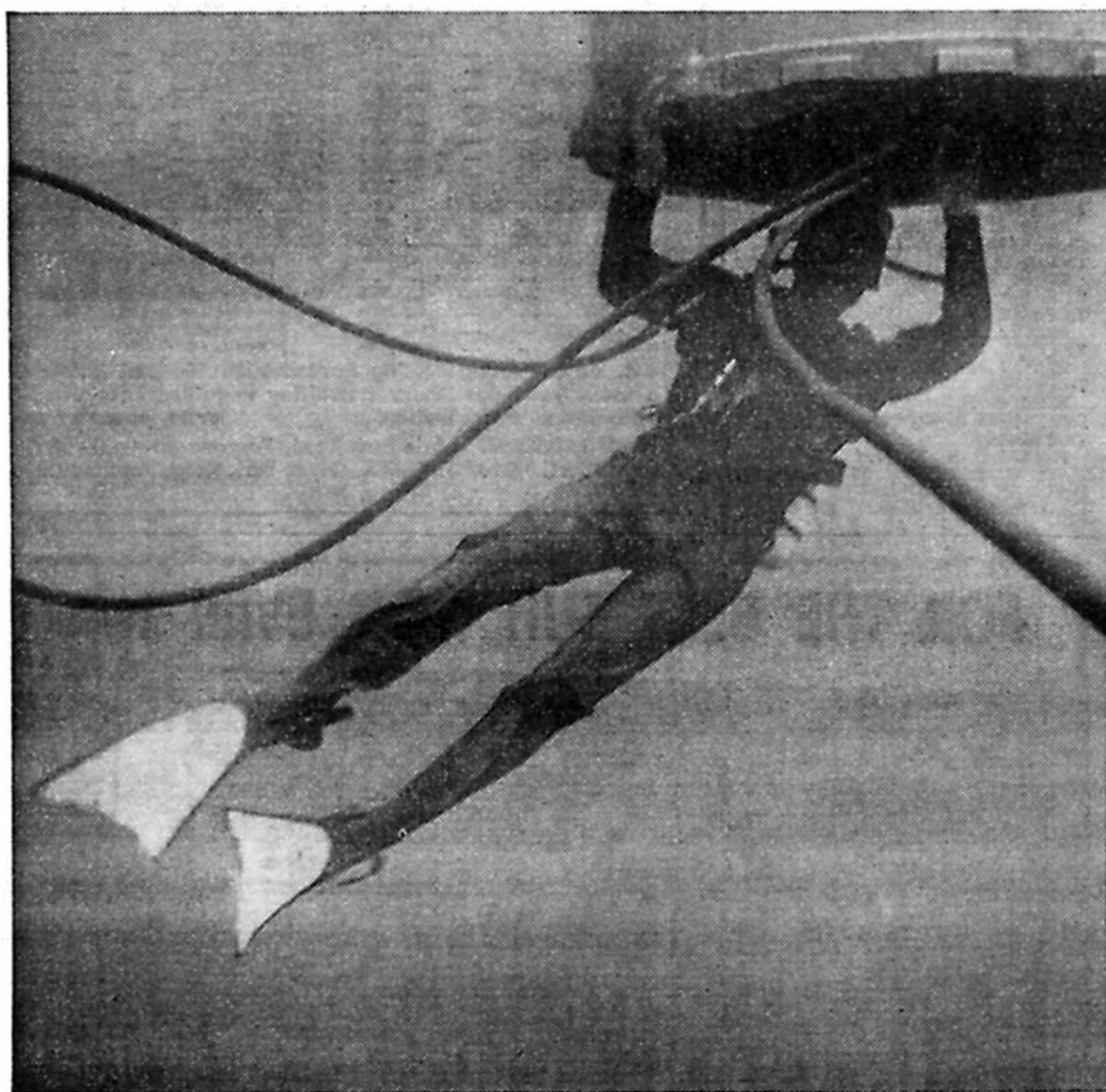
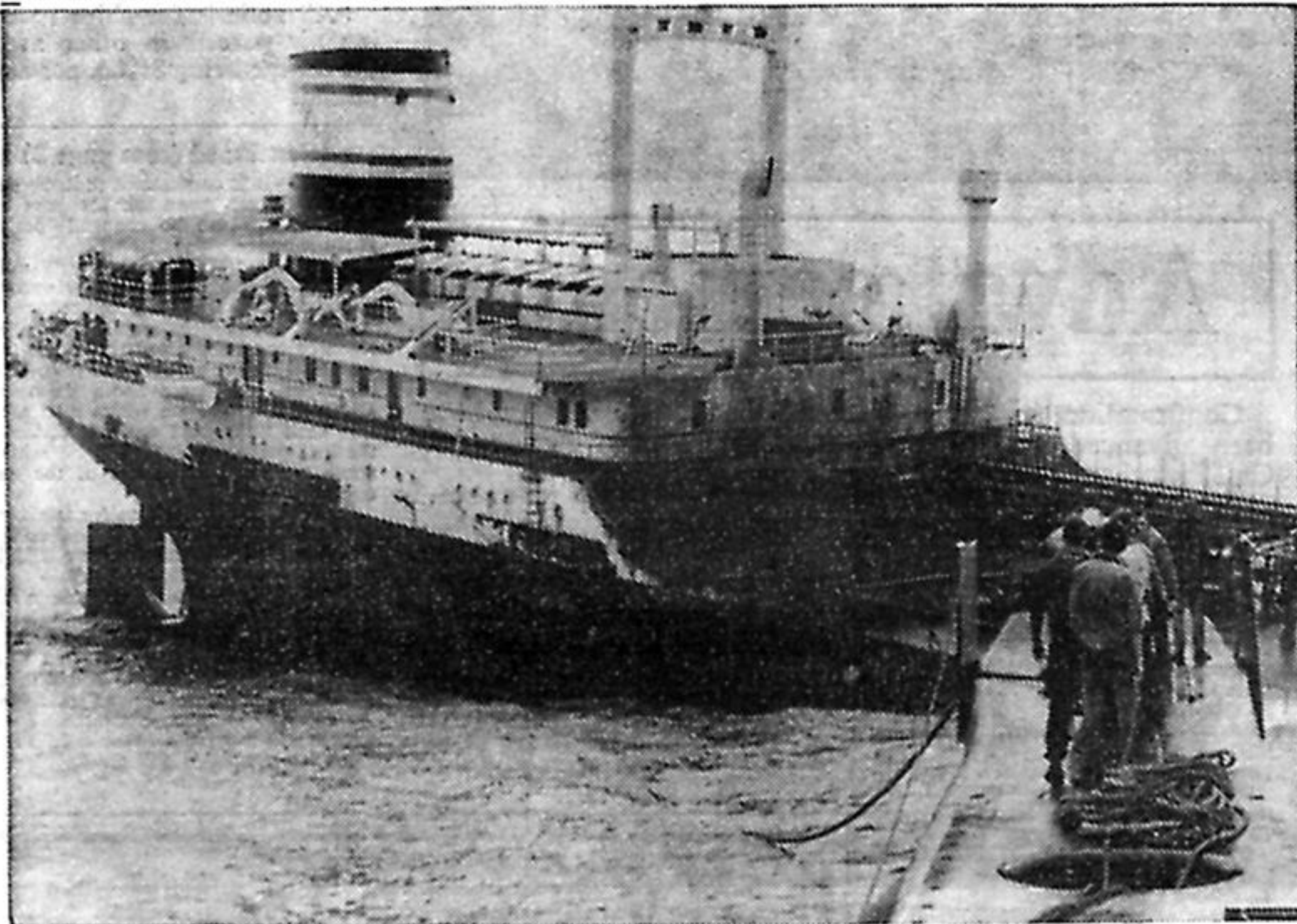
After remaining with the wreck overnight the Odin turned the tow over to the tug Pacific.

Fourteen other survivors were picked up by the Dutch ship Eemland and one by the Finnish ship Ragni Paulin.



Above: The salvage party alongside at Gibraltar

Below: The stern of the wrecked tanker



Big cat missed the cake

Two things were missing when H.M.S. Lynx commissioned at Devonport on October 11 for a general service commission which will take her to the Mediterranean in early 1969 and then to the Far East for a year.

Because of the heavy rain which made the scheduled dock-side ceremony impossible, the commissioning took place in the drill shed of H.M.S. Drake,

the commanding officer, Cdr. G. J. F. Slocock reading the commissioning warrant and Mrs. Slocock cutting the cake.

Apart from the fine weather the second missing thing was a real live lynx. A zoo had been asked to lend one, but the zoo authorities said it would be too

risky because these animals are not "really friendly enough."

The ship's company of 15 officers and 220 ratings paraded before assembled relatives and friends, a number of whom had gone down to Plymouth for the commissioning dance the previous evening.

After the ceremony guests went aboard the frigate for a buffet.

Young guests viewing the commissioning cake prepared by L. Ck Spencer Rawlins (left) and Ck Brian Brind



A BOTTLE OF 'BUBBLY'



As a remembrance of farewell or the promise of joy to come, a bottle of bubbly figured prominently when H.M.S. Amphion left Singapore Naval Base for the last time on her way back to the United Kingdom.

This "A" class submarine has been with the Far East Fleet for the past six years, attached to

the Seventh Submarine Squadron, based on Singapore.

Amphion is expected back home about December 16—just in time for Christmas—but visits are to be made to such places as Guam, Pearl Harbour and Barbados on the way.

The picture shows families and friends waving a fond farewell.

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ALL ABOARD THE LONDON

NAVY NEWS DECEMBER 1968



Among the many guests, families and friends of the ship's company present at the recommissioning of H.M.S. London on October 11 was the Lord Bishop of London, the Right Rev'd R. W. Stopford, who gave an address.

He is seen (below) chatting to the destroyer's commanding officer, Capt. Denis Jarman. Above (left) is Mech'n John Smith, from Rowner, enjoying a glass with his wife and daughters, Debbie and Lucie.

The centre picture shows Anne, daughter of CPO (SA) John Blaon. Anne is pointing to an intricate piece of the decoration on a cake, made by the Maltese cooks on board, and which was subsequently presented to the

children's ward of the London Hospital, Whitechapel. The cake weighed 120 pounds.

With CPO Blaon is his wife, Angela, and son Jonathan. The Blaons live at Gillingham, Kent.

In the picture, top right, CPO Mech(E) Peter Ansell, of Lee-on-Solent, shows a piece of the ship's silver that was on display to his wife, Patricia, his father, and children Mark and Susan.

AB Samuel Edgar is shown (bottom right) on the bridge. With him is his wife, Joan, and six-year-old son, Alan, who looks a little overcome on his first visit to Portsmouth. Their home is in Dunfermline.

(Pictures by L. Air R. Whalley)



SPRINGBOKS—BUT NO DIAMONDS

During the recent visit to Simonstown a party of officers and ratings from H.M.S. Diamond flew from Capetown to Kimberley to visit the famous diamond mining town, and to see the vast process involved in recovering the rare, precious stone after which the ship is named.

The party was invited to Kimberley as guests of Mr. Harry Oppenheimer, Chairman of De Beers Consolidated

Mines Ltd., and one of South Africa's leading citizens. The ship has had a close association with the company since first commissioning in 1953, but this was the first occasion that Diamond had visited South Africa since she entered service.

KIMBERLITE ROCK

The party spent 24 hours at Kimberley during which time

they followed the operations of diamond mining and recovery literally from bottom to top starting 2,600 ft. underground where the Kimberlite rock is mined and undergoes the first of many crushing and sorting processes, ending in the almost cathedral calm of the diamond sorting rooms where millions of pounds worth of diamonds are graded and priced.

In addition to visiting the mines, the party toured Kimberley and were taken to see the famous Kimberley "Big Hole," probably the largest man-made hole in the world and the site of the first Kimberley "diamond rush" in 1870.

LAKESIDE BARBECUE

Throughout the visit the Diamond party was most hospitably entertained by members of De Beers and their families, and a very enjoyable barbecue was held in honour of the ship on the evening of arrival.

To make the sailors feel at home so far from the sea the barbecue was held at the Yacht Club, set by the edge of a large artificial lake which has been formed by the waste water pumped from the mines.

Although none of the party managed to find any diamonds during their visit, they returned to the ship with a present of three deep-frozen springbok, which made a tasty and unusual addition to the General Mess menu when the ship was next at sea.

Dainty ties for the 'Beira Bucket'

In the world of trophies we have heard of cups, bowls, plates, medals, ribbons, Oscars, vase, palm and so on, but there is, apparently, a coveted trophy for ships on the Beira Patrol—the Beira Bucket.

H.M. Ships Dainty and Carysfort recently competed for this "crown," the result of the afternoon's antics, which included a couple of jackstay transfers, being a draw. As Dainty was leaving the area, the "Bucket" was presented to Carysfort.

The Dainty, on the Far East leg of the commission, had, previous to her patrol, called at Simonstown. There the ship's company found the stay far too short to accept all the invitations showered upon them by the South Africans.

The Beira patrol was uneventful, with the occasional very welcome sight of a Shackleton from Majunga dropping the mail to the ship in a most impressive way.

After being relieved by H.M.S. Diamond, Dainty proceeded to Mombasa. Many on board had a week-end at the Silver Sands Rest Camp, while others had a day's "safari" into darkest Africa, to wit the Tsavo Game Park!

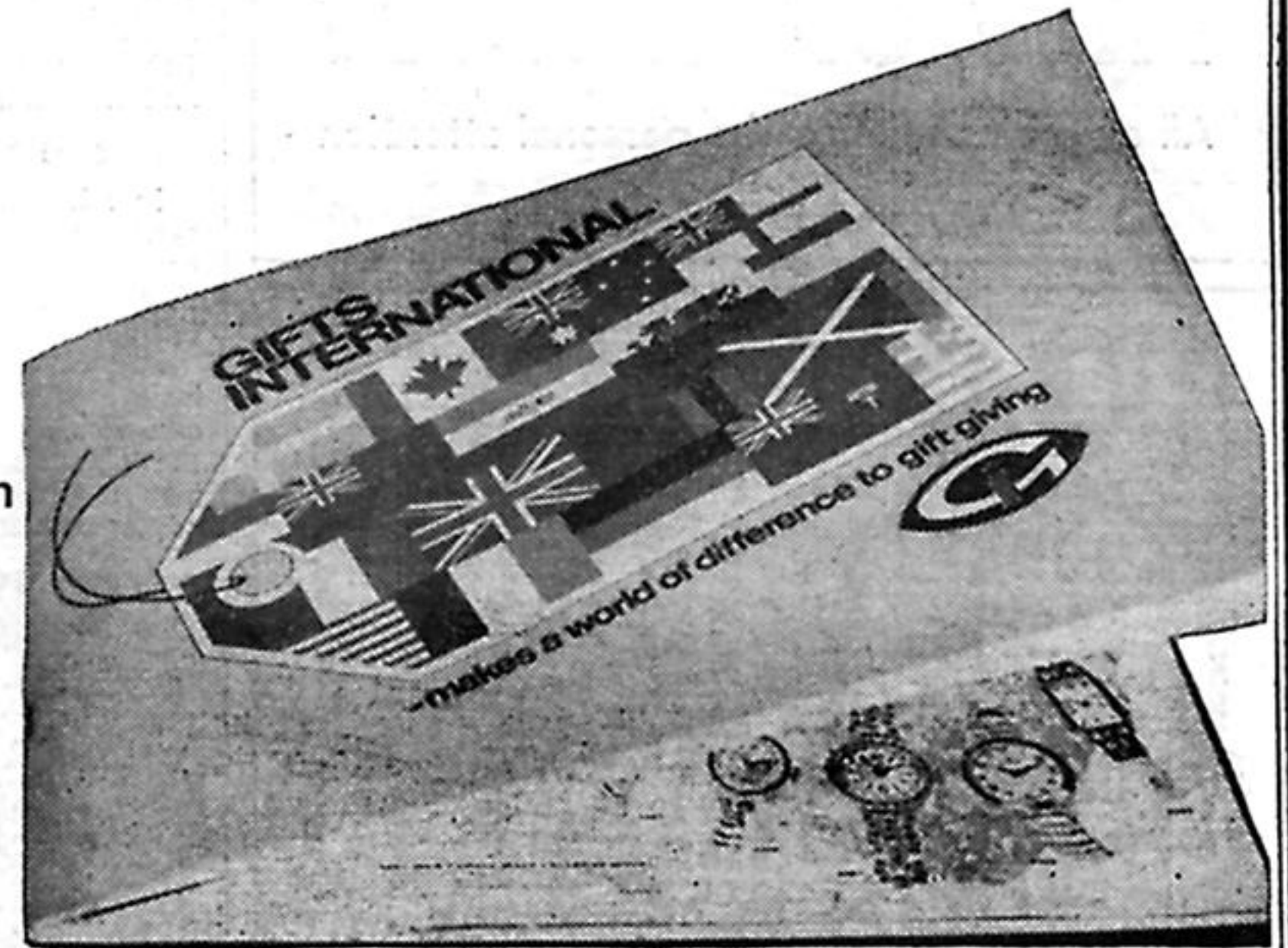
A number of sporting events took place against varying teams at Mombasa with varying success, including, most ungentlemanly, beating the Mombasa Sports Club Ladies by six goals to one.

The ship left on time to relieve H.M.S. Diamond, but engine trouble developed and she had to return to Mombasa to effect repairs.

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GOODWILL VISIT TO HAMBURG 'Fish' ships fight for 'Cod' trophy

Ten Royal Navy ships, with 500 officers and men from H.M.S. Lochinvar, the minesweeper base at Port Edgar, near Edinburgh, sailed on November 13 for a goodwill visit to Hamburg.

The flotilla consisted of the support ship H.M.S. Abdiel,

five coastal minesweepers from the Fishery Protection Squadron, and two coastal minesweepers and two coastal minehunters from the Mine Countermeasures Squadron.

In command was the commanding officer of H.M.S. Lochinvar, Capt. D. G. Cooper.

During the passage across the North Sea, ships of the Fishery Protection Squadron took part in a competition for the squadron's newly inaugurated "Chromium Cod Trophy" for the "Cock" of the squadron.

Harbour events had already taken place, including various athletic and sporting contests.

At sea the ships carried out general manoeuvring drills, jackstay transfers, lifebuoy and marker buoy recovery races, and rapid open fire gunnery exercises.

The competition embraced sporting events, efficiency, cleanliness and operational readiness.

SHIPS FLOODLIT

The flotilla arrived in Germany on November 15, ships berthing at Ubersee Brücke, Hamburg. They were floodlit after dark.

An official cocktail party was held on the day of arrival, with local dignitaries and British consular officials in attendance.

All the ships were open to the public on November 16 and 17, and the flotilla left Hamburg on November 19.

The ships which took part were the Abdiel, Wolverton, Soberton, Wotton, Wasperton, Belton, Chilcompton, Nurton, Bronington and Lewiston.

£5 million conversion nears end

The cruiser H.M.S. Blake, which has been in dockyard hands at Portsmouth for the past four years, came one step nearer joining the Fleet on November 5 when Capt. R. F. Plugge, the next commanding officer, joined the ship.

Stripped of her after six-inch guns, which have been replaced by a flight deck and hangar, the Blake will have facilities for operating five Sea King helicopters, and will be a valuable addition to the Royal Navy.

The cost of the conversion is estimated to have been over £5 million.

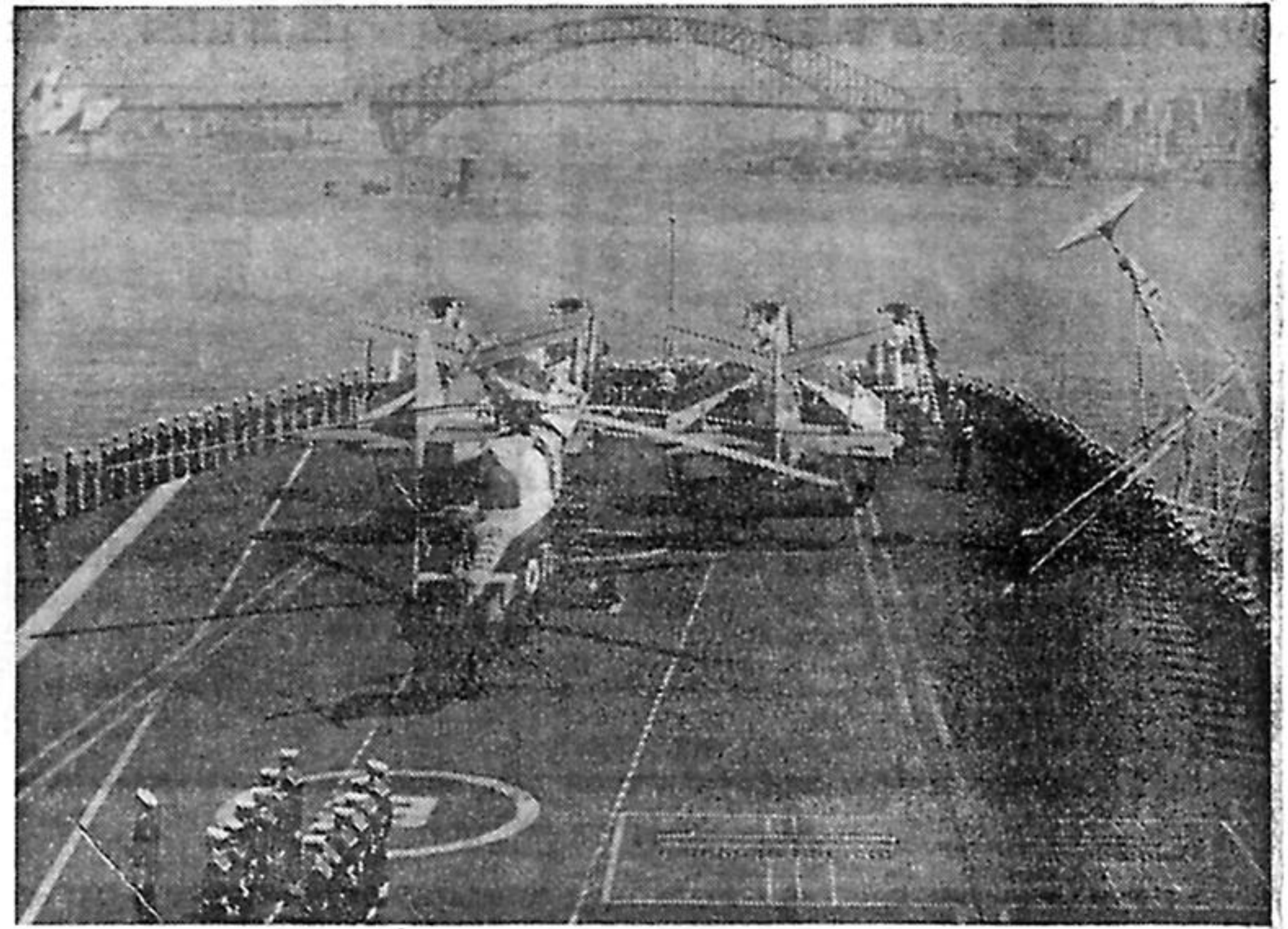
Capt. Plugge, whose last appointment was in command of H.M.S. Terror, at Singapore, expects that the helicopter carrier will join the Fleet next February, with her new look and her new role.

COMMAND SHIP

In addition to her helicopter carrier role, H.M.S. Blake has been fitted out as a headquarters ship to provide command facilities for a task force.

H.M.S. Tiger is being similarly converted at Devonport, and H.M.S. Lion, the third of the class is, it is understood, also to be turned into a helicopter carrier.

HERMES ENTERS SYDNEY



Following the large exercise "Coral Sands," ships visited Australian ports. H.M.S. Hermes is seen above about to pass under Sydney Bridge.

Below: NA (Met) C. Brenchley, winner of a Hermes photo contest.



Charybdis men remembered

For the second year running H.M.S. Pellew was guardship at Guernsey for the annual H.M.S. Charybdis ceremony, held to commemorate the sailors who died when the cruiser Charybdis was sunk by E-boats in 1943.

The bodies of 21 men were washed ashore in Guernsey, being buried at Foulon cemetery in the presence of the islanders and the German occupation forces.

In more recent years, in addition to the Naval Guard and Royal Marines Band which take part in the ceremony, the Naval Air Arm soccer team has played the island football team. For the fourth year running, the Air Arm were beaten.

Visiting naval personnel were invited by Guernsey's R.N. and R.M. Association to a dinner

and dance, made all the more successful when the sailors met a host of pretty girls.

H.M.S. Pellew's ship's company took part in various sporting fixtures including hockey, shooting, rugby and soccer.

The memorial service was held on October 6 when more than a thousand people joined the Lieutenant-Governor and Lady Coleman in a brief but moving ceremony to remember those sailors who lost their lives a quarter of a century ago.

Next summer the Leander class frigate H.M.S. Charybdis will be commissioned. It would seem most appropriate, and very pleasing to the people of Guernsey, if she could visit the island in due course. There is no doubt that the welcome the ship would receive would be tremendous.

COMMAND CUP FOR DOLPHIN COOK

Champion cook of the 17 establishments in the Portsmouth Command which took part in the annual competition for the Portsmouth Command Cookery Cup is CPO Cook Peter Yeates of H.M.S. Dolphin.

He was presented with the cup on October 24 by Capt. C. A. W. Weston, Chief Staff Officer (Works and Supplies) on the staff of the Commander-in-Chief, Portsmouth.

H.M.S. Dolphin's entry was a meal cooked for 500 men. Each establishment is required to produce a full-course dinner at a cost of 2s. per head.

The meal covered four different and sometimes exotic choices such as noisettes of lamb and savoury rice, poached haddock and anchovy sauce, gateaux, meringue fruit, and

five different renderings of potato cooking, including croquette.

H.M.S. Dolphin, under the supervision of CPO Ck Yeates, attained 164 marks out of a possible 200.

The champion cook, who is 38, joined the Navy in 1947. Married, with four children, he lives in North End, Portsmouth.

Capt. C. A. W. Weston presenting the cup to CPO Ck P. Yeates. In the centre is the Command Cookery Officer, Sy-Lieut.-Cdr. E. Whitby (Picture by LA G. W. Stenning)



Subs for W. Country

H.M.S. Tync, the 14,600 tons (full load) depot ship is once again to have a "brood" of submarines to look after.

The Second Submarine Division, comprising the "A" class submarines Astute, Acheron, Auriga and, eventually, Andrew, is to form at Plymouth in January under the command of Cdr. A. E. Thomson.

Submarines were withdrawn from Plymouth a couple of years ago when the troubles in the Far East caused considerable demands on the submarine service.

With the easing of the pressure East of Suez and the withdrawal of submarines from Australia and Canada, accommodation for boats at H.M.S. Dolphin has recently been at a premium.

H.M.S. Tync has been in reserve at Plymouth since 1961, being used as an accommodation ship.

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10 WHIMPLE STREET, Plymouth 63165

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Jenny is still waiting

I was very interested to read in the November edition of "Navy News" that "now a thousand girls are waiting for the postman."

Is it possible that approximately 1,000 girls will receive letters from 1,000 unknown sailors?

I know at least six lads serving with the Royal Navy (friends of mine since they began their training) who promised faithfully they would write to me while at sea. To date I am still waiting to hear from them.

Is it only the ones I know who suffer from writer's cramp and loss of memory or are there sailors who really enjoy writing and receiving letters?

I would be very pleased to have the last question answered.

Jenny Parker
Hengrove, Bristol.

THE MERRY MATELOT

Does anyone know the authors of "Ode to a Merry Matelot," "The Merry Matelot," and "The Merry Matelot Again"? Also, if possible, the publishers?

I am trying to obtain copies to add to the library of the Navy Bees, and would also like to know of "sagas" penned from the lower deck.

We have lots penned from the wardroom, but very little from the "merry matelot" himself.

Mrs. A. J. Mellor
(for the Navy Bees)
4 Paignton D.R.,
Sale, Cheshire.

Glamour to blame

As you no doubt know, this time of the year at H.M.S. Collingwood there are certain ratings from the R.N. and W.R.N.S. sorting and recording messages for the sailors who are spending Christmas and the New Year away from home.

This scheme, I am sure, is well worth the publicity that it gets, not only in "Navy News" but in the national Press.

There does happen, though, to be one complaint about this publicity. It seems that not only

photographers but reporters as well prefer to take pictures or write articles about Wrens.

It must be remembered that although the Wrens' jobs as continuity announcers are vital, so are the jobs of the R.N. ratings who operate the tape recorders, mixers, and record players, etc.

So how about an article, and perhaps a photograph too, about them? Maybe, if we are lucky, we will make the front page—but I doubt it!

Disc jockey
H.M.S. Collingwood.

Sorry chum, we do see your point! It's all a question of shape really! The other kind of profile usually catches the camera (man's) eye, but we will see what can be done to balance up the situation.

Family record

An item of news which may interest you. I now have three sons and a daughter serving in the Royal Navy.

My 16-year-old twin sons Keith and Clive joined up in August and are now at H.M.S. Daedalus. Barry is at H.M.S. Excellent, and Gillian is in the Wrens stationed at H.M.S. Fulmar, but is at present at H.M.S. Collingwood helping with the recording of Christmas messages.

Surely this must be a family record? I would also like to add that their eldest brother is in the R.E.M.E. attached to the Army Air Corps in Malaya.

Mrs. P. J. Bloomfield
Ryde, Isle of Wight.

R.N.A. reports

It was very noticeable in the October issue of "Navy News" that the R.N.A. was pushed away in a small corner, with nothing at all about the annual conference.

I sincerely hope that more space will be given to the R.N.A. in future, that is if information is sent in by branches, otherwise I can see members

'Fort' beats Beira blues

How do the ships' companies of ships on the Beira Patrol occupy themselves? According to a visitor who spent three weeks in H.M.S. Carysfort, now on her way home after a year abroad with the Far East Fleet, the modern sailor is the equal of his forefathers in his ingenuity and talent for occupying his leisure hours.

The visitor said he visited the fashionable Fort Park just in time to witness the auctioneering of the horses under the hammer of "Ahsu Bristow-Son"—the Captain of the Fore-castle.

Escalating prices brought out the syndicates with the powerful and prosperous electrical group much in evidence. The supply officer controlled the tote.

Though the races were hard fought, perhaps the "Messdeck Mile," won by "Smith's De-

light" out of "Oil" by "Pipeline" was the most closely contested.

Ten per cent. of the large turnover was presented to friends at the Cheshire Home in Tangiers.

On another occasion the visitor watched the elimination rounds of a knock-out competition on the "B" gun deck "Bisley." The hot favourites for the final were Two Mess.

Later he visited the "Carysfort Coliseum" for the opening night of "Beira Beat," a light-hearted "opera" in the traditional dance and skylark manner.

Songs, jokes and sketches were accompanied by "Our Creation," the resident group. This sort of entertainment, often said to be dead in the present-day navy has certainly been kept very much alive by the talent in the Carysfort.

Notable among the several radio shows the visitor heard were the Petty Officers' Male

Letters to the Editor

cancelling their "Navy News." I am sorry to have to mention this, but that is the opinion of the members of the Camberley branch.

W. E. Gunns
(Vice-Chairman, Camberley branch, R.N.A.)

The reports in the October issue were all that were received in time for publication. Space allotted each month fairly represents the copy received. Arrangements were made with Head Office about a report of the annual conference, but due to some slip-up, no report was received.

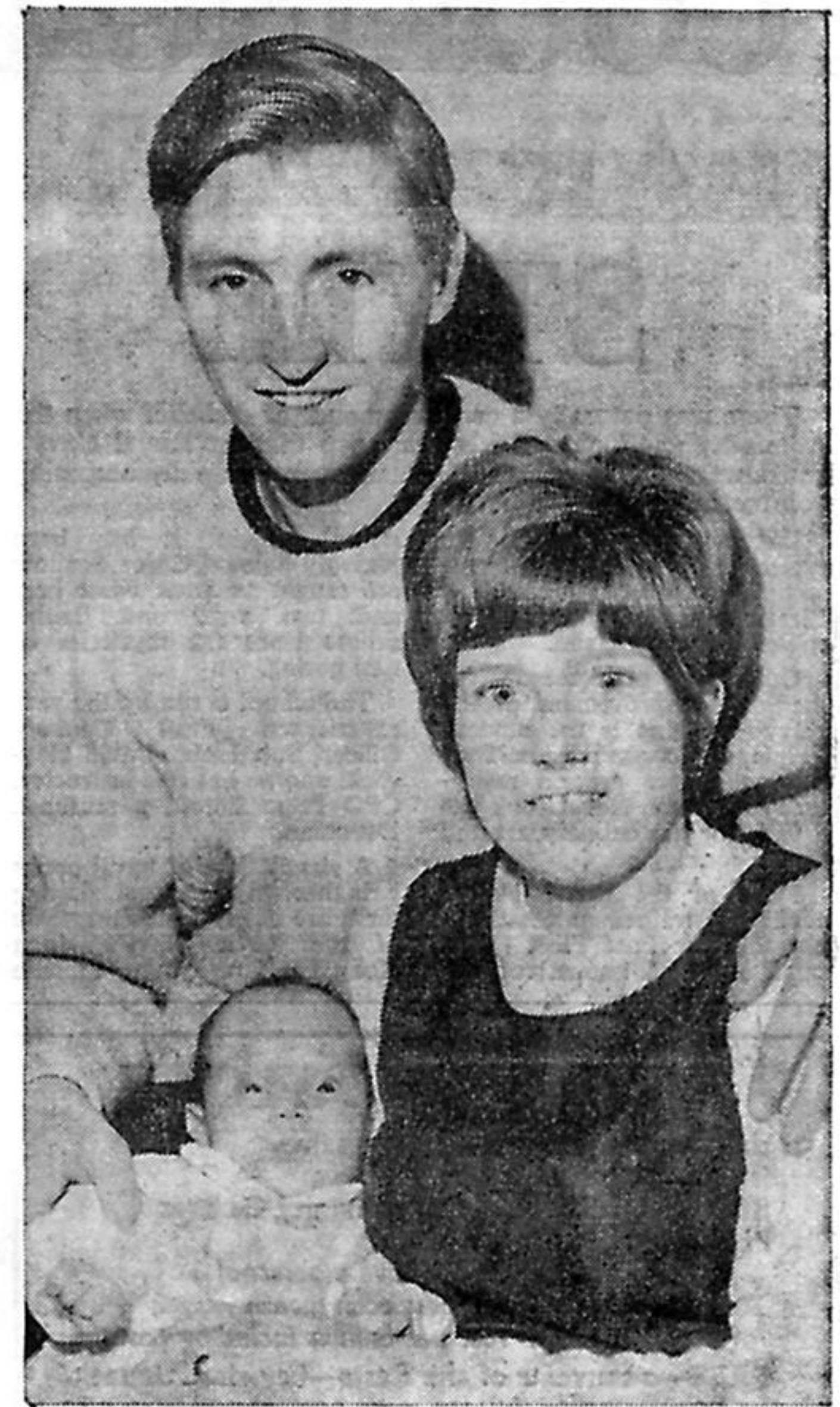
Gallipoli card

I am enclosing a photostat copy of a greetings card I sent from Gallipoli — probably printed at Headquarters Mudros towards the end of the campaign.

It might be of interest to some old-timers of the Royal Naval Division, especially Col Sgt Tomkins or any relative of his who may be alive, and indeed may be in possession of a similar card.

S. J. Moyle
(ex-Drake Bn., R.N.D.)
Wallasey, Cheshire.

YOUNGEST SPECTATOR



The youngest spectator at the commissioning of H.M.S. Eagle's Search and Rescue Flight at Cudrose on October 8 was three-month-old Keith William Broderick, seen here with his father, EA (Air) l/c Roger Broderick and Mrs. Broderick. Commanded by Lieut. Roger Mortimer, the flight is to spend the next few months working up at Cudrose, and will be ready to embark in H.M.S. Eagle when she comes out of refit early in 1969

A century of Naval History at your fingertips!

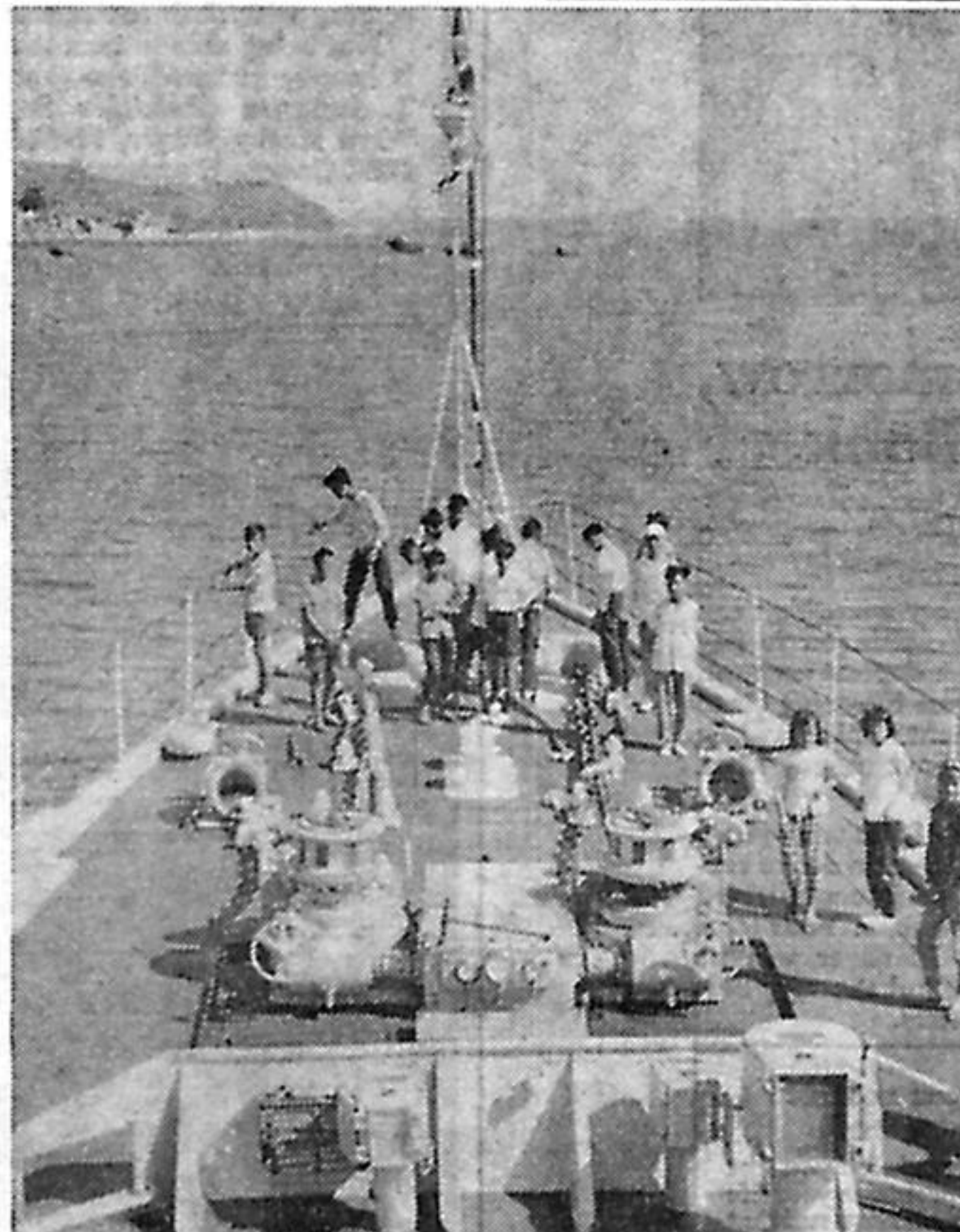
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GRENVILLE DAY FOR VILLAGERS



While H.M.S. Grenville was on a short visit to Hong Kong she spent a day anchored in Long Harbour and was open to residents of various villages, the children, in particular, thoroughly enjoying their day. Football matches were played ashore and working parties prepared the site of which a house is to be built in one village, and in another demolished a derelict house. Two villages are being provided with playground equipment



COOKING-FAR EAST STYLE

There was naturally a certain amount of disbelief when the Admiralty announced a few years ago that the Royal Navy's cooks were getting so good that sailors were rapidly becoming gourmets.

But a glance through the typical daily menus of a cross-section of ships of the Far East Fleet shows that there really is something in the claim.

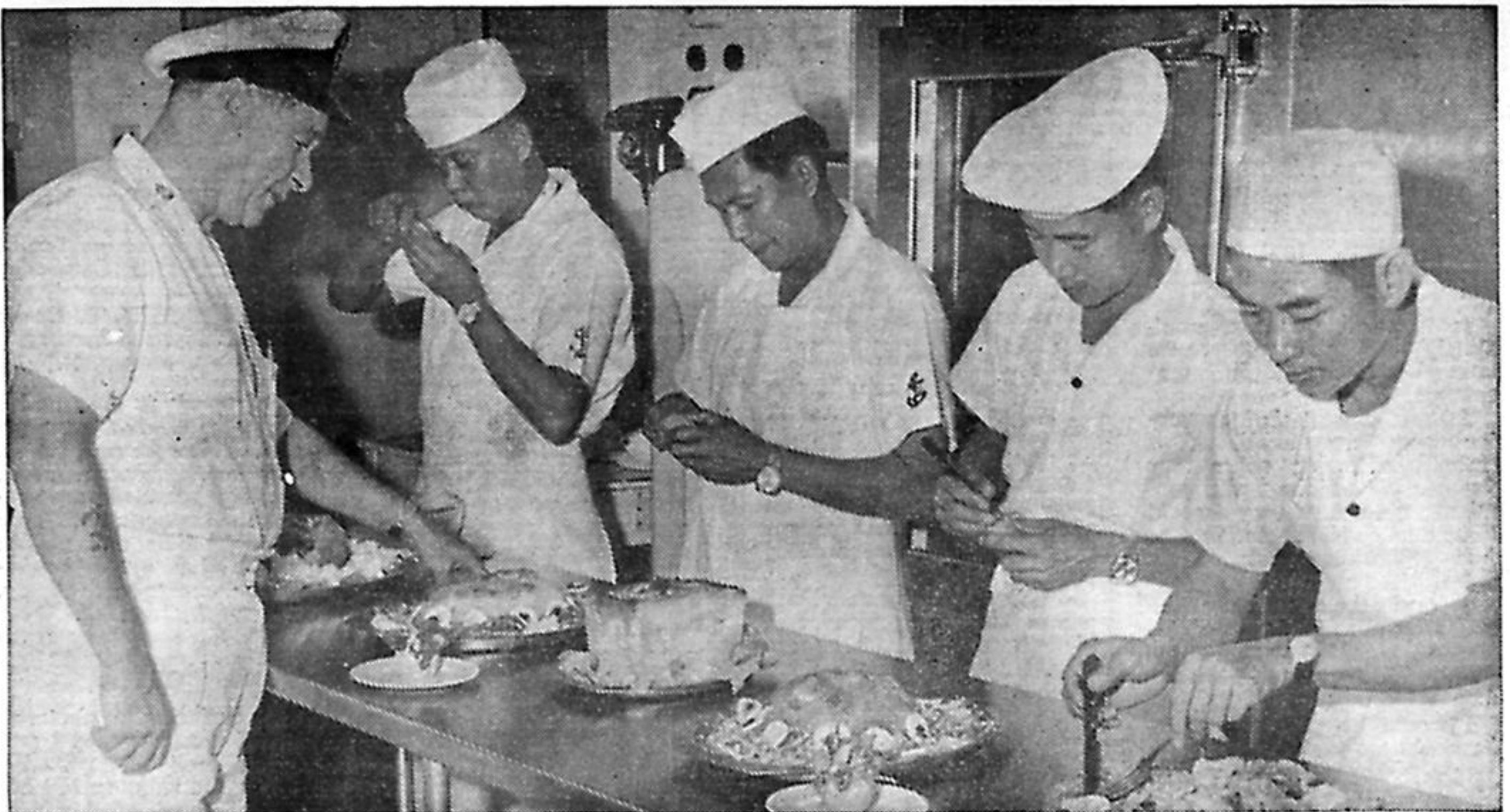
One of the main reasons for the great improvement in the Navy's messing is the modern training the cooks receive. They are no longer pressed men—today's average Naval cook has a flare for the culinary art and enjoys cooking.

Most of the Royal Navy's cooks are trained at Chatham, but the Far East Fleet has a small and little-known cookery

school, where, it has been jokingly claimed, Chinese sailors are taught to cook roast beef and two veg., and British sailors learn the mysteries of nasi goreng.

The school is run by the very experienced Fleet Cookery Officer, Sub-Lieut. David Haycock, and he has one instructor, CPO Peter Elliott, a seasoned Devonian.

A steady flow of naval cooks pass through the school. Among them are newly-joined members of the Royal Navy's Hong Kong Division—young Chinese



who are generally starting completely from scratch.

The language problem means that their courses start with basics: "This," the instructor tells them, "is a saucepan. Repeat after me—sauce-pan!" But they are quick to learn and very keen.

Dedication to their art shows too in the older Chinese who come to the school for courses which could lead to their advancement to leading cook or to petty officer.

A group of seven passing through the school recently could claim a total of 117 years' experience of naval cooking between them. Their skills would be an asset to any leading hotel, but they are supremely content with the careers afloat.

Also passing through the school are small groups of British cook ratings who hope to use the Fleet Board exami-

CPO Peter Elliott keeps a fatherly eye on the work of members of the Royal Navy's Hong Kong Division on an advancement course at the Far East Fleet's cookery school in Singapore



It looks good, tastes good, and by golly it does you good! Not, perhaps, quite as much good as the beer described in the well-known slogan, but emerging with praise from the soup tasting by Supply Lieut-Cdr. Frederick Davenport and Sub-Lieut. David Haycock (Fleet Cookery Officer), at the Far East Fleet's cookery school in Singapore

nations held there as a stepping stone to promotion. The standard of these cooks, says Sub-Lieut. Haycock, is continuing to improve by leaps and bounds.

The school itself was until recently housed in an unsatisfactory building inside the naval dockyard, but it has now been moved to much more pleasant surroundings in H.M.S. Terror, the Naval Barracks.

Nowadays a sailor can walk past a modern counter selecting whatever dish takes his fancy. Naturally it must also taste good, and at the cookery school they use an infallible method to ensure that.

When a cook on a recent course put salt instead of sugar in a castle pudding, he found himself tasting his mistake!

Well-travelled sailors—and in spite of defence cuts you can still see the world with the

Royal Navy—are prepared to try unusual dishes when eating

on board, and this gives the cooks a chance to be a bit daring now and then, with things like Chili con Carne, beef Cantonese, or Greek Stiphado stew.

Among the Fleet Cookery Officer's "sidelines" he acts as the adviser on menus for functions at the Wardroom of H.M.S. Terror.

"When we have Chinese guests I keep off Chinese dishes," he says, "because I feel that they are probably looking forward to eating an English meal. But however much they enjoy English food, they still think we are quite mad when we eat sweet rice puddings!"

'JUST A FEW MORE c.c.'s OF RUM, SIR'

In the November issue, the Editor announced the opening and immediate closure of the "Christmas pud stir first entrant contest." How was he to know? H.M.S. Raleigh were quietly waiting with their secret weapon—the first metric pud!

Not being able to turn that one down, the eventful occasion is hereby pictured, the group including Supply Commander T. Balment (Raleigh's Supply Officer), 91-65-91 (metric) Wren Kathy Whyte, 91-62-96 Wren Elizabeth Bertram, and JME George Woodward.

Picture by CPO (Phot) D. G. Wheatley



ASHORE & AFLOAT

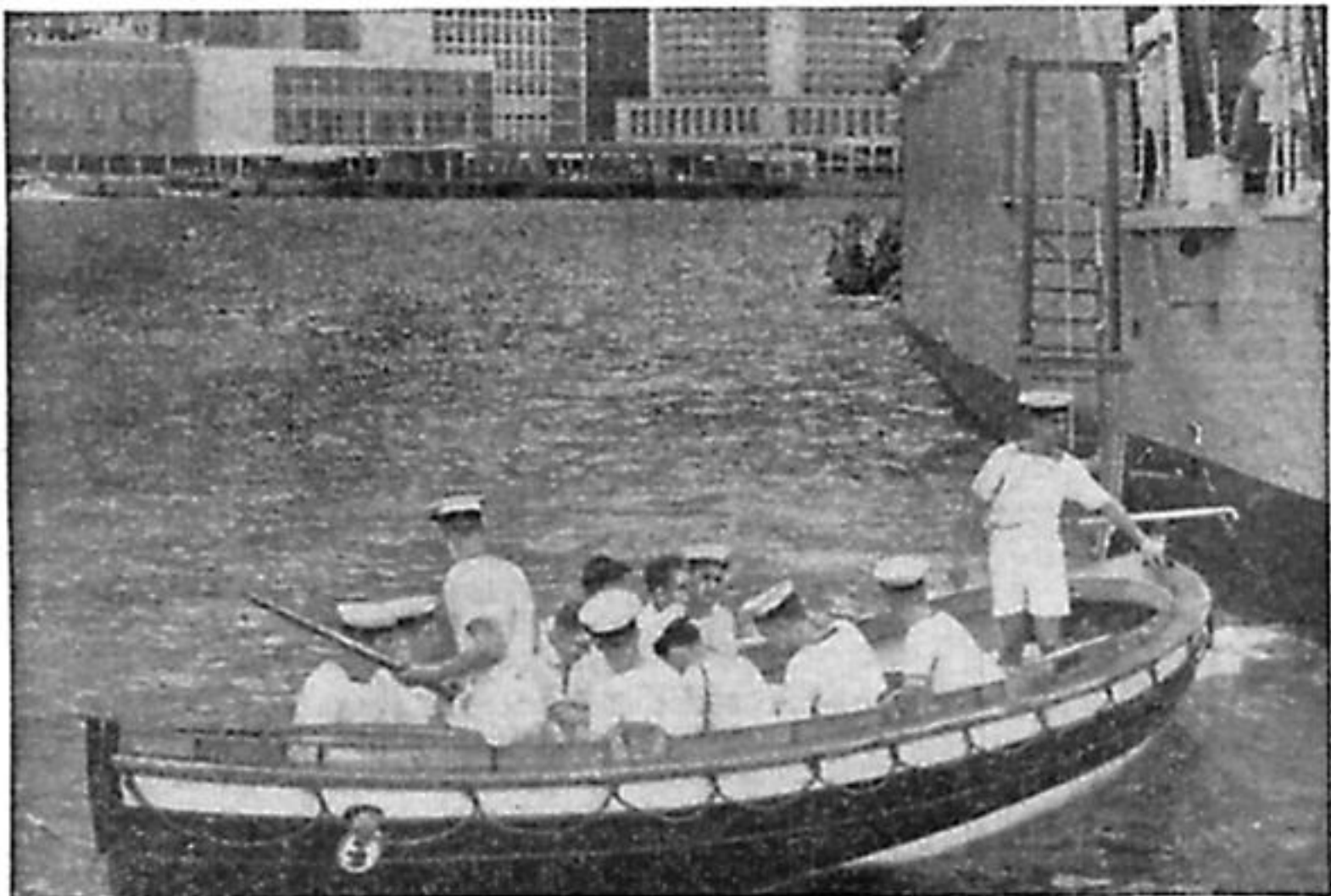
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If you were posted abroad tomorrow, here's how Westminster Bank would help you

THINK A MINUTE. One of these days a posting abroad may be a very real possibility. And that's when you could be thankful you've got an account with Westminster Bank. Here are four typical problems for members of H.M. Forces and how the Westminster Bank helps solve them.

1. Buying a car. Say you are buying a car through hire-purchase. You can pay all instalments with a 'standing order'. The Westminster will pay them regularly in your absence. That goes for mortgage payments, rates, subscriptions, we'll do all the remembering for you.

2. Joint accounts. Let us assume you're married. We can arrange for your wife to draw money from your account or have a joint account. Regular statements will be sent.

3. How on earth can you save? Suddenly you are spending not pounds but foreign currency. Very exciting. And can be very expensive. At such times the idea of saving will seem dull. It is

nevertheless very, very wise. You can arrange with the Westminster to pay fixed amounts into a deposit account. (Where it accumulates interest.) Or to some other investment. This way you know you'll always have money when you come home.

4. Let us take care of the worrying, too. It is easy for a man on active service to get tangled up in complicated questions of money affairs. Your local Westminster Bank Manager will be pleased to help you find the very best advice on these matters.

Call in at your nearest Westminster Bank

We hope we have convinced you that we understand the problems your life may present at any moment, and that we can give you a lot of immediate help with them. Why not have a friendly talk with your local Westminster Bank Manager? He'll tell you just how easy it is to open an account with us. Or write direct to the Head Office of the Westminster Bank, 41 Lothbury, London EC2.

VIP visit to wives at Rowner

Mrs. Reynolds, wife of Mr. G. W. Reynolds (Minister of Defence for Administration) was accompanied by Lady Frewen, wife of the Commander-in-Chief, Portsmouth, on a visit to the Navy's married quarters "town" at Rowner, Gosport.

Mrs. Reynolds and Lady Frewen saw the new community centre, where they met the Community Officer, Mr. Peter Crossley, and members of the Rowner Residents' Committee. They also called on several of the naval wives in their homes.

An earlier "date" for Mrs. Reynolds was aboard the frigate H.M.S. Andromeda, which she launched last May, and which is being completed in Portsmouth Dockyard.

THIRD PHASE

The third phase of the Rowner scheme was discussed at a

meeting of South-East Hampshire Area Planning Committee.

Before the committee was a plan for housing 750 families in 252 three-storey flats, 157 two-bedroom terrace houses, 301 three-bedroom terrace houses,

and 40 four-bedroom terrace houses.

The committee was informed that the development would be composed of industrial units, landscaped, with provision for schools and recreational areas.

Councillor R. T. Millard said

that only those who had seen the first phase of the married quarters estate could be aware of the local authority's concern.

Members agreed to raise no objection to the scheme, subject to certain conditions.

Right: Mr. and Mrs. Peter Tonkin, with Peter jun. looking on, after their home had been visited by Mrs. Reynolds. Father is a shipwright la serving in H.M.S. Bulwark



Mrs. Reynolds and Lady Frewen meet members of the Rowner Residents' Committee—Mrs. Val Ogle, Mrs. Margaret Wood, Mrs. Ruth Hobbs, and Mrs. H. Bayliss, with Mr. Crossley, the Community Officer

Below: Mrs. Rita McDowall, wife of Shipt 2 W. A. McDowall, and Judith Plowright, fourth daughter of Mrs. M. Plowright (chairman of the residents' committee)



New supermarket for Tamerton Folliott

Lady Mills, wife of the Commander-in-Chief, Plymouth, cut a red and blue ribbon across the entrance to open a new N.A.A.F.I. supermarket at the Tamerton Folliott married quarter estate—the first shop to be opened there.

The Commander-in-Chief, Vice-Admiral Sir Charles Mills, then turned the "Closed" sign to "Open" and formally declared the self-service supermarket open.

The shop will serve the 347 Navy and Royal Marine families expected to be accommodated in the estate when it is completed.

Picture by CPO(Phot) D. G. Wheatley.

A dainty little lady presents a bouquet to Lady Mills after the opening of the supermarket



'How to be happy though married'

"No fuddy-duddy hidebound in naval tradition, but a 28-year-old ward sister very much in love and happily married to a chief petty officer"—that is her own description—writes to "Navy News" about the article on separation in the September issue.

"I was separated from my husband after just two weeks of married life," said her letter, "but I did not 'worry myself ill' or show my husband I was upset at his departure.

"I thought of him and let him go with the memory of a smiling face to speed him to Singapore.

"Let's face it—we all went into this with our eyes open and knew what to expect of a naval marriage.

"It makes me cross to read 'sob story' letters. My message to these inconsolable wives is: stop thinking about yourselves; spare a few hours and visit an old-age pensioner, children's home, or housebound person.

"Your letters from home will be much more interesting."

BUILDER AND BARBER

Mr. Ang Seng Fatt is a builder as well as a barber, and the senior rates' club at H.M.S. Terror, Singapore, has dual proof of this.

First of all he built an ornamental wall round the area of the club and its swimming pools. Then he set to and built and equipped the Seng Fatt Salon, with well-fitted hair-dressing rooms for women as well as men.

At the opening ceremony by Capt. B. McHugh, commanding officer of Terror, Mr. Ang was introduced by his old friend, Mr. Tom Lee, who owns the Naval Base tailor's shop, and who has been associated with the Royal Navy for 20 years—and his father for 20 years before that.



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To encourage a competitive spirit in the attainment of high standards of "Flight Safety" throughout all squadrons of the Fleet Air Arm, and to recognise such attainment, awards are made annually in the form of a Flight Safety Trophy for the overall winner, and six shields, each awarded to the winner in a particular section.

On October 31, a Flight Safety Shield was presented to the Britannia Flight by

SAFETY SHIELD FOR CADETS

Capt. D. Williams, Captain of the Britannia Royal Naval College, Dartmouth. The unit has been based at Plymouth Airport since the end of the war, and the Airport Manager, Mr. R. J. D. Hamilton,

received the award on behalf of the squadron. The main function of the unit is to carry out preliminary flying training and assessment of aviation cadets who are undergoing their initial naval courses at B.R.N.C., Dartmouth. The Plymouth Squadron were overall winners of the Trophy in 1965. In 1966 they were awarded the Pilot Training Section shield, and this latest award is the Shield for Fleet Services.



No more cuts, asks Admiral

At a press conference in H.M.S. Fearless, which was paying a courtesy visit to Bristol, Vice-Admiral Sir Charles P. Mills, the Commander-in-Chief, Plymouth, who was flying his flag in the assault ship, said that any further Navy cuts would be a serious matter.

He told reporters: "It seems to be the will of the country to spend more money on various social services than on defence, and we have had cuts."

He went on—"But this does not mean that we don't want people to come forward—it just means that we take slightly fewer."

"The present situation seems to create a feeling that it may be better to join something other than one of the fighting services."

NO FURTHER

"We always seem to get this between the wars. It is the natural thing. It is our main worry to get enough of the right sort of people coming forward, because, like industry, we have complex technical work to be done."

"We would hope that no further inroads will be made into

us. You can go thus far and no farther."

"We hope we won't be squeezed any further if we want to retain anything like the size and efficiency of the Navy we have now."

Admiral Mills said that Britain still had the leading European Navy in NATO "by quite a long chalk."

A FAIR SHARE

"We only hope we get our fair share of the cake. We have enough on which we can build although thinly stretched. But if we have to be cut any further then it would be serious. At the moment we can just keep enough going of what we really need, aircraft carriers apart."

H.M.S. Fearless was at Bristol from November 7 to 10. A full hospitality programme was arranged for the ship's company by the Bristol Corporation.

Vernon's 'Scott' block

A new accommodation block, costing £150,000, was opened in H.M.S. Vernon on November 1 to provide up-to-date facilities for 174 junior ratings and 17 petty officers.

Named after Capt. Robert Falcon Scott, the famous Antarctic explorer, who was a torpedo officer by profession, a plaque in the new building was unveiled by Miss Ellison-Macartney, a niece and god-daughter.

A framed extract from Scott's diary is below the plaque. This includes his final message written in the tiny tent sheltering from the blizzard which pre-

vented him and his party from reaching their base.

The Captain of H.M.S. Vernon, Capt. W. P. B. Barber, referred to the words during the naming ceremony.

"We are weak," wrote Scott, "writing is difficult, but for my own sake I do not regret this journey, which has shown that Englishmen can endure hardship, help one another, and meet death with as great a fortitude as ever in the past."

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FAIRYLAND CLIMB IN THE DOLOMITES

While visiting Venice in early October, an 18-strong team from H.M. Ships Eastbourne and Torquay, of the Dartmouth Training Squadron, set off by bus for two days in the Dolomites.

Cortina, the Winter Olympic village of 1956, was chosen as the focal point. With towering peaks on three sides, a very well organised international camp site as a base, and the exhilarating air of the mountains, all was set for an enjoyable week-end.

There was little mountaineering experience in the team, with the notable exception of Ch Mech'n Burgess who, although not in his prime, had many seasons in crampons behind him.

It was decided, therefore, to split the party into two: those who wanted it hard, and those who preferred a more gentle climb. In fact the latter bit off rather more than they could chew, but had a pleasant day climbing more than half the way to the highest pass on Pamagnon—6,000 ft.

DAWN CHORUS

The masochists breakfasted to the music of the dawn chorus, and then a quick three miles of one-in-ten ascent brought them

to the bottom of the Olympic slalom run.

There they rested awhile, enjoying the view of the village below and the mountains still ominously high above.

The thoughts of the team were somewhat envious as they slogged up in 90 minutes what the skiers descend in as many seconds.

Then, as the ground levelled off the sloggers began to appreciate all that the athletes gathered in Mexico were about to endure.

TEAM SPLIT

They decided that they were not the young stallions they had imagined, and Ch Mech'n Burgess decided that he would have to split the team.

The immediate thing, however, was to concentrate on the job in hand—shuffling along narrow ledges cut out of the cliff face, and bulldozing across scree that continually tried to pull the party down the mountain in an avalanche of rolling stones.

The reward came as the party

took lunch on a precipitous ledge with the world moving below on three sides. The Dolomites are different from any other mountain range in Europe, for the main peaks are square and sheer, rather than rounded.

With crispness in the air, the sun on their backs, and the view of a myriad towers to the north, the climbers could visualise the fairylands of childhood.

HIGHEST PASS

After lunch five started to make their way back to Cortina, leaving six to complete the ascent.

Another 2,000 ft. and the six were in the highest pass of Le Tofane at 8,000 ft. Here the team were able to enjoy the snow which reached down to 500 ft. below.

The pace increased as the descent of the other side began, but suddenly PO Std Fairchild who, at this stage was leading the team, let out a gasp and brought the advance to a halt.

As romantic a lover's leap as can be imagined had been encountered. The party had

either to retrace its tracks or descend the sheer face of some 300 ft.

On examination it was found that spikes had been driven into the face and, having a rope with them, the party decided to attempt the descent.

OS Cowbourne, of H.M.S. Torquay, led the descent, belayed by the leader, and when he reached the first of two ledges he was able to report that the route was safe, although a few spikes were either loose or missing.

"It is a frightening moment as you view your first climb," says our correspondent, "but once on the way there is not time for reflection, and it was not until we reached the first ledge, some 70 ft. down, that reaction set in."

There was no turning back at this stage so, with gritted teeth, the party slowly proceeded until, with a great sigh and a sense of achievement, the climbers stood at the bottom.

CLIMAX OF DAY

This had been the climax of the day, two hours that will long be remembered, but there was no time for relaxing as darkness was descending rapidly.

The pace increased as the shadows lengthened, but eventually the party arrived back in Cortina, tired, thirsty and hungry, but supremely satisfied.

A drink, a meal, and then heaven—the sleeping bags.

Fishing in the Channel, about 30 miles from Cherbourg, the French trawler La Belle Poule "caught" the submarine H.M.S. Alaric in her nets.

Berry Head has first job

Commissioned in Portsmouth on November 2 was a 11,270 tons (full load) maintenance ship which was completed 23 years ago, but which has never served with the Fleet.

The ship is H.M.S. Berry Head, built in Canada, but completed too late for use in the war.

With the reduction in the size of the Fleet, no operational use could be made of her and she was placed in "mothballs."

Refitted and modernised in 1960-63, she was returned to her inactive state until last year, when she was taken in hand by Portsmouth dockyard.

During the last 12 months, the Berry Head has been equipped as a floating workshop, air conditioned and, in the New Year, she will sail for Singapore to relieve H.M.S. Triumph as the Far East Fleet's maintenance and support ship.

The "new" ship is to "work-up" at Portland, and is expected to make a short foreign visit before spending Christmas at Portsmouth.

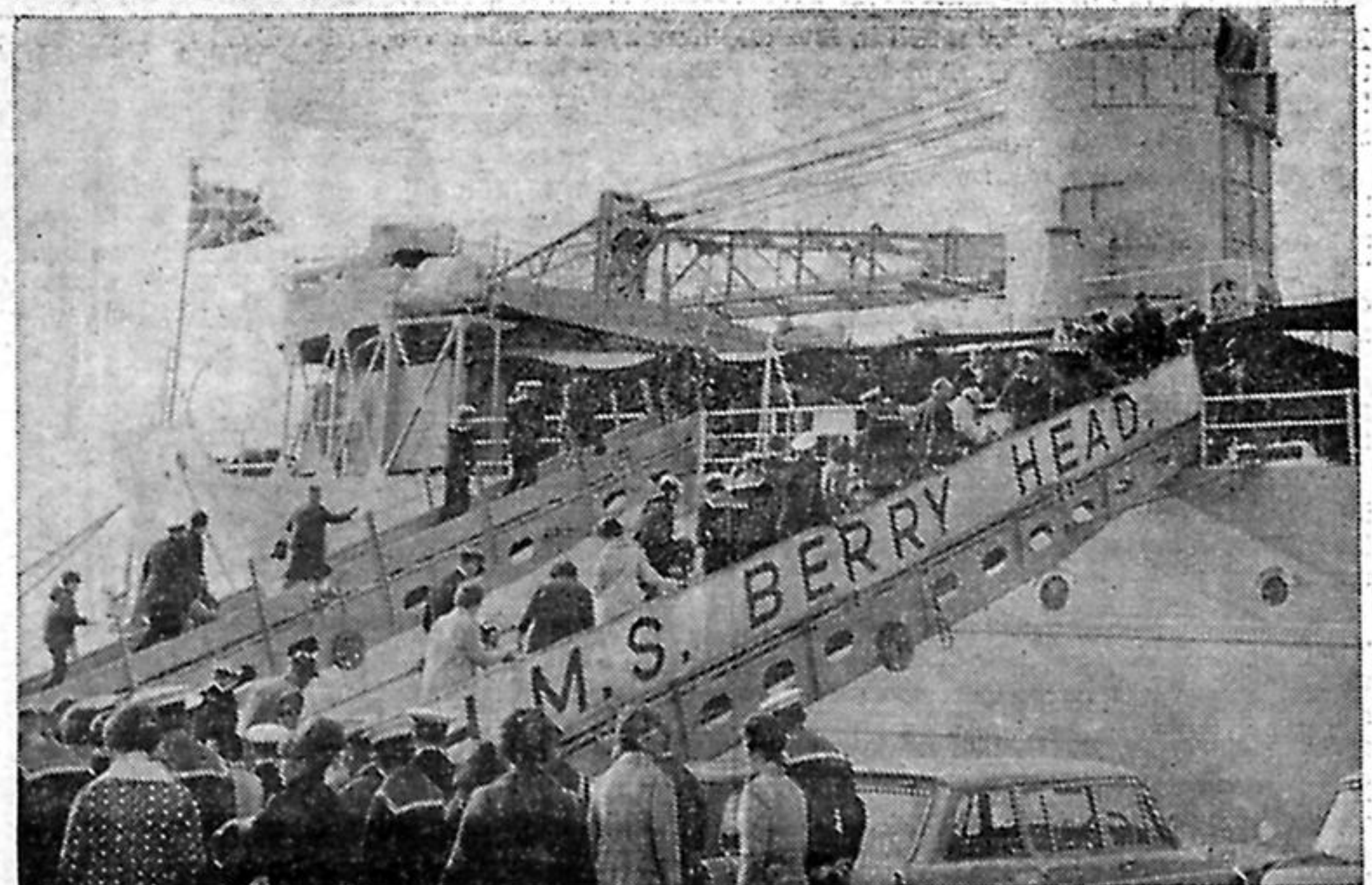
In command of the Berry Head is Cdr. Brian Longworth. At the commissioning ceremony he said that the ship was "starting from scratch."

"Berry Head is a ship without traditions and without a past," he stated. "She is the first ship of her name, and it is up to us to make her traditions."

The ship's complement will be about 500, including the 180

men of the Far East Fleet's maintenance unit, which will transfer to the ship from Triumph at Singapore.

Many of the families of the ship's company will be flown to the Far East in time for Easter.



CPO Writer G. Conway, of R.N. Air Station, Lossiemouth, explains how he became involved with the Royal Naval Benevolent Trust as a Corresponding Representative.

RUM-TUB SAGES

Slightly off-beat about those 'perks'

Most of us at some time have considered the type that gets the committee jobs, be it Welfare Committee, Sports Selection Committee, Mess or Club Committee, Tombola Committee, etc., and perhaps at times we have joined in the banter around the bubbly tub when this subject has been eloquently discussed by the Bubbly Bos'n and his Committee of Sipper-Hunters.

Invariably this august committee will have reached the conclusion that the committee "type" is a born snivler, a stop-draft merchant, anything-to-dodge-work type, or a crafty racketeer!

There may be some substance in the findings of this renowned committee, but even they will admit that there cannot be much in a post which has to be advertised in Daily Orders over and over again before it is taken, and they will agree that someone has been palmed off with it by the persuasive commander when it is learned that a volunteer has been "found."

Call for volunteer

I suppose I can safely say that I hold such a post as I decided to have a bash when no one answered the call for a volunteer to be our Corresponding Representative. Mind you I did check with the out-going representative first, and hearing from him that there is "nothing to it," "a few letters per annum" and "distribution of publicity posters occasionally" and "that is all"—I was duly elected!

That was 12 months ago, and now I can say that I can partly agree with the rum tub philosophers that I'm getting something out of it, but it is not easy to say just what that something is.

You see, through studying the literature forwarded to me by the Local Secretary, I discovered that my job is one calling for a sense of responsibility, because on it depends the contentment of not only Jack but his wife and children; I am to ensure that R.N.B.T. can rush aid to those in need of it in my particular area when it is needed.

It also means that I must be able to assess would-be applicants in order that our Trust is not abused, and I am responsible for ensuring that all in my ship or establishment, officers and ratings, are aware of R.N.B.T. and its capabilities.

Man on the spot

Each application for assistance from my ship or establishment which is discussed by the Local Committee in Portsmouth, Chatham or Devonport, is decided upon on the basis of facts which I have submitted.

Although the Local Committees have expert guidance, the report from the man on the spot can mean assistance being made when it is warranted, and my responsibility therefore in connection with the actual dispensing of the cash is no mean one because it is just as important to ensure that abuse is not committed as it is to ensure that justice is being done.

No matter how far away a C.R. may be from the Home Port, he can be a very active and influential member to the Home Port Committee.

As I have implied, I was not an enthusiastic volunteer for the post of Corresponding Representative, but I feel now that that was because I

"We would have volunteered old Nobby here, but he can't read or write and the Commander's not that desperate yet."



did not realise what an important and necessary organisation the Royal Naval Benevolent Trust is.

In fact I can honestly say that I was not impressed with the Trust at all. I have on many occasions joined in with mess mates when they were adversely criticising this Royal Naval Benevolent Trust. I have asked why should 5 per cent. of my canteen rebate go to the Trust each month when it is needed for things that would benefit us now?

I have listened to tales of how Nobby What-Not was really on the bones and had his application for assistance rejected, and how Jumper-Whojar was turned down by the Trust but was luckily saved by the ship's Welfare Fund.

In fact, I can say, prior to taking up my present duty, that in over 20 years in the Navy I have never heard of anyone who had received assistance!

Yet, now, after about 12 months as a Corresponding Representative, I can emphatically and confidently state that this Trust which I have criticised and heard so many others criticise, is one of the biggest, most useful, and in these days of threatened redundancy, the most important organisation the matelot has built.

Being a Corresponding Representative the bubbly-tub philosopher will say that it must have its "perks." Just what, he doesn't know, and understandably so: because the "perks" are intangible, and abstract.

It means being involved with people and

that spells out the "perks." It means being amused, depressed, elated and saddened by those with whom you have to deal.

It means really getting to know the other side of your oppos and acquaintances, a side which is not for publicity and one normally is gently surprised and rewarded by the knowledge of how Jack is a genuine, responsible and often worrying type.

That "couldn't-care-less-Jack-Me-Hearty" type is rather a rare bod in this Navy of ours.

'Really needed'

I have been rewarded as a Corresponding Representative by the knowledge that this Trust of ours is really needed. I know now that assistance from its coffers is not charity, but is like the bonus received on our insurance premiums. Receiving assistance from our Trust is no different from the fully paid-up union member receiving cash from union funds.

Assistance received is as much like charity as the pension is that we receive on leaving the Navy, because we do not directly contribute to the pension!

Our Trust has been a long continuous "Unit Trust" built up by our often under-paid predecessors in their roughly furnished messes and canteens, often separated from their families for years, and by ourselves in our modern messes and beautifully furnished clubs.

Now that there are more married quarter estates with families dealing with N.A.A.F.I. and able

The Trust and its corresponding representatives

To perform its work efficiently, and to ensure that there is complete understanding of its organisation, there must be a close link between the Royal Naval Benevolent Trust and the men of the Navy themselves. To achieve this the Central Committee approved the system of appointing a person—known as a Corresponding Representative—in every ship and establishment to act as the "contact" man.

He is a very important link, and every endeavour is taken to ensure that this chain of communication is not broken.

Criticism of the Trust's work frequently arises because of misunderstanding, and unfortunately these criticisms do not come to the notice of the Local Committees until it is too late. Hence one of the reasons influencing the system of Corresponding Representative appointments.

He has other duties to perform but the principal ones are to foster general interest in the Trust, and to keep the Local Committees informed of the views which are being expressed in any ship or establishment on matters affecting the R.N.B.T. He must also help any person who seeks his advice, and to report any application made to him clearly and without bias.

In no way does he attempt to be an adjudicator, but conveys relevant facts and refrains from passing an opinion, leaving the responsibility of decision to the Local Committee concerned.

to attend messes and clubs, our families are also contributing indirectly to the Royal Naval Benevolent Trust, too.

I have learned that my adverse criticism of R.N.B.T. was due not to the matelots who were turned down by the Committee, but to those who have been assisted by the Committee.

Silent ever after

They call for assistance, often later than they should have called; they are helped and though they often write to the Trust in appreciation, they become even more silent than the Trust itself!

Why? They could do more to enlighten us all than any R.N.B.T. lecturer or the pamphlets that arrive on our mess deck. They could tell of cases "they've known of" where assistance was required, quickly and efficiently rendered, and the case so quietly filed away.

They could prove to us all better than those dry figures quoted in the annual reports, just how wisely our fund is administered. In fact, if the serving members and ex-serving members who have been assisted were to contribute to the letters columns of this newspaper, anonymously, of course, the Trust would be better appreciated.

We are all too ignorant of R.N.B.T., and of its importance to us. I am convinced that were we all able to have a spell at being a Corresponding Representative or of sitting on a Local Committee, we would all be 100 per cent. behind this Trust, which is 100 per cent. behind us each time we feel we are going down for the third time in a financial swamp.

We never know, you know!

A friend in need...

At a time of crisis why not consult your Corresponding Representative?

He will represent your problem to the Trust, which has wide experience in being "a friend indeed."

No direct contribution is payable and no appeals are made to the public. R.N.B.T. relies on canteen rebate, voluntary donations investment interest and legacies to carry on its important work.

Head Office
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Gillingham
Medway: 42743

Chatham
Batchelor Street
Chatham
Kent
Medway: 42066

Devonport
Stopford Place
Stoke
Devonport
Plymouth: 52772

Portsmouth
2a Tipner Road
Stamshaw
Portsmouth
Portsmouth: 60296

Malta
2 Harper Lane
Floriana
Malta
Central: 24396

Navy News

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

The task of the day

One of the many things which the Royal Navy has in common with the United States Navy is a growing determination to overcome any deficiency in keeping the public informed on the job being done, and on the role—and dangers—which may lie ahead.

By comparison with the British Fleet, the Americans possess such a mammoth power afloat that it comes as a shock to realise that half their ships are Second World War vintage, while nine-tenths of the Soviet Navy is less than 15 years old.

While the Americans have been using up stocks and wearing out ships in Vietnam, the Russians have been building and penetrating, demonstrating not only emergence of a maritime strategy but advanced technical progress.

It is true that the Soviet fleets are positioned in some isolation, and therefore vulnerable, but if they keep on growing while others age or reduce, the prospects of long-term influence are extremely disquieting.

On both sides of the Atlantic, despite this age of communication wonders, understanding of defence matters is at such a low level that every possible information opportunity is being urgently examined.

TWO FRONTS

Yet within our Navy there still lingers the belief that "public relations" is more appropriate to selling soap powder. Until that is eradicated up to the highest levels, the Service cannot begin to get to grips with what is perhaps the most important task today.

All the great industrial combines are engaged on two fronts—ensuring the ultimate in internal lines of communication among all personnel, and struggling amid the fiercely competitive labour market to explain what they are doing and what they have to offer.

A freedom-loving, permissive society means that the Navy and the other Services will have just that much harder to fight to get the share that is vital to our security.

Career possibilities, interest, adventure, and purpose still add up to a worthy cause. It's not the tale that is in doubt, but the telling.



"Any other useful suggestions from the ship's company?"

Damage to Kent's boilers 'slight'

A question about damage to H.M.S. Kent's boilers was raised in the House of Commons by Rear-Admiral Morgan Giles (M.P. for Winchester), who asked when the destroyer was to be taken in hand for repairs.

Dr. David Owen (Under-Secretary for the Navy) replied that the damage had caused "only a slight reduction in maximum speed." The boilers would be repaired when the Kent was given a long refit starting towards the end of the year.

Admiral Giles asked whether the delay in making the repairs was due to financial considerations or to a shortage of dockyard capacity.

Dr. Owen replied that there had been a change of plan for the ship, and there were also some manning difficulties.

RE-THINK ON FLEET'S SHAPE AND ROLE IN THE FUTURE

Facing the threat at sea

by
The Vice-Chief of the Naval Staff, Admiral Sir Peter Hill Norton*

What I want to tell you about is the work on which I and my staff have been engaged during the last 18 months, in planning for the future of the Royal Navy in terms of the ships we need, how, where and when they will be used, and the effect that we expect current events to have on the future of the Service.

The governing factors underlying all our plans for the future are basically money and manpower. Both are in relatively short supply for reasons which must be well known to you.

Within these limitations it is my responsibility, together with my colleagues on the Admiralty Board, to formulate our requirements for new ships and weapons to meet the naval part of the defence policies of Her Majesty's Government.

Withdrawal

The decisions of January this year—to accelerate our withdrawal from East of Suez, to leave no fixed bases other than Hong Kong behind us, and to concentrate on a European strategy, were political decisions taken against a background of economic necessity.

So far as the Navy was concerned, it meant that we had to re-cast all our plans and get to grips with what was meant by a European strategy, to work out what was involved in providing a general capability to go to the help of our non-

NATO (including Far Eastern) allies, and to discharge our responsibilities to the overseas territories for which we remain responsible to a greater or lesser degree.

Against this background the Navy found itself in a somewhat less vulnerable position than the other services, because we had already taken our major blow with the first of the Defence Reviews in 1966, when the final decision was taken to phase out the carriers in the mid-1970's.

From that point, some two years ago, we, on the Naval Staff, have been engaged in a complete re-think of our future strategy, taking into account all the various factors that confronted us: technical advances in ship and weapons, economic problems, the disappearance of the Colonial Empire, and the significance of the move towards Europe.

Nuclear deterrent

We had already been given the job of providing the nuclear deterrent, and there is no need for me to tell you more about this.

It absorbs a great deal of our best manpower and material resources, but it is a crucial factor in our defence policy, and the remarkable way the programme has been successfully completed precisely to the dates forecast five years ago, has again demonstrated the ability of the Royal Navy to cope with whatever is asked of it.

Our other principal responsibility is the deterrence of maritime aggression. I must emphasise the word "deterrence" because although it is a word that has become "trendy" in the past few years, it means no less than it says, and is, in fact, what the Royal Navy has

always had as its main objective—the ability to deter countries, big or small, who have aggressive intentions against us or our friends.

You will all know of the way in which the Russians have, at an accelerating pace over the last few years, sent their ships and submarines to all parts of the world, and in particular that they have now established a major force in the Mediterranean of whose presence serious account must be taken.

Cannot ignore

This means that we in our turn must be prepared to match them in quality (even though we cannot for obvious economic and manpower reasons expect to match them in quantity), and that it must be universally acknowledged that there is a threat at sea, which in the absence of any international law enforcement, we cannot afford to ignore.

This brings me to the shape of the future fleet.

Its eventual size is going to be decided by many factors, but the crux of the matter, as we on the Admiralty Board see it, is that provided we get the shape right (that is the sort of ships and the type of weapons), then the size can be scaled up or down within the limits of money and manpower which I have already mentioned.

We shall keep our aircraft carriers until our withdrawal from the Far East and the Persian Gulf. When they have gone our surface fleet will consist of three main types of fighting ships.

Command ships

The frigates, relatively cheap in terms of money and men, relatively numerous, and able to provide that thin grey line of deployment wherever it is needed all round the world.

At the other end of the scale the cruisers—first the converted Tigers with their helicopters, and later a new class.

These will have, apart from new and powerful weapons,

the necessary facilities to command groups of ships and shore-based aircraft for air defence or strike.

The frigates are lightly armed and we shall not be able to afford many cruisers, so we need something in between. These are the destroyers—first the ships of the County Class and later a new design, the first of which has already been ordered.

These, of course, will be armed with the most up-to-date guided weapons.

Our submarine force will consist of an increasing number of nuclear-propelled Fleet submarines. These have great offensive capabilities, with long endurance and high speed.

Finally there will be the amphibious forces, the commando carriers and assault ships, with their Royal Marines Commandos and helicopters.

Vulnerable flanks

They have already demonstrated their worth in the withdrawal from Aden and the operations in the Far East, and in future we believe that their role will lie in supporting the vulnerable southern and northern flanks of the NATO area—that is in the eastern Mediterranean and Norway.

All these ships will continue to be supported by our Royal Fleet Auxiliaries, and you will understand how important it is to us nationally to have a Navy which can operate anywhere, without shore bases, because it can be provided with all it needs from its own tankers, store ships and maintenance ships.

No looking back

This then, is the shape of the Navy that has been planned for the future. Some of you will have served in a very different Navy, as I have done, but it is no good looking back to the pre-nuclear age when our resources were virtually unlimited, and when we had advantages in numbers of ships, weapons, and almost anything else you may care to mention.

But for the benefit of dismal Jimmies—none here I hope—I must remind you that the numbers of men in the service before the last war were about the same as the numbers today, and the punch of our fewer ships to-

day is incomparably greater.

We are now, in terms of naval resources, number three in the world stakes, but this does not mean that we are not number one in terms of the quality of our officers and men and of our weapons and ships. This is something that I ask you all to keep in mind.

The next three years are going to be difficult for all of us. We have a continuing commitment in the Far East, we have to re-establish a presence afloat in the Mediterranean, we have responsibilities to our territories in the West Indies, and we have to keep faith with our merchant fleet which is still trading in all the oceans of the world.

It may be that after 1971, when we withdraw from the Far East, things will be easier for us, and we are planning then to reduce periods of separation so that all hands will be able to lead a more settled family life.

Real understanding

But that is still in the future, and until the time comes we shall continue to have the responsibilities and the problems of prolonged periods of service in many parts of the world.

Finally, I would ask you to remember that those of us who conduct the business of the Navy in Whitehall are not faceless men, out of touch with day to day events and problems, but people who have grown up in the Navy, and who have a very real understanding of what is needed and what is possible within the limitations that must be imposed on us in time of peace.

* In an address at the annual meeting of the Royal Naval Benevolent Trust.

NATO FORCE VISITS

After visits to New York, Lisbon and Brest, the NATO Standing Naval Force of four warships will call at Southampton on December 5, and is scheduled to remain five days.

The force consists of the British frigates H.M.S. Dido and Argonaut, the Dutch destroyer Zeeland, and the American destroyer Glennon. Usually there is also a German frigate.

Since its formation last January, the force has visited 11 countries, and the programme of exercises embraces all the countries in the Western Alliance.

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Saved his ship

RATING BURNED AFTER EXPLOSION IN THE ALLIANCE

The commanding officer of H.M. submarine Alliance, in an interview at Gibraltar, described how one of his crew, EM1 Derek Double, aged 22, saved the boat from possible disaster after a fire aboard.

While on a NATO exercise in the Mediterranean and cruising under the surface, said Lieut.-Cdr. Charles Nixon-Eckersall, there were two explosions.

"They were obviously very bad," he said, "and the order to surface was given immediately. As we were coming up, Double fought his way through thick smoke and managed to slow down one of the two motors.

"Had he not done so the damage might well have been worse. In fact, I understand it could have been total."

Lieut.-Cdr. Nixon-Eckersall said that after EM1 Double had slowed down the damaged motor, the whole area was sealed off.

he was transferred to the fleet oiler R.F.A. Olwen, which was also taking part in the exercise.

When the explosions first occurred, the submarine sent out a radio distress call, bringing land-based French aircraft to the scene. They directed H.M.S. Barrosa, which escorted the Alliance into Gibraltar where Dockyard experts assessed the damage.

BURNED LEGS

His part in the drama cost EM1 Double burned legs, and

Army gifts to Fearless

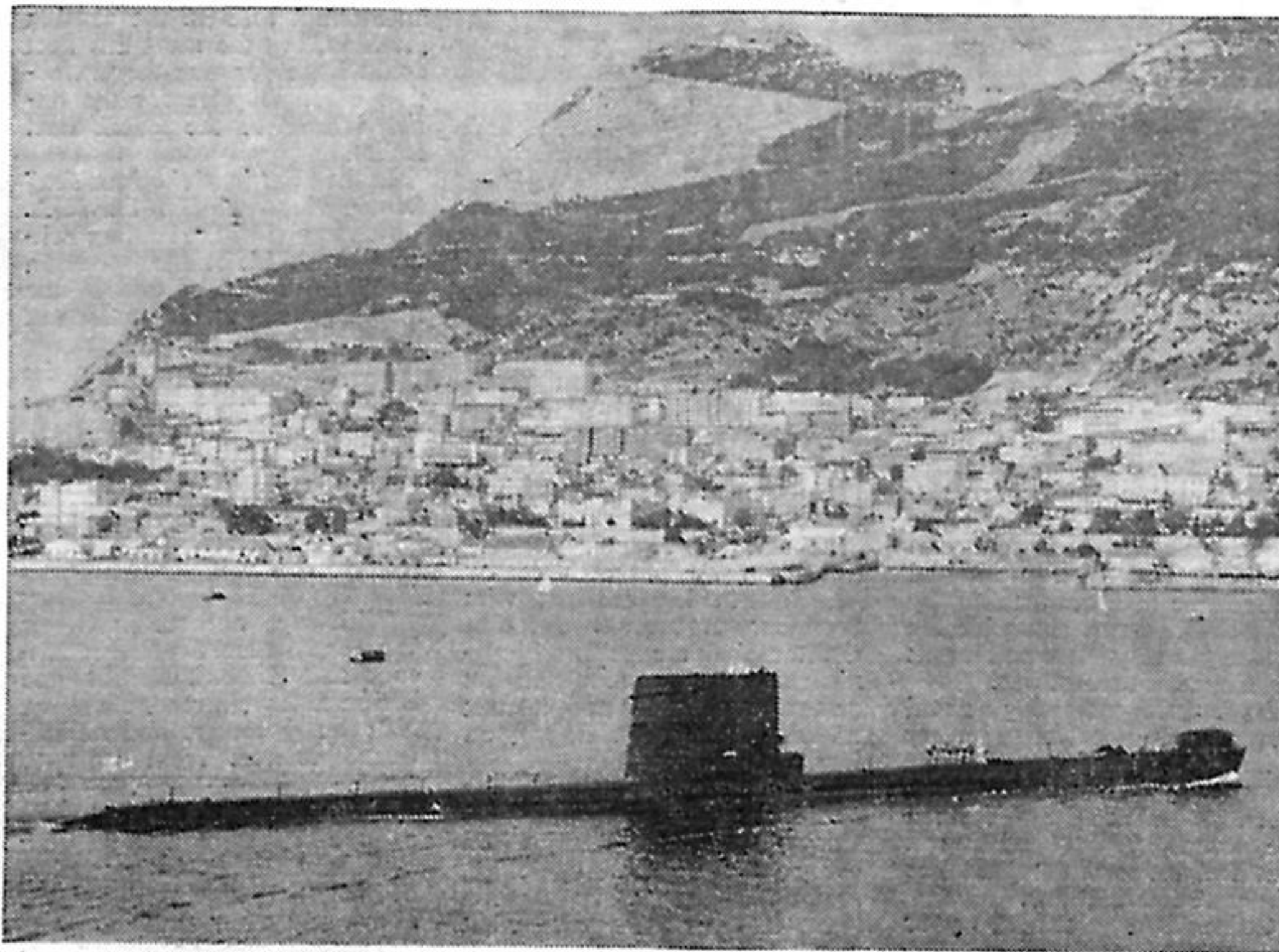
H.M.S. Fearless, the first naval ship to have Army units permanently based aboard her, has received four silver ashtrays to mark the links with the Army.

Brigadier H. B. Booth-Mason, R.C.T., presented the ashtrays from the Royal Engineers, the Royal Corps of Transport, the Royal Army Pay Corps and the Royal Electrical and Mechanical Engineers.

Contained in a polished teak box, each ashtray is engraved with the badge of the corps concerned.



"Your duties do not include seeing that everybody is properly turned in after 'pipe down' in THIS block!"



H.M. submarine Alliance entering harbour at Gibraltar—a picture taken on a visit last year

More men sign on for more

When asked by Rear-Admiral Morgan Giles, M.P. for Winchester, how the present male adult strength of the Royal Navy compared with the strength in November, 1964, the Under-Secretary, Ministry of Defence (Navy) replied: "The adult male strength of the Royal Navy and Royal Marines at October 1, 1968, and 1964, was 80,870 and 84,570, respectively.

Dr. David Owen, said strength of the Forces had fallen more sharply than was planned, because of a shortage of recruitment.

There was a happier position regarding re-engagements, more sailors now signing on for further service.

In the past three-and-a-half years the re-engagement rate for ratings on nine-year engagements had improved from 23 per cent. to 33 per cent.

The figure had risen from 47 to 51 per cent. in respect of ratings on 12-year engagements.

Third Polaris submarine joins Fleet

The nuclear-powered Polaris submarine H.M.S. Renown commissioned at the Birkenhead shipyard of Cammell Laird and Co. Ltd., on November 15, the 1,000 guests at the ceremony including the families of the two ships' companies, each of which numbers about 150.

Like the other Polaris submarines, H.M.S. Renown has two commanding officers—Cdr. Kenneth Mills, who heads the starboard crew, and Cdr. Robin Heath, in charge of the port crew. Each crew will take turn and turn about on patrol, thus ensuring that H.M.S. Renown spends the maximum time at sea.

The new Polaris submarine will carry out her normal work-up trials from the Clyde, before proceeding next year to the United States to test fire her missiles. By the middle of 1969 she will join H.M.S. Resolution

and H.M.S. Repulse in the operational Polaris force.

FOURTH IN 1970

H.M.S. Revenge, the Navy's fourth Polaris submarine, is also being constructed by Cammell Laird's, and is due to complete in 1970.

The last great ship of the Navy to bear the name Renown was the 32,000-ton battle cruiser which served in the Grand Fleet during the First World War, and in the Second World War took part in many actions, including the sinking of the Bismark.

There were eight previous

Renowns, the first being a 10-gun fire ship, captured from the Dutch in 1652.

Three submarines visit London

The submarines Ambush, Otter and Astute paid a six-day visit to London beginning November 14, berthing at Rotherhithe.

They were open to the public on two of the days.

THERE IS STILL TIME TO SEND GIFTS THROUGH BERNARDS

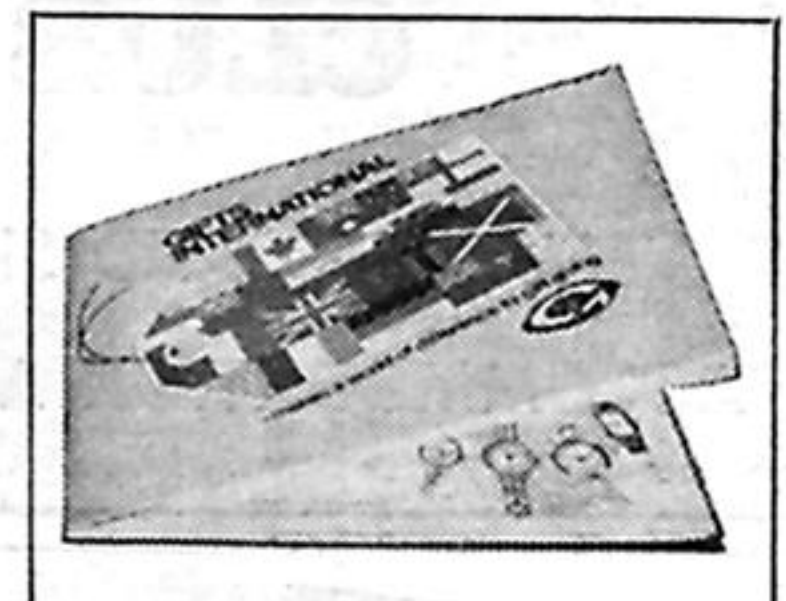
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Dr. David Owen, in the Wasp helicopter of H.M.S. Ajax about to leave Portland for the ship. The pilot was Lieut. B. L. Bellingham.

Navy Minister at Portland

Dr. David Owen, M.P., the Under Secretary of State (Navy) made his first visit to Portland on October 29.

He was briefed on naval activities at Portland by the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh, and senior staff officers, and saw a film on the "work-up" before touring the accommodation buildings and Naval Amenities Centre of H.M.S. Osprey.

Dr. Owen was then taken to H.M.S. Ajax by helicopter to witness exercises, subsequently being flown to Yeovilton for his return to London.

Other recent visitors to Portland included the newly appointed Director-General of Naval Personnel Services, Rear-Admiral J. E. L. Martin, and Vice-Admiral D. H. Mason, the Commandant of the Joint Services Staff College.

Admiral Martin, after a briefing on the activities at Portland, toured the H.M.S. Osprey accommodation area, the Osprey Club and the Amenities Centre. He also visited the Westcliff married quarters estate.

Admiral Mason, who was accompanied by 24 officer students, had a day at sea. The students were split into groups and embarked in H.M. Ships Lynx, Murray, Dundas, Otus and Acheron.

PRESIDENT'S REFIT
H.M.S. President, the headquarters and training ship of the London Division of the Royal Naval Reserve, left her moorings alongside the Victoria Embankment on November 13 for a refit at a Blackwall yard. She was last refitted in 1964.

EX-SAILOR GIVES THE NAVY A GOOD WHIPPING

Every age possesses its men of vision, but who is to recognise them? The Royal Navy's failure to do so figures largely in the whipping it gets from author Stanley Bonnett in his book "The Price of Admiralty," just published by Robert Hale Ltd. (price 42s.).

Mr. Bonnett says he volunteered for the Navy at 17, and experienced Arctic convoys, battles, and the D Day landings before leaving to become a journalist (now with the "Daily Mirror").

He spent six years of research to produce his "indictment of the Royal Navy, 1805-1966."

HORRIFIC DETAIL

Although he lets no "cat out of the bag" with any new revelations, he delves into horrific detail on floggings and the miseries of living conditions afloat in the last century, though he does agree that this was an age when poaching a rabbit could earn transportation for seven years, and when women hauled coal trucks in the mines. ("It was worse," they said, "when you were pregnant.")

No one will deny that the Navy were rather slower than most to surrender the right to inflict corporal punishment, but it might be considered easy game for Mr. Bonnett to sneer at what now seems the ridiculous pronouncements against steam, iron ships, submarines, convoys, and aeroplanes, and to ridicule leaders—including Sir Winston Churchill.

By inference, anyone with half-an-ounce of commonsense

would have known in those days exactly what invention to back, or what trend to follow, without jeopardising the only existing forms of defence.

THE SMART-ALECS

In 50 or 100 years' time, the smart-alecs will know whether Britain was right or catastrophically wrong to abandon aircraft carriers; whether a Third World War will be fought with what is left of our conventional arms while nuclear weapons, by tacit consent, rust alongside the poison gas cannisters and masks never used in the last war.

Is Russia amassing naval forces and penetrating every ocean just to keep up with the Joneses?

All around are the voices and the warnings. Only missing is that little bit of commonsense to recognise the right one.

Come Mr. Bonnett, your country needs you.

Navy's debt to Churchill

"The best of the Navy of 1939-45 was as good as the best of Nelson's time; while the general standard of competence among the admirals and captains was higher. The fleets which fought in the Second World War were better than any other in our history."

This paragraph from Vice-

Admiral Sir Peter Gretton's book, "Former Naval Person: Winston Churchill and the Royal Navy" (Cassell, 50s.), reflects the debt the Navy, Great Britain, and, indeed, the whole world owes to Winston Churchill.

When Winston Churchill was first appointed First Lord in 1911 he said: "I shall pour into it everything I've got."

In "Former Naval Person" (the *nom de plume* used by Winston in his dealings with President Roosevelt) Admiral Gretton gives a considered judgment on the great man's impact on the Royal Navy and, it must be said, the Navy's impact on him.

Before the First World War and in the 'twenties, Churchill worked might and main on every aspect of the Navy—ships, men and weapons.

He had his detractors—what great man hasn't?—but there is no doubt that Admiral Gretton's judgment, "Churchill had more influence on the state of the Royal Navy in two wars than any other civilian" cannot be gainsaid.

The discoverers to wealth

Needing a sea route to the wealth of the Indies was the main reason for the many voyages of discovery that took place between the 15th and 18th centuries.

With his wealth of seafaring knowledge—he sailed for 20 years with the merchant navy—Richard Armstrong in Volume 2 of "A History of Seafaring: The Discoverers" (Ernest Benn, 30s.) has written an enthralling picture of seafaring.

With numerous pictures and clear maps of the main voyages, the author writes about Henry the Navigator, Vasco da Gama, Columbus, Vespucci, John Cabot, Frobenius, Drake, Magellan and others who made those exciting journeys of discovery.

Not only has Mr. Armstrong produced a book on the work of these early discoverers in their extremely small ships, but he also manages to portray, admirably, the sense of purpose and the times in which they lived.

Forlorn encounter in Java Sea

Following "the day of infamy" (as President Roosevelt described the attack on Pearl Harbour by Japanese aircraft on December 7, 1941) and the loss, three days later, of the Prince of Wales and the Repulse, came what Winston Churchill called the "forlorn battle"—the Battle of the Java Sea.

The Allies—British, Australian, American and Dutch—assembled an ill-assorted fleet in

NEW ON THE BOOKSHELF

an attempt to stem the coming invasion, but the most this fleet could hope for was the extraction of some price for the oil-rich islands of the Dutch East Indies.

In the "Battle of the Java Sea" (Andre Deutsch, 42s.) David A. Thomas, one of the leading British naval historians, gives a complete record of one of the most significant naval actions of the Second World War.

Among ships sunk were the Royal Navy ships Exeter, Electra, Encounter and Jupiter.

Maritime battle history

With such authors as Oliver Warner, Michael Scott, Eric Hiscock and Esmond Knight, one is sure to have a readable story, historically correct and of sustained interest from start to finish.

Blackwoods present in "Tales of the Fighting Navy from Blackwood" (21s.), a good slice of maritime history, by the above and other authors.

There is an encounter between men-o'-war in the Caribbean, engagements in the Napoleonic Wars, frigate duels during the American War of Independence, right through to the "Human Torpedo" attacks by Italian submariners in Alexandria Harbour in the Second World War and work in an escort carrier.

This small book will appeal to the general reader, as well as to students of naval history.

Malta wrecks cleared of explosives

After eight months of hard and exciting work the Malta Clearance Diving Team has completed the task of clearing unexploded ordnance from two wartime wrecks—one in Ricasoli Bay and the other at the entrance to Grand Harbour.

The wreck at Ricasoli is thought to be that of H.M.S. Maori, the 1937 destroyer sunk in 1942. The other is thought to be that of H.M.S. Jersey, sunk by a mine in 1941.

The Maori wreck was laying upright at a depth of 40-50 ft. Considerable quantities of unexploded ammunition and several depth charges lay scattered in and around the wreck, but as all was accessible, the task of clearing the area and cutting up the hull was finally completed last July.

JERSEY HULL

The Jersey hull was virtually intact and lay in 75 ft. of water. The fore-castle and quarterdeck sections were upright, but had slewed to starboard at angles of 20 degrees and 90 degrees respectively. The remainder of the hull lay on its starboard side

with the upper works partly buried in the sand. Although some shells and a number of depth charges were exposed, a thorough search indicated that the majority of the magazines were intact, and it was necessary to open up these compartments so that the explosive contents could be removed.

FUSED SHELLS

Once access to a magazine was achieved the contents were removed, stacked in small dumps and countermined. As most of the shells were fused and had deteriorated badly, handling was limited to a minimum, but even so it was necessary to raise over 180 rounds by hand.

Then came the day when a torpedo warhead was uncovered. It was in a very mangled state and hardly recognisable. Shortly afterwards 10 depth charges were located. Four were reasonably acces-

LIFE AND TIMES OF LORD LOUIS

In spite of his glittering career, Admiral of the Fleet Earl Mountbatten of Burma (still "Lord Louis" to most naval people over the last half-century) has declined to write his autobiography, and has let it be known that no authorised biography based upon his papers may be published until after his death.

He has, however, agreed to take part, personally in a television history devoted to his life and times so that his grandchildren could "have some idea of what their grandfather had done."

In "The Life and Times of Lord Mountbatten" (Hutchinson, 50s.), John Terraine has produced an illustrated biography based on this television history.

The history is a fascinating one, ranging from Mountbatten's birth in 1900, through two world wars, and the vice-royalty of India, the return to the Navy as a rear-admiral, and the crowning of his career by holding the post of First Sea Lord (the position his father held at the beginning of the First World War) and Chief of the Defence Staff.

Lord Mountbatten, "a bit of a showman" as he himself says, but as all who have ever worked with him would agree, a perfectionist with a thorough grasp of his many interests, must be pleased with John Terraine's book.

There is no doubt that when ITV shows the history—12 instalments, each of an hour—it will have the highest ratings.

The series took over three years to make and it was, says the Earl, "one of the hardest jobs I have ever done."

World uniforms in colour

Uniforms of both military and non-military organisations have an endless fascination. Crowds gather to watch the changing of the guard outside Buckingham Palace, the Capitol, and even the Kremlin.

Almost every country in the world still manages to cling to some of its colourful past and, even in the nuclear age, soldiers are to be seen carrying swords, pikes or lances, and wearing vestigial items of dress and equipment from a bygone age.

An informative and enjoyable book, with colour on every one of its 90-odd pages, has been produced by Patrick Stephens, Ltd., 30s.

Edited by Rinaldo D. D'Ami, translated by F. Dubrez Fawcett, Volume I of "World Uniforms; In Colour" covers the soldiers and other uniformed organisations of the European nations. Volume II, covering uniforms of America, Asia, the Middle East and Oceania, will appear in September, 1969.

Factual and detailed in content, the book will appeal equally to youngsters, collectors, enthusiasts and modellers.

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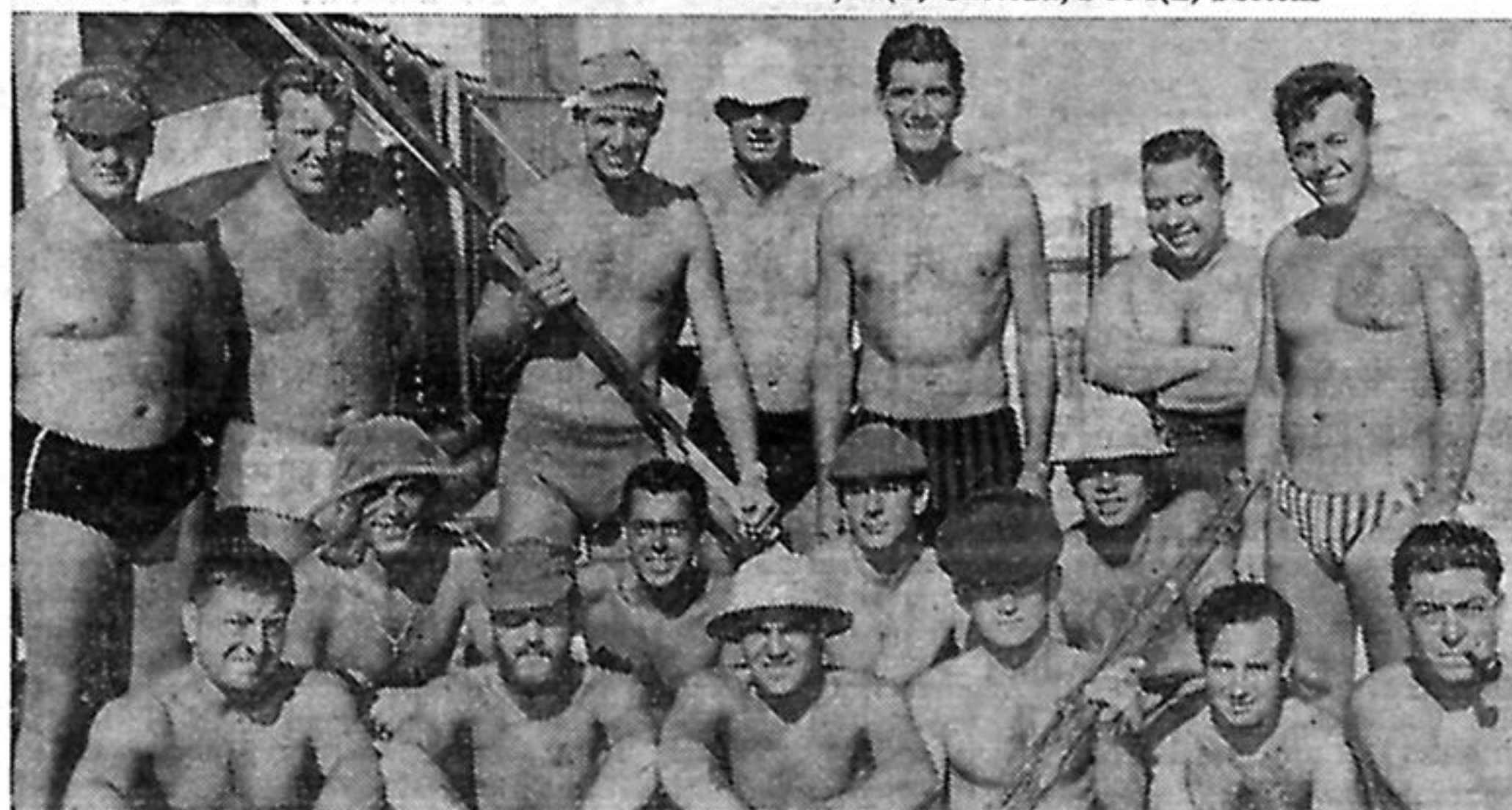
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THE CLEARING-UP TEAM. Back row: LS Shea, LS Flynn, PO Dadd, PO Neave, Lieut.-Cdr. Parry, POM(E) Parsons, LS Bryant. Middle row: M(E) Degiorgio, PO Newman, PO Farrugia, PO Slingsby. Front row: Lieut. Bartlett, AB Roberts, PO North, AB Curtin, M(E) Chetcuti, POM(E) Portelli

LATEST FILMS FOR RELEASE TO THE FLEET

Guarantees for laughter

With such names as Dick van Dyke and Lucille Ball among the stars, lighthearted entertainment is a guarantee among the latest pictures released by the Royal Naval Film Corporation for showing to the Fleet.

The special agent extravaganza continues, but this list of productions contains one without loads of rather eager females, and concentrates on dramatic realism. "A Dandy in Aspic" has proved popular entertainment.

The full list of films is as follows:
The Long Ride Home.—Glenn Ford, George Hamilton, Inger Stevens. A sombre story set in the closing stages of the American Civil War. Gripping and dramatic, it will certainly please those who like their entertainment tough. (Columbia.)

No. 700
A Dandy in Aspic.—Laurence Harvey, Tom Courtenay, Mia Farrow. Double agent adventure story without the usual romantic glamour. Serious strong drama with trappings of reality. Tension is well maintained. (Columbia.)

No. 701
Fitzwilly Strikes Back.—Dick van Dyke, Barbara Feldon, Dame Edith Evans. Highly diverting crime comedy in which the culprits are composed of a team of do-gooders. Gently amusing, providing good light entertainment. (United Artists.)

No. 702
Yours, Mine and Ours.—Lucille Ball, Henry Fonda, Van Johnson. Warm-hearted story both funny and sentimental about the problems of trying to join together two large families. A somewhat different domestic comedy providing good-humoured fun. (United Artists.)

No. 703
Hurry Sundown.—Michael Caine, Jane Fonda. Powerful and emotional story of greed and bitterness among the populace of Georgia following the Second World War. Conceived and presented on a large scale, splendidly cast and acted. (Paramount.)

No. 704
Operation Kid Brother.—Neil Connery, Daniela Bianchi. Fast-moving wildly extravagant piece of espionage hokum. The presentation is glossy and action continuous. Pleasant entertainment—not to be taken too seriously. (United Artists.)

No. 705
How to Save a Marriage and Ruin Your Life.—Dean Martin, Stella Stevens, Eli Wallach. Sophisticated sex comedy, with hilarious situations, sparkling dialogue, and wit. Bright light entertainment which should delight most audiences. (Columbia.)

No. 706
 On the right, Stella Stevens as she appears in "How to Save a Marriage and Ruin Your Life."



'Going Dutch' differently

"Going Dutch" has taken on a different meaning for the ships' companies of the submarines Acheron, Astute, Alliance and Alcide following the visit to the Dutch naval base of Den Helder in October.

The arrangements made by the Dutch hosts for the visit were superb," said Lieut.-Cdr. D. W. Mitchell, commanding officer of H.M.S. Acheron. "The ships' companies were invited to live ashore in the excellent accommodation of the submarine base—the crews of the Dutch submarines in harbour gave up their messdecks and cabins—and they were also invited to eat in the messes ashore and, if the food was a little different, it was none-the-less enjoyable."

WINE TASTING

On the first evening parties were given ashore by the Dutch hosts to the visiting officers and senior rates. The local "wines" were tasted and enjoyed during the splendid buffet suppers, the talk being deafening. Fortunately—for the visitors—the talk was all in English.

The officers' party later went to the Officers' Club, where the whole Dutch Navy seemed to be having an annual wine and cheese party.

Flooded sports grounds caused the cancellation of the soccer match arranged for the second day of the visit, but many people took the opportunity of visiting Amsterdam—

only 80 minutes away by train.

TAKEN ON TOURS

Some stayed in Den Helder—a small town spreading southwards from the naval base—and found their amusement and the shops there. Others were taken on tours of the countryside to see the dykes, canals and polders that are so typical of Holland.

Captain (S/M), First Submarine Squadron (Capt. R. D. Cairns), who was embarked on H.M.S. Acheron, and the officers of the visiting ships, gave a cocktail party on board two of the submarines for the officers of the Dutch submarine service and their wives.

Traditional Dutch East Indies nasi-goreng lunches were served in the messes ashore on the Sunday, and quite a lot of beer was taken to wash down the hot spice and peanut butter sauces.

The British submarines sailed for their various destinations after lunch, picking their way carefully down the shallow channel and out into the teeth of a force seven wind.

The hospitality of the Dutch submariners to the visitors was tremendous, and those who made their way ashore found great friendliness with the Dutch people.

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ROYAL ARTHUR TO BE MODERNISED

It is 21 years since the Petty Officers' Leadership School opened at H.M.S. Royal Arthur, at Corsham, Wiltshire, the face of the establishment changing little during the years.

Next year, however, will see a big step forward when the bulldozers move in to start the first phase of a total rebuilding programme.

By 1974 all the wartime "temporary" huts should have been replaced by the latest "mod. con." accommodation more appropriate to the rate of petty officer.

Happily, even after the rebuilding, the "Cliff and Chasm," the "Obstacle Course" and the "Black Mountains trek" will continue as challenging events during the Leadership Course.

KEEPING THE DUCKS

The "country" atmosphere will continue, for the ducks and bantams are to be retained at full complement.

This year the ducks seem to be making a "take-over" bid. At the last count there were 48 and it seems, nature being what it is, that they will go on multiplying since no one in the ship's company has the heart to make them an alternative choice to the daily menu supplied by the Royal Air Force.

Recent important changes in the establishment have been the arrival of Cdr. L. A. Bird (ex-H.M.S. Brighton), who has relieved Cdr. P. D. Nichol (C.O. designate H.M.S. Juno) as commanding officer, and CPO (GI)

Figg has relieved CPO (GI) Jones after a reign of some eight years.

CPO Jones is now working for an outside concern, but it is understood that farming still remains his main occupation.

'When you've got to go you've got to go'

CPO GI Jones being civilianised by Clr Sgt Chappell, R.M., at the gate of H.M.S. Royal Arthur, on leaving the Service after nearly 30 years—the last eight of them at this establishment. His relief, CPO GI Figg, looks on anxiously



YOUR R.N.B.T. MONEY? —

10 p.c. now, the rest later

For at least 40 years explanations have been given why serving men in the Royal Navy provide 25 per cent, or so of the R.N.B.T. income, and get only about 10 per cent in grants.

"It isn't only the uninformed," said Admiral Sir Alexander Bingley (president) at the annual meeting of the Trust, held at the Mansion House, London, on October 24.

"Why don't you do more for the serving man is a question which comes up constantly in all the committees of the R.N.B.T. itself, and members of the Central Committee over the years have spent many hours discussing various proposals designed to produce just that result.

"But this question needs to be kept in perspective.

NOT AMENITIES

"This is a Benevolent Trust, not an Amenities Fund. Its object is to relieve distress among the serving and retired men of the Royal Navy and Royal Marines and their dependants, and the number of retired men of the R.N. and R.M. and their dependants is very large indeed. "In fact, the serving man already gets more than his fair share, if you think of it on a purely numerical basis.

"Much more important is this: the serving man today, with very few exceptions, hardly ever needs this sort of help. By and large he is young and healthy, he is in continuous employment, he is reasonably well paid, and if he has a wife he has a marriage allowance and often married quarters, and various other benefits.

"When he comes near to the point of retiring he often needs some help in finding himself a job in civilian life, and the R.N.B.T. gives quite a lot of help in that.

IN OLD AGE

"It is usually later on, much later on, that trouble is likely to

Bunting for Whitley Bay

With bunting, figure heads, ships' wheel and steaming lights, begged and borrowed from various sources, the Whitley Bay branch transformed a modern ballroom into a "ship" for the occasion of the Trafalgar Day dinner and dance.

Although Whitley Bay is only a small branch of some 25 members, over 160 guests were present for a memorable occasion.

The highlight of the after-dinner entertainment was a display of marching and counter-marching by the Sea Cadet band of Newburn Sea Cadet Corps who finished by playing "Sunset."

The guest of honour was Capt. W. A. Hughes, a Merchant Navy Master Mariner who had rounded the Horn in command of square-rigged ships.

The branch president, Capt. E. C. L. Turner and Mrs. Turner were present, and so were 14 shipmates from the Wear branch, who showed their pleasure by staying to the very end of the evening, although they had some 20-odd miles to navigate in strange waters to get back to Sunderland

SEA LION CLAPPED DECOY

With a sea lion "beating its flippers in applause" (at least that is what a signal from H.M.S. Decoy said) a naval boarding party from H.M.S. Decoy went to the rescue of the Dutch steamer Wuta, in distress 300 miles north-

west of Capetown. In a signal the steamer said she was sinking. Her hull was leaking, the cargo shifting, the engines had broken down and she had a 35-degree list.

To make matters worse, the

descend upon him. He grows older and so does his wife; they become much more liable to sickness, disability, difficulty in finding and keeping a job, poverty, or the other troubles to which man is heir. If he dies, his wife and children are more likely still to need help.

"Of course the bulk of our grants go to the old, the sick, the disabled, the handicapped, the poor, the widows and the orphans. What is surprising about that?"

"But every one of them was once a serving man or dependant, and every present serving man must face the fact that one day he or they may also run into a bit of bad luck and need a bit of help.

"The serving man has to look to the future, and so does the R.N.B.T."

DEPENDANTS' FUND

The Vice-Chief of Naval Staff, Admiral Sir Peter Hill-Norton, gave an address on the

APPOINTMENTS

Second in Command Far East promoted

The Flag Officer Second-in-Command Far East Fleet, Anthony Templer Frederick Griffith Griffin, was promoted to Vice-Admiral to date November 13.

Admiral Griffin, a navigation and direction specialist, commanded H.M.S. Ark Royal from 1964 to 1966.

Surgeon-Rear-Admiral E. B. Bradbury is to be promoted to Surgeon-Vice-Admiral to date July 14, 1969, and to become the Medical Director General (Navy).

Capt. R. D. Roberts is to be promoted to Rear-Admiral to date January 7, 1969. He has been Director of Engineer Officer Appointments since 1966—a post held by his father, Engineer Rear-Admiral E. W. Roberts from 1931 to 1933.

Appointments recently announced include the following:

Cdr. P. R. G. Smith, Victory as Capt. of the Dockyard and O.H.M. September 13. (Granted acting rank of Captain w.h.t.a.)

Cdr. P. F. V. Stigant, Glamorgan in command, October 30.

Cdr. P. J. Symons, Torquay in command, December 13.

Cdr. C. G. W. Hayhoe, Dolphin as Cdr. (SM), 1st S/M Squadron, February 24.

Cdr. A. E. Thomson, Tyne and as Cdr. (SM), 2nd S/M Division, January, 1969.

Cdr. J. B. Wallace, Neptune as Cdr. (SM), 3rd S/M Squadron, February 21.

Cdr. J. A. Rogers, Maxton in command and as S.O. 6th M.C.M. Squadron, April 23.

Lieut.-Cdr. B. A. Needham, Cachalot add'l March, 1969, and in command, d.t.b.r.

Lieut.-Cdr. D. M. O'Brien, Orpheus in command, March 17.

Lieut.-Cdr. B. J. Clarke, Malcolm in command, December 19.

Lieut.-Cdr. W. H. Rumble, Centaur in command, March 14.

Lieut.-Cdr. J. B. A. Hawkins, Seahawk for 820 Squadron in command, February 26.

Eng'r. Lieut.-Cdr. W. J. Cole, Inskip March 31, and in command, Royal Marines

Lieut.-Col. D. W. W. Sluman, C.O. Simbang, and O.I.C. Fleet Amphibious Forces Base, Far East, d.t.b.r.



Lincoln members enjoying a drink in the senior rates' mess

Picture by CPO(Phot) D. G. Wheatley

Lincoln members spent a week-end aboard

Following a visit to the Lincoln branch by the commanding officer, H.M.S. Lincoln (Cdr. Richard Turner), members of the branch were invited to spend a week-end in the ship.

The chairman, Shipmate Frank Stephens, and 18 members readily accepted the invitation, arriving at the ship in Plymouth early on the evening of October 4, and leaving after lunch on October 6.

The visitors took supper and enjoyed a stag social on the first evening in the senior rates' mess.

As every member of the crew has his own bunk, the Lincoln members were afforded the same comfort. One was heard to say: "This is a change from the old days—we expected to sleep in hammocks."

On the Saturday the association people were given a free run of the ship, and in the evening attended a dance and a social given in their honour by the Plymouth branch.

Recommissioned in May this year, H.M.S. Lincoln, the sixth ship of the Royal Navy to bear the name, is expected to leave for service overseas shortly.

Lively Purley

"Purley branch is in no danger of being sunk by barnacles or by corrosion as its 'Jimmy' maintains a full head of steam, and keeps everyone on their toes," says our correspondent.

Social functions continue to be well supported, the ladies being well to the fore with refreshments. One who is a prime mover is Shipmate Hannabus,

TRAFALGAR DAY CELEBRATIONS

Branch members from No. 7 Area, comprising South Wales, Herefordshire, Gloucestershire and Worcestershire, attended Malvern in force to commemorate Trafalgar Day.

The standards of the various branches, led by the Royal Marines Band from Plymouth, made a brave sight and, despite the heavy rain which marred the proceedings at times, there were quite a number of on-lookers lining the route to the Priory church.

The guard of honour was provided by the Naval Cadet Force, Malvern College.

The area's week-end celebrations opened on the Saturday night with a ball at the Winter Gardens, the music for dancing being provided by a Royal Marines orchestra.

During the interval the Worcester Sea Cadets and the Girls' Nautical Training Corps put on attractive displays.

After the last waltz the company resumed their seats and as

ROYAL NAVAL ASSOCIATION

wife of the branch treasurer, Shipmate H. Hannabus.

Mrs. Hannabus is an ex-CPO Cook, who served in H.M.S. Kestrel before she was married. Her maiden name was Griffiths.

The branch has suffered a severe loss in the death of its welfare officer, Shipmate Roy Dunnett, who died on October 29.

St. Austell social

Trafalgar Day was commemorated by the St. Austell branch with a social and supper.

The toastmaster, Shipmate Lieut. E. Richards (vice-president of the branch) paid tribute to Shipmate A. H. Mortimore, D.S.M., the branch chairman, for his work for both the branch and the association since the inauguration in 1950.

Special mention must be made of the ladies, particularly Shipmate Mrs. P. Minear, the hostess of the evening, who has recently undergone a severe operation. This willing band "made" the evening.

Wycombe progress

About 250 members and friends of the High Wycombe branch were present when the Area Cup was presented by the Vice-Chairman of the National Council and No. 6 Area representative, Shipmate Eric Knight.

The presentation took place

in the new club premises which, before the members took up scrubbers and paint brushes, was an empty Territorial drill hall.

All the work was carried out by members and, of course, the ladies' section, together with the Dunkirk Veterans who have made their headquarters in the same building.

Opened by Rear-Admiral Sir Charles Darlington on May 25, when the membership was between 20 and 30, the branch has progressed amazingly. There are now nearly 100 members.

Brisbane welcome

Queensland branch of the Royal Naval Association had a busy time last October, when various Royal Navy ships visited Brisbane.

Small "welcome ashore" parties were given to men from H.M. Ships Albion, Intrepid, Andrew and Triumph, and members of the branch were entertained on board.

Trafalgar Day was celebrated on October 19, the guest of honour being Lieut.-Cdr. J. W. T. Walters, of H.M.S. Albion, who spoke about the Royal Navy of today.

Plymouth visit

Forty-five members and friends of the Newton Abbot branch attended the 20th birthday dance of the Plymouth branch on October 12, the chairman, Shipmate C. Lewis, thanking the Plymouth branch for the hospitality and inviting them to a return "do" at Babacombe.

The ladies of the branch held their second harvest supper on October 17.

The Trafalgar Day service was held at St. Mary's, Abbotsbury, the church of the branch padre, the Rev. Peter N. Longridge. Lessons were read by Shipmates W. E. Langridge and C. D. Lewis.

LIEUT.-CDR. CANTY

Known to hundreds of naval officers, Lieut.-Cdr. John Canty, R.N. (ret.), who was mess caterer in H.M.S. Vernon from 1933 to 1938, and then became mess secretary until his retirement in 1962, has died at the age of 85.

R.N.B.T. GRANTS

The R.N.B.T.'s annual accounts showed relief and grants totalling £206,679, and a deficit of £18,272.

More than 6,260 grants were made during the year to serving and ex-serving men, their wives and dependants, totalling £116,315.

BOOTLE REUNION

The Captain Walker's Old Boys' Association reunion dinner: Bootle Town Hall, May 3, 1969. Contact Mr. Edwin J. Freestone, secretary of the association, who is also the chairman of the St. Helens Branch of The R.N. Association, and lives at 6 Arrian Way, Rainford, Nr. St. Helens (Lancs).

Meet 'men of the year'

Nominated the Royal Navy's "Man of the Year," Lieut.-Cdr. Mathew Todd met at the Savoy Hotel luncheon another of the honoured guests—Sir Alec Rose, Royal Naval Sailing Association, chosen for his feat in sailing round the world single-handed.

Lieut.-Cdr. Todd led the team which completed successful escape trials from submarines at depths of 500 ft. in 1965, and from submarines moving freely through the water this year.

He and his team are now preparing for deeper trials from free-moving submarines at 600 ft.

Lieut.-Cdr. Todd led his own dance band as a trumpet player when he was a cadet at Dartmouth, boxed for Portsmouth Command and the South Atlantic Fleet, and played rugby for Nore Command.



Sir Alec Rose and Lieut.-Cdr. Mathew Todd

He was first encouraged to become a Corresponding Representative, and since then has twice been chairman of the committee, an ex-serving member, honorary treasurer, and in regular attendance at the Grants Committee meeting twice a week.

Since December, 1961, he has been a member of the Central Committee of the Trust, and the New Year Honours List of 1965 included the award to him of the M.B.E. in recognition of his work on behalf of naval men and their families.

distress. Could the Fleet Air Arm help?

A naval helicopter was dispatched, and Roy had the job of steadying the sheep between his knees while they were winched up and lowered again on safe ground.

Just the job to show what makes the F.A.A. tick!

Sheep cuddler

Tell anyone you've been cuddling sheep and strange looks may come your way—but that is just what Leading Airman Roy Duriez was doing on November 6.

The Royal Naval Air Station at Culdrose got a request from the R.S.P.C.A. saying that sheep had got themselves in a bog near Camelford and were in



Mr. W. H. Windsor

Nearly 40 years for the Trust

A chain of continuous service since 1929 has been broken by the decision of 79-year-old Mr. W. H. Windsor not to seek reelection to the Local Committee at Portsmouth of the Royal Naval Benevolent Trust.



The 'News' Diary

Sailed 1,200 miles with no rudder

The name of a naval officer who "hit the headlines" by a great feat of seamanship nearly 180 years ago was recalled last month when his log book was sold at Sotheby's for £2,700.

One of Nelson's captains, Edward Riou, then a lieutenant in command of H.M.S. Guardian, a 5th rate of 44 guns, was bound for New South Wales with a cargo of stores and convicts when, more than 1,200 miles from Capetown, which he had left 14 days before, the ship struck an "island of ice."

The accident happened on Christmas Eve, 1789. Next day as many as possible of the crew were put in the ship's boats, but Riou refused to leave his ship. With a crew, now mostly convicts, he set out to sail the leaking Guardian back to Table Bay.

CONTINUAL PUMPING

The boats were picked up and the men in them were landed at Capetown in the middle of January, 1790.

With no steering gear, only temporary rigging, and leaks which demanded continual pumping day and night, Riou brought his ship back to Table Bay in eight weeks, arriving on February 22.

'WELL, YOU SEE...'



Leading Wren (RP) Elizabeth Palmer, in the operations room at R.N. Air Station, Culdrose, explains her work to the Director of the W.R.N.S., Commandant Marion Kettlewell.

On a two-day visit to the air station, Commandant Kettlewell presented safe-driving awards to civilian MT staff and instructors, remarking that she understood their problems well, having started her own career in the Wrens as an MT driver.

Pop group for tour

Next year's Royal Navy recruiting tour all over the country will see the arrival of a new group on the pop scene, the St. Louis Squeegie People.

The five lads, from H.M.S. Leydene (Hants), are:

John Prior: lead guitar, bottleneck guitar, vocals. The quiet one. Lives in his own world but you can join him if you think that way.

Dits Attoc: rhythm guitar. Digs the Beatles and motorbikes. Often goes to extremes like cutting his hair short.

Louis Providence: Born in West Indies. Just keeps a beat at practices but goes mad on stage.

Pete Loveys: bass guitar. Big, moody. Plays bass guitar like a ukelele. The most practical member. Digs the Stones. Has contagious laugh.

Jan Steer: vocals. Also rhythm guitar and drums. Small, moody. Youngest member. Singing voice resembles a rasp drawn across cast iron.

John and Jan write most of the group's songs with a blues theme, as this is the sound the boys really dig.

Of course the group are mad with excitement, having been given the break which they believe will prove their talent.

Say the boys: "We hope we've got the sound for the top, but that doesn't mean we want to leave the Navy. It's a gas and we're getting paid for having fun!"

They have only been together for eight months, and already have a large following.



PO William Murray (left), SA Maurice Illien and LR Iain Gillies

Fearless cover

A "cover" likely to be of considerable interest to stamp collectors was the brainchild of a keen philatelist on board H.M.S. Fearless, PO William Murray.

With the assistance of SA Maurice Illien, who owned the printing press, and LR Iain Gillies, the ship's postman, 2,000 envelopes bearing the words "H.M.S. Fearless. British Rhodesian Conference. Gibraltar, October, 1968. Commemorative cover" were run off.

SUNSHINE JOB

In the Persian Gulf sunshine is Leading Writer Philip Allen, of Gillingham (Kent), talking to the captain's personal assistant during his work at the Royal Navy's shore base, H.M.S. Jufair, at Bahrain. The offices are air-conditioned.

IN APPRECIATION



REM John Gould, of H.M.S. Glamorgan (seen on the left), was presented with a crest of Garden Island Dockyard, Sydney, in appreciation of his efforts in saving a drowning dockyard worker. On the right is EM David Cottrell, praised by the Chief Constable of Northumberland for his public-spiritedness in arresting one of two men he saw damaging a beach chalet.

£250

was paid out by the Navy to photographers—ordinary blokes handy with a camera—in the Royal Navy, Royal Marines and associated services

for colour slides and snapshots they entered for last year's Naval Photographic Competition

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First torpedo sinking by aircraft

The Short 184 seaplane was to the First World War what the Swordfish became in the Second World War. Both types made history as torpedo-carrying aircraft, and did tremendous service in every theatre of the war.

It earned fame as the first aircraft in the world to sink an enemy ship at sea with a torpedo. This occurred in August, 1915, during the Dardanelles campaign, when Flt./Cdr. E. H. K. Edmonds, flying from the Gulf of Xeros, spotted a vessel in the Straits.

He glided down to 15 ft. and launched his torpedo at 300 yds. range, striking the ship amidships.

Amazing feat

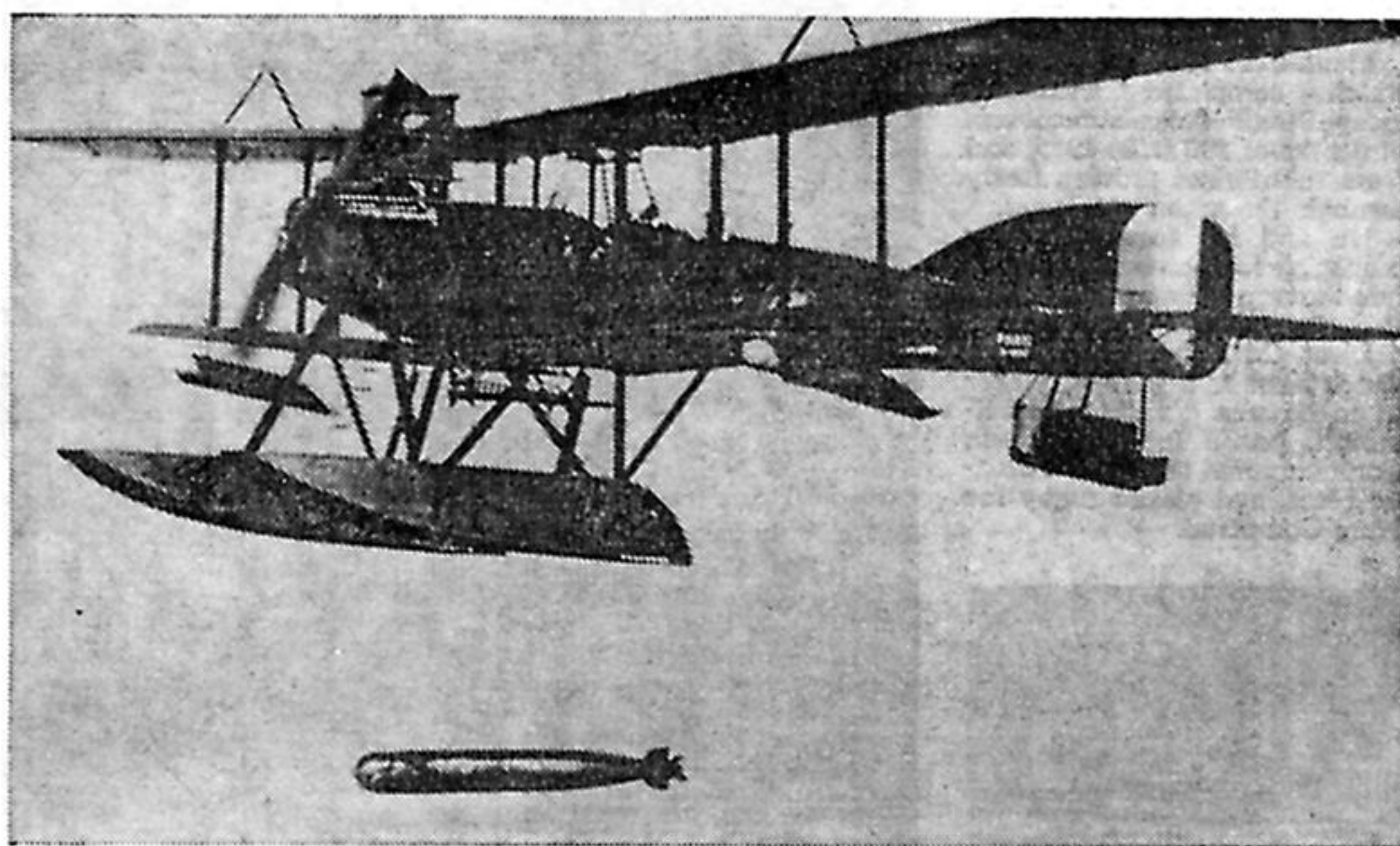
A few days later Flt./Cdr. Edmonds torpedoed a steamer, setting it on fire. The steamer was towed to Constantinople where it became a burnt-out hulk.

Flt.-Lt. G. B. Dacre, in another Short 184, accomplished the amazing feat of sinking a large tug while he was taxiing his aircraft on the water after a forced alighting.

The Short 184 was the only aeroplane to play an active part in the Battle of Jutland. Flt./Lt. F. J. Rutland, flying from H.M.S. Engadine, had within 40 minutes of take-off, reported the position and course of three enemy cruisers and 10 destroyers.

The visibility was poor at the time, with a low cloud base making reconnaissance extremely difficult and preventing further flights.

Introduced in early 1915, production reached over 900, of which more than 300 were still in service at the end of the war, although they had been replaced by the Fairey Campania in the seaplane carriers of the Grand Fleet.



TECHNICAL DATA

Power plant: One 225 h.p. or 240 h.p. or 260 h.p. Sunbeam; 240 h.p. Renault or 275 h.p. Sunbeam Maori III.

Dimensions: Span, 63 ft. 6½ in. Length, 40 ft. 7½ in. Height, 13 ft. 6 in.

Weights (with 260 h.p. Sunbeam): Empty, 3,703 lb. Loaded, 5,363 lb.

Performance (with 260 h.p. Sunbeam): Maximum speed 88 m.p.h. Endurance, 2½ hrs. Service ceiling, 9,000 ft.

Armament: One free-mounted Lewis machine-gun aft and provision for one 14-in. torpedo or 520 lb. of bombs.

Short 184 Seaplane

PHOTO POSTCARDS

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish and Grumman Avenger.

Aussie with a bobby's helmet

An English bobby's helmet adorning an Australian copper may surprise visitors to Newcastle (New South Wales)—but he didn't nick it. It was presented to him on behalf of the Newcastle (U.K.) Constabulary by the Chief Petty Officers' Mess of H.M.S. Defender.

And thereby (writes our correspondent from the ship) hangs another tale. Unfortunately he didn't tell it!

At the end of August, Cdr. M. J. F. Rawlinson assumed command in Singapore for the last 12 months of the ship's commission.

While in Singapore the ship had an assisted maintenance period, and some of the officers and ship's company took the opportunity of the break to fly their wives out for a four-week visit.

CORAL SANDS

After participation in the Exercise "Coral Sands," the Defender visited Newcastle, N.S.W., with H.M.S. Puma and R.F.A. Tarbetness.

Newcastle is the industrial centre of New South Wales, the second largest city in the state and situated about 100 miles north of Sydney.

By coincidence the Defender visited the namesake city in north-east England just about a year before, and all aboard were able to put on record that the Novocastrians of both fine cities are equally hospitable to the Royal Navy.

The 10-day Australian visit was memorable for the generous friendship, which included membership of the many and prosperous Returned Servicemen's League clubs, organising of



H.M.S. Defender

coach tours into the Hunter Valley wine country, and of course, a full range of sports fixtures.

A few of the ship's company with relations in Australia took station leave to see them in either Sydney, Melbourne or Brisbane.

After Newcastle, there was a short call at Townsville in Northern Queensland, before returning to Singapore, the passage being made inside the Great Barrier Reef for 36 hours

—both interesting and navigational exciting!

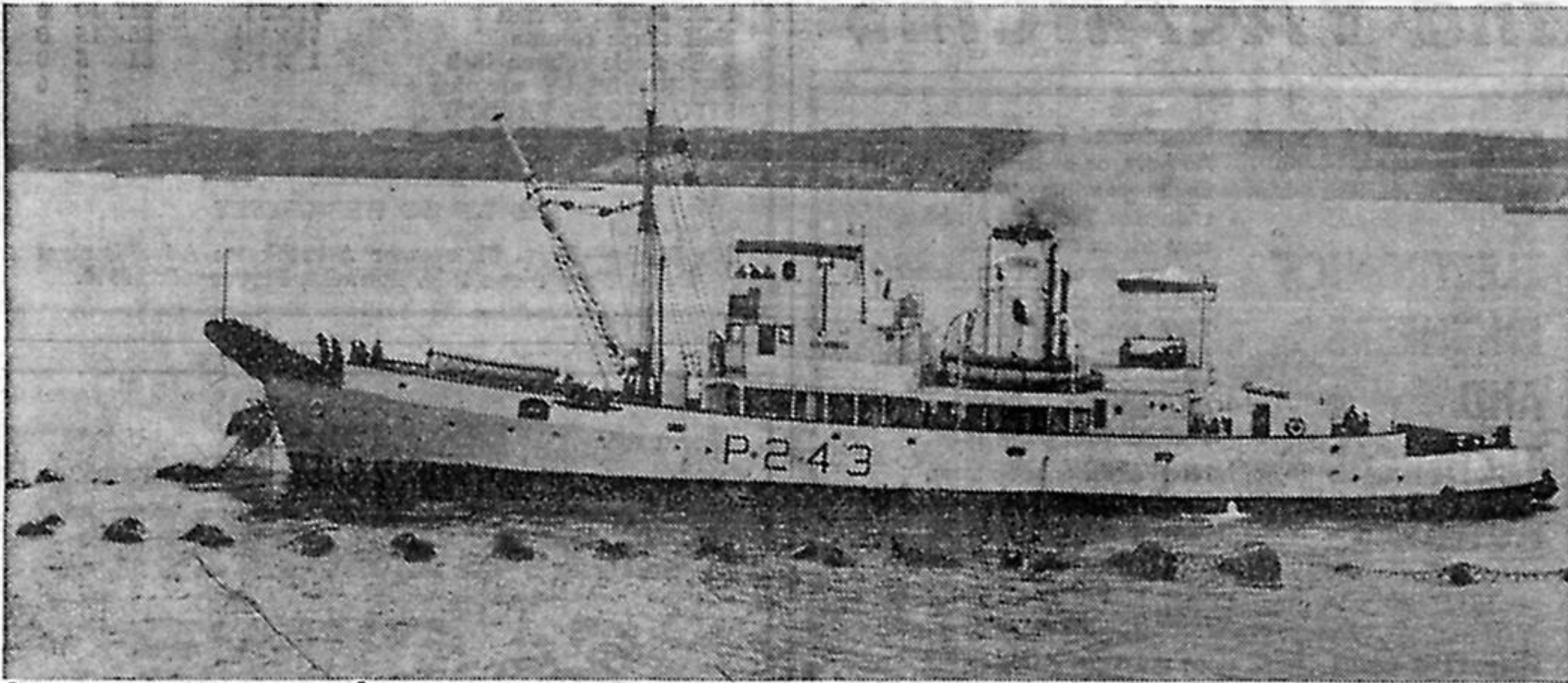
The Defender left Singapore on November 7, and will be calling at Simonstown and Gibraltar en route to U.K., "looking forward to arriving at Portsmouth in bright sunshine on December 17, and Chatham two days later for Christmas leave".

The sixth of her name to have been commissioned in the Royal Navy, H.M.S. Defender, a Dar-

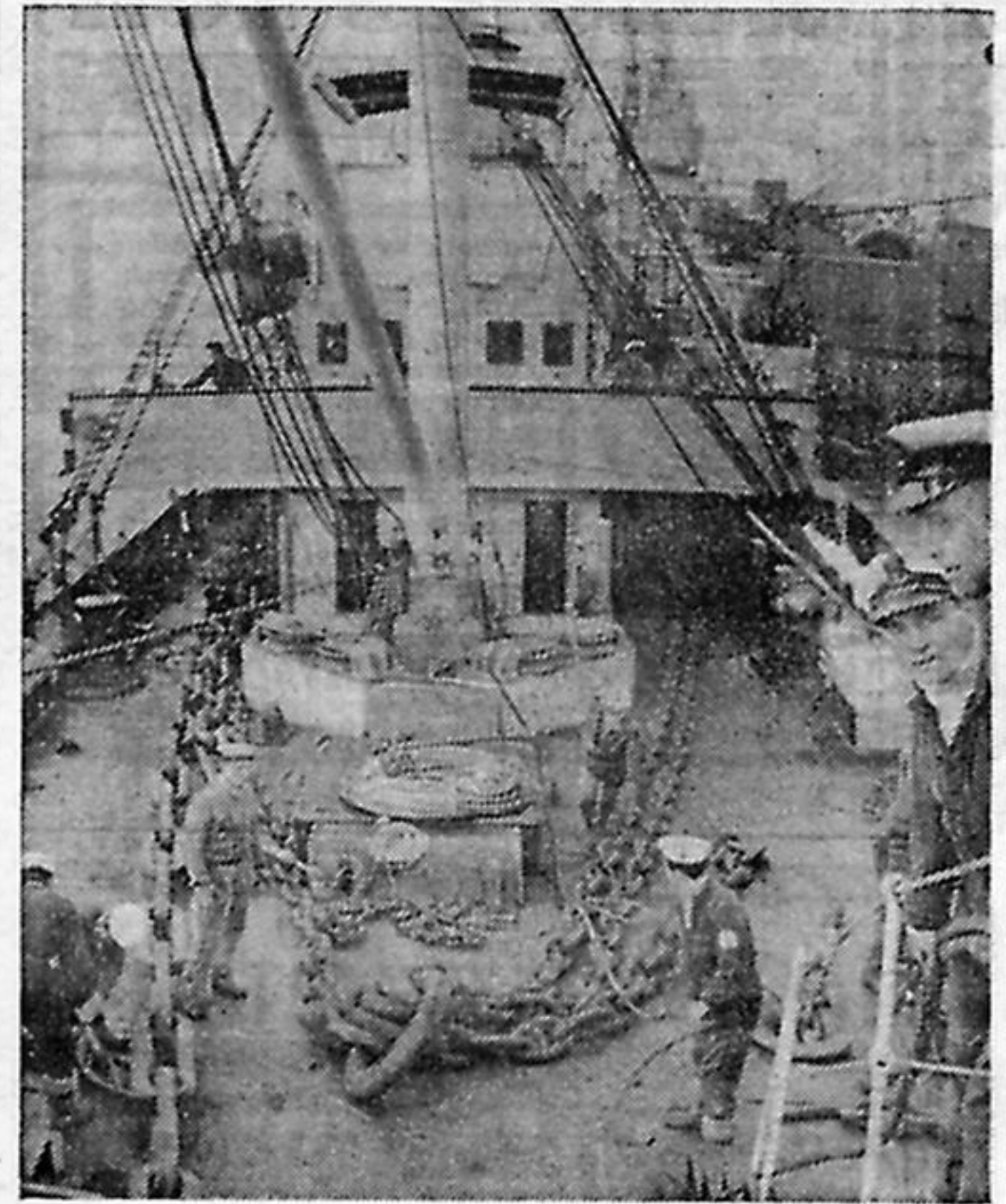
ing class destroyer, was laid down in 1947 and launched on July 27, 1950. She was accepted into the Navy on December 5, 1952.

The Minister of Defence for Equipment (Mr. John Morris) spent November 19 in H.M.S. Yarmouth, at sea off Portsmouth. The frigate is now equipped with hangar and flight deck for a Wasp helicopter, and armed with Seacat missiles.

Premier Boom Defence Depot paying off



H.M.S. Barbican, a "Bar" class boom defence vessel, lays nets in the Firth of Forth during admiral's inspection. On the right, a boom defence vessel, alongside H.M.S. Safeguard, embarks a resilient mooring (used for heavy ships).



NAVY FAREWELL TO H.M.S. SAFEGUARD

After 43 years in commission, the Navy's Boom Defence School and premier Boom Defence Depot is to pay off as a naval establishment. On December 16 the ship's company will march out and the ensign will be lowered for the last time.

Fuel cell research

The United States and the United Kingdom have decided to pool knowledge with the objective of achieving better understanding of the fundamental processes involved in fuel cell systems.

This co-operative scheme, which will centre on efforts whose ultimate aim is the design of more economical and effective cell systems, will enlist the best talent of both countries in civilian and Government laboratories.

These cells, if developed to the point where they are economically competitive, offer advantages, as compared with present electrical power generating devices, of noise and air pollution abatement as well as military objectives of decreased weight and volume.

Areas of research centre principally on the optimum choice of materials for use as anodes, cathodes, electrolytes and fuels, and the most efficient structure to use for these materials.

On May 15, 1925, a Boom Defence Training School was formed at Rosyth under the command of Lieut. G. E. Blackmore, to teach the skills learned during the First World War.

The school was commissioned eight months after the outbreak of the Second World War as H.M.S. Rooke (Act. Capt. A. E. Buckland).

H.M.S. Rooke played an important part in the Navy's war effort and the security which the boom defences gave to our harbours gave many ship's crews cause for gratitude.

In addition to training men, H.M.S. Rooke carried out a number of trials of a more or less bizarre nature, such as the one known as "Swiss Roll"—a flexible floating causeway of wood and canvas intended to carry vehicles.

This proved exciting, both for the driver of the vehicle and the trials team, when the whole causeway was overturned by a cross tide.

Among the civilians em-

ployed were a number engaged in net making, including local fisher-girls who still hold the record for speed in making a net. (To the uninitiated it is worth mentioning that a 48 x 24 ft. medium anti-torpedo net consists of 1,710 grommets each made of 30 ft. 9 in. of carbon manganese steel wire with the use of a marline spike!)

On July 1, 1946, H.M.S. Rooke was renamed H.M.S. Safeguard to allow the name Rooke to be used for the naval base at Gibraltar.

Capt. A. E. Buckland remained in command until October 13, 1946. He had been in continuous command of the Boom Defence School and Depot for 12 years. Surely a record!

Incidentally, with a total of 15 commanding officers in 43 years, the average tenure of office of commanding officers has been nearly three years.

With the decline of the importance attached to Boom Defence, H.M.S. Safeguard's

role has gradually changed since the war until at present she is the "Pooh Bah" of the Scotland Command—the establishment which handles everything nobody else can take on!

Cdr. J. A. Barrett was in command of H.M.S. Safeguard for eight months until the end of October when he left to take temporary command of the new "stone frigate," now nearing completion at Rosyth, to be known as H.M.S. Cochrane.

For the Royal Navy, H.M.S. Safeguard has been a base for the Command Explosives Ordnance Disposal Team, for naval diving training and for seamanship and leadership training. These functions will continue at H.M.S. Cochrane.

For civilians, Safeguard has been a base for moorings, boom and salvage training and allied operations, and for diving training.

These aspects will continue using the same premises under the title of Superintendent Marine Services School and Salvage Depot.

Keeping alive D-Day memories

Members of the Services and the Merchant Navy who took part in the D-Day landings are being invited to join the D-Day Fellowship. Life subscription costs £1, and those joining will receive a certificate of membership.

Linked with the Fellowship will be an annual service in Portsmouth Cathedral on or about the anniversary of D-Day (next year marks the 25th), and a special book containing the

names of members, which will be placed in the Cathedral.

Funds raised will help to complete the nave of the Cathedral as a D-Day memorial.

The organiser's address is: D-Day Fellowship, Portsmouth Cathedral Completion Appeal, Flat 2, Cathedral House, St. Thomas's Street, Old Portsmouth.

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KERBSTONES AND THE LONG HAUL

To show their initiative, officer candidates undergoing courses in H.M.S. St. George—the Special Duties Officers' School at Portsmouth—are required to undertake Operation Enterprise, a job which must be completed within 24 hours and which should be of benefit to the city.

Under their course officer, Lieut. T. N. Greenfield, and course (instructor, PO G. E. Kent, Course 3A/68, comprised of PO Geoffrey Atkey, CRS Bradley Beckwith, PO Derek Carpenter, PO Air Keith Davies, Ch Mech Charles Fox, PO Ronald Lang, PO Air Morris Larcombe, PO Allan McCutcheon, CERA Terence Mitchell, PO John Nundy, MT1 David Park and PO Bruce Thompson, built a fort in a children's adventure playground at West Leigh.

Working in pouring rain throughout the night, and with nearby residents keeping them supplied with tea and sandwiches, the course built "Fort St. George."

The fort has a keep 15 ft. square and an 8 ft. diameter bay, and is 3 ft. 6 in. at its highest point. The Havant and Waterloo Urban Council supplied the equipment and build-



The "Kerbstone fort" and its builders — officer candidates from H.M.S. St. George

ing materials—old kerbstones.

Course 3B/68 had a different idea. The members of this course sweated as they hauled a 64-pounder coastal defence gun from the Portsmouth Corporation central depot along the Eastern Road, Portsmouth, to Southsea Castle.

The 12 authentically rigged team—PO Thomas Barwise, PO

Michael Dance, PO Philip Horwood, PO David Howe, CERA Godfrey Parris, CERA Colin Rudkin, PO Air Keith Rushby, PO Peter Seymour, PO Michael Shalders, PO Air Cyril Thompson, PO Joseph Ware and CT Roger Whitby-Smith, under Inst. Lieut. R. M. Mavin and CPO R. E. Bowles, started their long haul at 11.15 p.m.

One said "it was very hard work—it seemed more like 50 miles."

The gun came from a musketry school at Dunoon, Scotland.

The Curator of Antiquities at the castle, Mr. E. G. Corney, said the gun was part of the project to restore the castle as an ancient artillery fortification.

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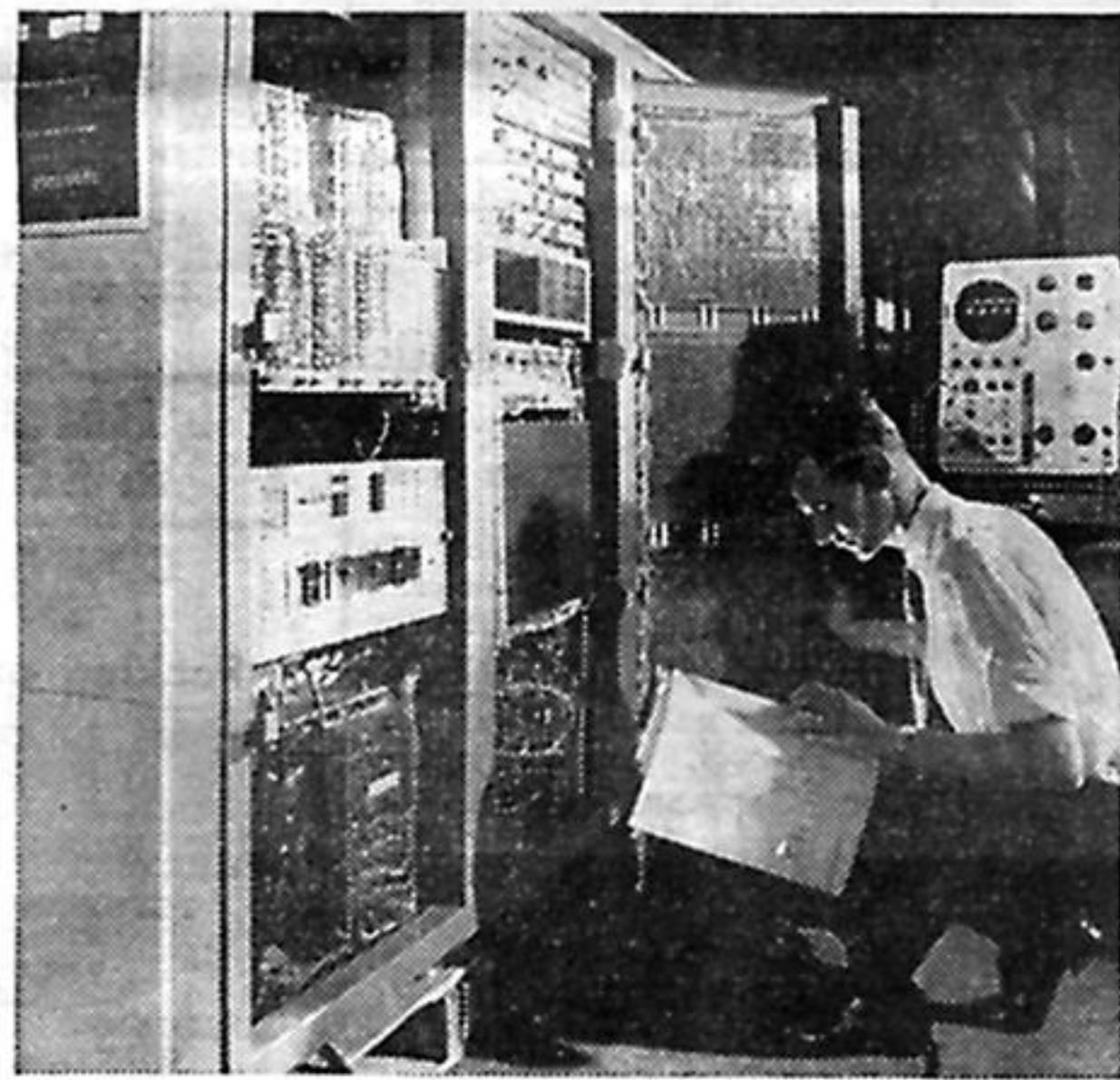
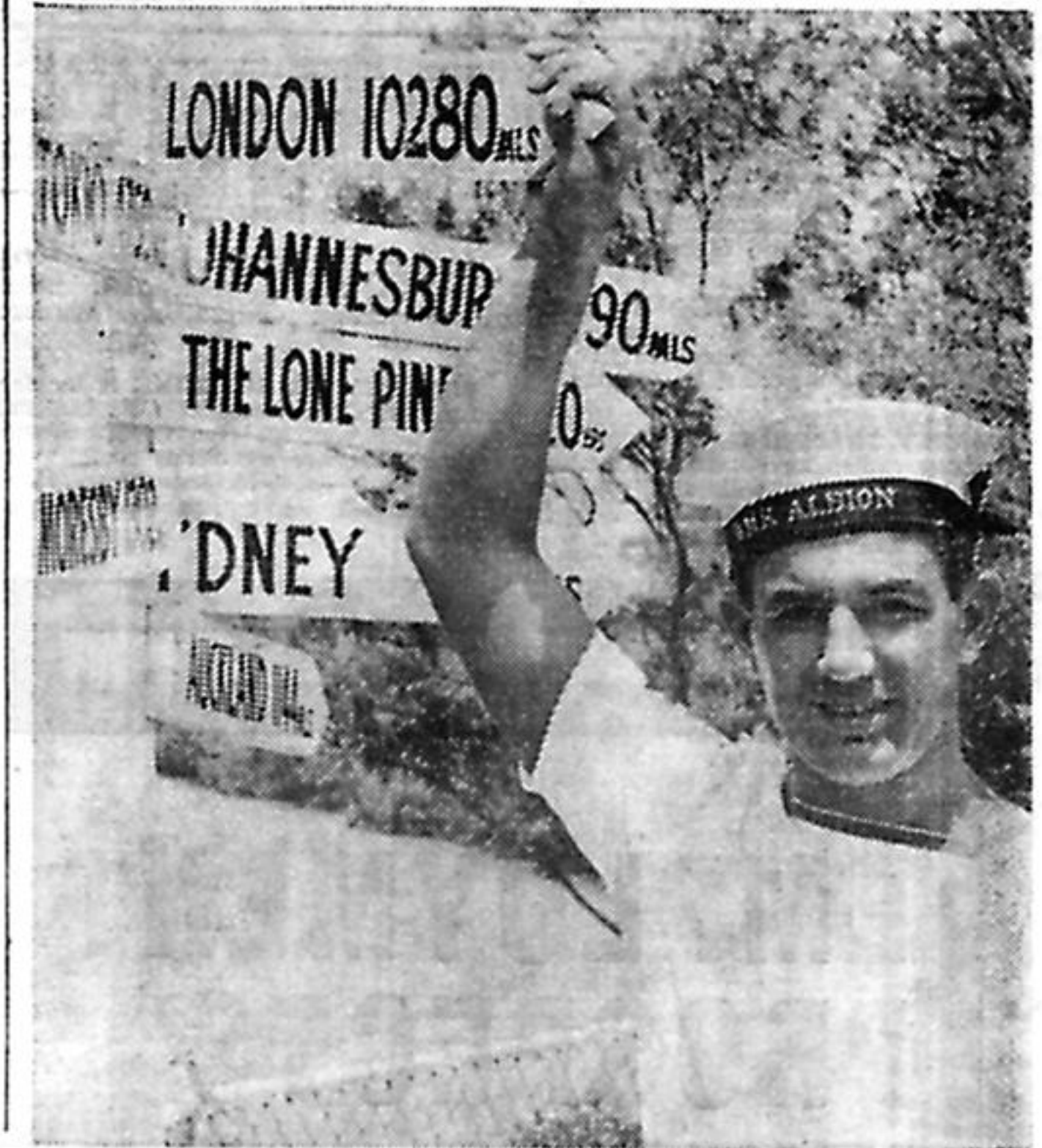
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Singapore swimmers push other services to a back seat

Despite spending so much time at sea Royal Navy swimmers rarely hit the headlines, but in Singapore this year the other Services have had to take a back seat.

The Navy water polo team in the Far East have been outstanding, sweeping all opposition aside.

Coached by PO(PTI) Mike Speake, who spent many an hour at his job, the team was CPO Brew (COMFEF) as captain, Lieut. Steele (Euryalus), ERA Blake (Euryalus), Cpl. Bunce (40 Cdo), OEA Selway (Triumph), ERA Sherriff (Forth), Ck Chong (Terror), LS Reiper (Forth), LREM Bowles (NASU Changi) and AB Rodgers (Triumph).

Tearing the R.A.F. defence apart, the Navy won the first game by 11 goals to 4, George Steele showing some brilliant

touches in the goals he scored.

The Navy played very fast and accurate polo in the return game against the R.A.F., winning by 14 goals to 2. Cpl Bunce made many a fine save, and will surely be challenging strongly for the Navy's goalkeeper position in the United Kingdom.

Then came the game against the Army. The pool at Gillman Barracks is a small one and the Army felt this was to their advantage, but the Navy won by 24 goals to 2.

The Army centre forward, Cox, was their key man, but he was marked tightly by the Navy skipper, Archie Brew, who came out of the water with a cut eye and lip to prove water polo is no gentle game.

The Navy followed the water polo win with the honours in the Inter-Service swimming championships.

It was the most exciting Inter-Service swimming seen for years, with the final result depending on the last six by 50 yards relay.

The Navy swimmers fought hard all the way, inspired by the Navy coach, PO Mike Speake, who had to use each swimmer carefully in order to gain maximum points.

The R.A.F. were not in the picture, but with Pua, the Asian medallist in the team, the Army were holding on grimly.

The last events were the relays. The Navy had to beat the Army in one of them to win the trophy.

The excitement was intense, especially when the Army took the medley relay. Who would win the six by 50 yards free-style relay?

For three lengths there was not a foot between all three teams. Then the R.A.F. went ahead by two feet from the Army, and the Navy was two-and-a-half yards down.

In went Rodgers to rocket along and catch up all bar a touch. The last man in was Blake and he made no mistake, touching first to beat the R.A.F. by two-fifths of a second, with the Army third.



YACHTING IN THE GULF

Giving a great deal of pleasure and recreational training to Royal Navy personnel serving in Bahrain, Persian Gulf, is the recently acquired Contessa class Folkboat Shahin (Arabic for "Kestrel").

Of glass-fibre construction and with four berths and a Penta diesel engine, she is capable of off-shore cruising and has already been sailed to Doha—capital of Qatar—130 miles south of Bahrain, on a shake-down cruise.

Plans are in hand for trips further afield, but meanwhile she is being used on a daily basis to give as many people as possible practical experience of sailing a yacht of this type.

Our photograph shows a typical afternoon's sail in progress.

NAVY IN 10,000 MILE MARATHON

Taking part in the 10,000-mile marathon from London to Sydney is a team of three naval officers—Cdr. Philip Stearns (H.M.S. Raleigh), Capt. Ian Lees-Spalding (D.G. Ships, Bath) and the leader Capt. James A. H. Hamilton (H.M.S. Tyne), seen here, left to right.

The team left London on November 24 in their specially "hotted-up" B.M.C. 1800, which will do 100 m.p.h. (on some parts of the journey!) and with a vast range of extra accessories and equipment.

With 20,000 spectators looking on, commentator Raymond Baxter announced that the Navy team had promised to give any

prize money to King George's Fund for Sailors.

Miss World, the Australian Miss Penny Plummer, who saw the competitors off with a good luck kiss, handed a letter from the Lord Mayor of London addressed to the Chief Commissioner of Sydney to Cdr. Stearns for delivery—"one of the most expensive letters in postal history," said Mr. Baxter.

Cdr. Bill King

Cdr. W. D. A. (Bill) King, a competitor in the round-the-world single-handed sailing race has had to retire—"for this year at any rate," he says.

His yacht Galway Blazer capsized in a storm, but the boat righted itself and Cdr. King managed to limp into Capetown where he was given a splendid welcome.



Cosmopolitan team winners of first youth cup

H.M.S. Collingwood, with a cosmopolitan eleven from many parts of the British Isles—from Morayshire to Cornwall—beat H.M.S. Ganges at Shotley Gate by six goals to three in the first Navy Youth soccer cup competition.

The game was a triumph of the 4-2-4 system over the orthodox "W" formation which Ganges played.

The Collingwood front four were quick to spot the glaring space left by Peters, the Ganges centre-half, when attempting to play an attacking game.

With Lilley, the Collingwood striker, slotting quickly into the space left by the centre-half, and the Collingwood link men giving him quick service, he was enabled to net three well-taken goals.

JEM McCash, playing with a bad ankle sustained in the semi-final against R.N. Air Station, Lossiemouth, the previous day, scored two very good goals, one being a spectacular shot from 30 yards. The remaining goal was

scored by Grigor, an industrious link man.

The fighting spirit of the Collingwood team was shown at various stages of the game, when Ganges was awarded three penalties, of which two were converted.

Although Ganges appeared to be the fitter team, the obvious skills of the Collingwood boys came to the fore. The lack of fitness is perhaps explained by the fact that the team had a strenuous game on the previous day, when it beat Lossiemouth 4-2 after extra time.

Back row (left to right): CPO J. Phillips (team manager and coach—Manchester); JEM Henderson (Newcastle); JEM Murdoch (Ayrshire); JEM Haley (Workshop); OEM Williams (Leicester); JEM Grigor (Morayshire); App Kennedy (captain—Devon); JEM Betteridge (Leeds); JEM Haddow (Cornwall). Front row: JEM Davies (Manchester); J/A/Ck Lilley (Birmingham); JEM McCash (Dundee); JEM Henwood (Stafford); App Temme (Somerset).



HAVE A GO AT BEING THE REFEREE

RUGBY NOTES BY NIMROD

Although the game is for the players, we all know what a mess they can make of it without the chap with the whistle to lend a hand. It also follows that if the referee does not know what he is up to he can also make a mess of a game.

So it is for the great good of

the players and the game that the R.N. Referees' Society exists, not only to provide referees but to train referees.

The society is extremely lucky to have as its secretary Inst. Lieut.-Cdr. Ioan Lewis who is not only a very experienced performer on the county panel but is also an indefatigable organiser.

Last October the annual course at the R.N. School of Physical Training attracted 14 students, all of whom agreed that what they had learned was invaluable.

The course was addressed by Mr. R. A. B. Crowe of the London Referees' Society, PO Brian Goodwin, captain of the United Services (Portsmouth), Surg.-Cdr. MacKay, who talked on first aid on the field, and by Lieut.-Cdr. Lewis.

There is always a demand for referees and many possible candidates seem either shy to have a go or do not know how to start. The first step is to contact your local secretary who will be delighted to hear from you. Here are their names:

Portsmouth, Inst.-Lieut.-Cdr.

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EXCUSED DOUBLING —But runs in marathons

After 20 years' running—for his ship, his command and for the Navy—PO George Patrick Morrall, the "Buffer" of H.M.S. Vernon, says that although he is now at the age when he is "excused doubling," he is running better than ever.

Proof of his statement is the fact that this year he set up a new Navy record for the London-to-Brighton run in a time of 6 hr. 4 min. All his times this year are some 20 seconds ahead of his 1965 times, which was his previous best year.

George Morrall joined the Service at H.M.S. St. Vincent in November, 1948, and his first taste of Navy sport was in the boxing ring. Although he won his bout, helping his division to win the cake, he decided that boxing was not the sport for him.

Boys' record

After trying most of the general games, he ran for Duncan division in the inter-divisional cross-country championships, finishing third.

He created a Boy's record in his first track race—the mile—which he won in 4 min. 32 sec.

After sea training in H.M.S. Maidstone at Portland, Morrall joined H.M.S. Agincourt to find Henry Sharpe as the leading hand of his mess. Sharpe was the Navy cross-country captain at the time, so it was not long before Morrall realised that hard work was needed to get to the top.

In 1951 our Sportsman of the Month represented the Vernon in the Command championships, finishing 15th over the country and third in the three miles. He also had his first feeling for field gunning, when he ran for the Young Seamen's Crew which won the Brickwood Trophy for the first and only time.

Morrall's first full commission was in H.M.S. Saintes in the Mediterranean, 1952-54, and it was in that ship he won the Small Ship cross-country race in 1953 and 1954.

On the track he won the one-mile and the three-mile "Navy Championships."

On returning to the United Kingdom he started running for the R.N.A.C. (South) under the leadership of "Barney"—the one and only CPO (GI) Barnes—and he found that this was a true sport in every way.

In 1955 he was a member of the Portsmouth Command Field Gun Crew, in which he collected a winner's medal.

While serving in H.M.S. Adamant (1956-57) and H.M.S. Forth (1957-60) PO Morrall had some of the most rewarding running he had had up till then.

With Sub-Lieut. Marsden in the Forth holding the reins, the ship was undefeated for two years. During the two-and-a-half years in that ship—his third submarine depot ship—Morrall ran some 17 times for the Mediterranean Fleet and won six Malta titles.

In 1959 he set a record for the mile in Malta, and broke the road race record from Rabat to Sliema. This was the start of his long-distance running, which is now his first love.

After another season with the Portsmouth Field Gun Crew, Morrall won the Navy steeplechase in 1961, going on to run in the Inter-Services and so gain his first Navy Colours. "A proud moment," he says.

1961-62 saw a change of scenery and another sport. George was serving in the Gulf in H.M.S. Loch Lomond where hockey became his sport, he captained the ship's team.

Grenada race

After H.M.S. Loch Lomond came H.M.S. Urchin. While in the West Indies he lowered the time for the race round Grenada from 12 hr. 5 min. to 9 hr. 9 min.

On return to England he ran in the Isle of Wight marathon to win the Hampshire championship. He also ran in the London-to-Brighton race, finishing in ninth place in a time of 6 hr. 40 min. 22 sec.

Morrall was in the 1964 Field Gun Crew and with the fitness gained from that "sport" he won the 1965 Portsmouth Command cross-country and finished sixth in the Aggregate League (six runs).

In 1966 George ran for Devonport while serving in H.M.S. Cleopatra, again winning the Navy steeplechase. While in the same ship he took part in the 107-mile relay (team of seven) from Sydney to Newcastle. His share of the 107 miles was

SPORTSMAN OF THE MONTH



PO G. P. Morrall

27 in different stages. This race was the talk of Australia at the time.

"During my stay in the Far East I ran in many races," he says, "but found the heat against me and I ran well below par."

PO Morrall has a full life. In addition to his running he is the Vernon's R.N.B.T. representative, and helps with cases two afternoons a week.

As the Vernon Cadets' instructor he has the sporting side of their activities to look after.

During the last year he has driven local old age pensioners for outings, and to their weekly dinners.

Married, with four daughters, PO Morrall lives at Purbrook.

BOXERS VISIT STOKE Won five matches out of seven

Arranged by the Careers Office, Stoke-on-Trent, as part of a recruiting campaign, a team of Royal Navy boxers took on a team from the Stoke and District A.B.C. last month.

During the forenoon, the Navy boys visited the Stoke City Football Club and were shown the training facilities. They also went to the Mayor's parlour for coffee and a view of the council chambers.

The dinner-jacketed audience for the boxing were given a really good evening's entertainment.

Only seven of the team were matched, as two of the Stoke team were injured in bouts during the previous week. Of the seven matches, the Navy won five, the other two boxers giving a very good account of themselves.

TEAM NEWCOMERS

Newcomers to the team, OS Sam Clarke, who had won the Royal Navy Novices title the previous week, and Marines Dennis Morgan and John Thatcher, all boxed well and should improve with a little more experience.

George Harris did not appear as sharp as last season, but he stopped his opponent in the third round, the referee stopping the contest because of a badly cut eye.

Cpls John Laing and Dave Burton looked fit and strong, winning their bouts convincingly.

The Royal Navy team visits Llandudno in a similar team match on December 4. It is hoped that it will be as successful as at Stoke, although it would appear that the Welsh team are rather stronger, on paper, than Stoke.

NOVICE CONTESTS

Plymouth and Air Commands, who centralised their training, were favourites in the Inter-Command Novices Championships, and the results showed the correctness of the forecasts.

Plymouth, with a full strong team, boxing on their home ground, must be given full credit for bringing the boxers to such a high standard of fitness.

Honours went to Plymouth with 33 points. Second was Naval Air Command with 19 points. The Royal Marines, with an under-strength team, collected 12 points, and Portsmouth, also under strength, had four points.

The standard of boxing was the highest seen for many years, and it is hoped that many of the boxers will soon be filtered into the open teams, and so make those championships next March just as entertaining and competitive.

The Royal Navy boxing secretary has already listed the boxers he would like to see moving up. One or two of the boxers have appeared in the novices' championships for two or three years. This defeats the object of the novices' contests, and undoubtedly deters a few youngsters from entering. They are then lost to Navy boxing.

Outstanding prospects among the winners and runners-up were NAM Jones (Air), OS Christopher (Plymouth), OS Cleaver (Plymouth), and the two heavy-weight finalists, LS Cotton (Plymouth) and NAM Wheller (Air).

NAVY RUNNERS WIN MARATHON

Twenty-eight teams entered the Harlow Marathon over 26 miles 385 yards on October 26, the team winners being the Royal Naval Athletic Club (South) with 48 points.

RS Hampton, of H.M.S. Drake, finished fifth in 2hr 30min 46sec. Other R.N.A.C. runners completing the course were Cpl Flanagan (21st), Lieut.-Cdr. Pape (who also won the prize for the first "veteran" to finish) was 22nd, Sub.-Lieut. Mc Donough (69th), ERA Clark (70th).

Paignton A.C. was second with 68 points and Canterbury A.C. third with 71 points.

Navy's team 'best possible'

On paper it appears that the Royal Navy soccer team is not as good as it ought to be, but this is far from the case.

The Navy squad, in some cases not as basically skilful as its predecessor of 1967, is certainly as keen, most industrious, proud to be playing for the Royal Navy and improving with every match.

Those in the squad are fully aware of their shortcomings, and appreciate that they alone can do anything about this.

The R.N. Football Association is doing all that can be done

SOCCER NOTES BY BENBOW

—by better-class fixtures and excellent team coaching (made possible by the co-operation of commanding officers in releasing their players for practice periods before each game).

The work of the team coach, CPO Jim Coates, with his wealth of Royal Navy, International, and Isthmian League experience, is greatly appreciated by the players.

HUNT STILL ON

The authorities responsible for team selection remain convinced that the squad is the best possible one.

True, there may be the odd body at present escaping their eagle eye, but steps are being taken to see all and sundry as often as possible.

A remarkable fact, although not a rare one, is that the Royal Navy team always plays better against better opposition. The Southern County Amateur championships games, when the Navy is pitched in against internationals and other star players, is good evidence of this.

The squad this season includes four new boys in Weston, Lindsay, Chater and Wilson. They, with the rejects of earlier seasons—Hocking, Wassell and Beattie—and the regulars like Godwin, Hunt, Crawford, Pugh-sley, Malcolmson and Roberts, have all been blended into a very good team, and it is obvious that few teams will beat them now.

Concerning these "rejects," they no doubt will feel hurt being considered as such, and

one is left to wonder how clever previous seasons' selectors might have been.

Rogers and Atkey, both on courses until after Christmas, are two very strong players who will demand a place when they are available.

It appears that the question now cropping up is who gets left out. This is, of course, a much healthier position to be in, as all now realise that they have to play to keep in the team.

The following is a brief report on the Navy games played to date.

NO URGE TO WIN

R.N. nil—Oxford University 1. On this occasion the Navy team played very lazily, as though the urge to win was not there.

R.N. nil—Cambridge University 3. Six minutes, half way through the second half, was all that was necessary to sink the Navy.

This was a match which the Navy ought really to have won. They deserved to, apart from this vital six minutes when bad goalkeeping was responsible for the three goals.

R.N. 1—Berks and Bucks 4. Seldom have the Navy been better, or more clever, than they were at this match, and it was unbelievable that Berks and Bucks could register four goals against them.

Luck seems, invariably, to go against the Royal Navy. Why they do not have the breaks that the oppositions have is hard to understand.

The Navy was leading 1-0 just before half time when Berks and Bucks equalised. One must admit that the B. and B. goals were real scorers, almost unstoppable, and the fourth was almost on the final whistle.

In fact, had not injury time been played, the result of two goals to one against the Navy would have been far more realistic.

In this game Glyn Pugh-sley, of Brawdy, was really the most outstanding man of the match, over-shadowing internationals and stars alike. Several envious mutterings were made, wishing that Pugh-sley played for any Berks and Bucks team.

YOUTH CUP

As mentioned elsewhere in this issue, H.M.S. Collingwood won the Royal Navy Youth Cup. It is obvious that the competition was very good value, and many of these youths will be wearing the Navy shirt, if not next year, then the year after.

Heartly congratulations are due to the winners, the runners-up, the Organising Youth Committee, and those establishments which staged the various sections of the competition.

The Navy Cup competition is drawing to the end, the final to be played at H.M.S. Caledonia on December 11, between H.M.S. Lochinvar and H.M.S. Bulwark.


This might well be the year that a ship wins the cup. On the other hand, H.M.S. Lochinvar, the minesweeper base, one of the smallest units, could well be the eventual winner. Both of these teams have done extremely well, beating some good opposition to reach the final.

Finally, all concerned agree that Navy football this season is good, and the chances great, but all of this depends on the good will of the players, their commanding officers, and those in authority over footballers in stations.

Anyway, there is no need for despondency.


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