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No. 165, 14th YEAR, MARCH, 1968

Published first Thursday of the month

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MEET 'THE SEC.'



It still comes as some surprise that "The Sec" may be a Wren officer, 2/O Patricia Anne Ewing (left), who has already served in Malta, is going to Mauritius as secretary to the commanding officer and officer-in-charge of the Wrens. Her place as secretary to the captain at H.M.S. Phoenix is being taken by 3/O Josephine Susan Wilkes (right), who has a double "appointment," having just become engaged to Surg. Lieut. Neil Attenborough.

H.M.S. RESOLUTION HURLS FIRST U.K. MISSILE

POLARIS TEST FIRE 'PERFECT'

"Perfect in every respect" was the report when a Polaris missile was launched on February 15 from H.M.S. Resolution—the first time from a British submarine.

The nuclear-powered Resolution was cruising submerged about 30 miles off Cape Kennedy, Florida, when she hurled the Polaris to the target area down the Atlantic Missile Test Range.

Watchers from attendant vessels saw a swirl of green water. Seconds later the missile burst through the surface in a fountain of foam.

The firing was carried out by the Port Crew under Cdr. Michael Henry. Watching were some of the Starboard Crew and their commanding officer, Cdr. Kenneth Frewer.

Cdr. Frewer and his crew later took over Resolution to begin preparations for the second test this month.

Vice-Admiral Sir Hugh Mackenzie, Chief Polaris Executive, who was on board Resolution, radioed after the firing:

"The event is the culmination of a great effort on the part of the submarine commanding officer and his crew, and by the British shipyards, firms and technicians who have built and tested the submarine and its systems.

"It has also set one more example of the efficiency of the Polaris weapons system, which was designed, developed and perfected in the United States of

America."
 On her return to Cape Canaveral, Resolution was piped into the dock by L/Cpl. David Cairns, of the Royal Scots Greys.

At six-monthly intervals during the next two years the other Polaris submarines, as they become operational, will make the same test firings. Thereafter the submarines will cross the Atlantic once a year, giving ship's companies a popular run ashore in the sunshine and attractions of Florida.

New missile Project

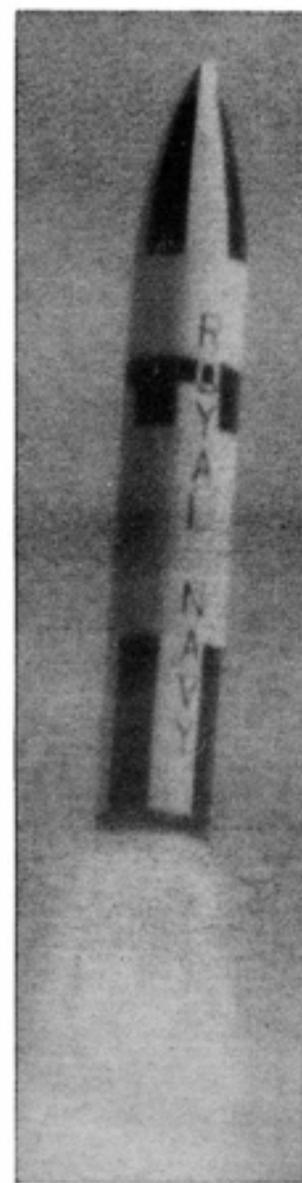
A naval close-range self-defence surface-to-air guided weapon is among the major development projects mentioned in the Defence White Paper. It is known as PX 430.

The existing Seacat missile has been claimed as having capability in countering such weapons as the Soviet Styx missile, which sank the Israeli destroyer Elath last October.

A development of Seacat would not only increase its value for dealing with close flying aircraft, but as an anti-missile missile.

HERMES HOME

Happy family reunion for AB Ken Burge, wife Maureen, and little Paula when H.M.S. Hermes returned to Portsmouth from the Far East. Their home is at Ebbw Vale (Mon).
 (See also page 19)



"Never mind the pigeons. It's the cuckoos down below who worry me!"

'No burdens' promise

Cuts in the armed forces are not going to mean heavier burdens for those who remain, according to the pledge by the Government in the Defence White Paper.

"It has been a fundamental principle of the current examination," said the White Paper, "that reductions in capability, whether in terms of manpower or equipment, must be accompanied by reductions in the tasks imposed by the commitments that we require the Services to undertake."

"We have no intention of allowing a repetition of the situation which existed in 1964, when, because of the lack of balance between military tasks and resources, our forces were seriously overstretched."

The White Paper explained that it was inevitably an interim document, and that it was the intention to present in July a Supplementary Statement.

Admiralty's forecast on redundancy

As promised in the February issue of "Navy News," the Admiralty Board have produced with all possible speed an assessment of the redundancy situation, consequent on the Government's latest defence decisions.

"Withdrawing from east of Suez by the end of 1971," says a statement to the Fleet, "means reducing the strength of the Navy by about 16,000 officers and ratings in a period of five years instead of eight."

"We estimate that about three-quarters of this reduction will be achieved by adjusting entries, reducing fifth and sixth five and NCS engagements, discharges of time-expired officers and men and losses due to sickness, voluntary retirements, compassionate discharges, and discharges by purchase."

"The remaining quarter of the reduction, that is about 4 per cent. of our present overall strength of officers and men (though not evenly spread between differing ranks and ratings) will have to be obtained by compulsory premature discharges, namely redundancy."

"Due to the phasing out of fixed-wing aircraft and aircraft carriers, much of this must regrettably be borne by officers and ratings in the Fleet Air Arm."

"Before we can identify these numbers in more precise detail there is much work to be done. We hope, however, that enough progress will have been made by next July to produce a closer

estimate which we intend to promulgate as soon as it is available.

"Because we cannot make any large reductions until the withdrawals from east of Suez are well under way, few redundancy

discharges will occur during the next three years.

"This means that having worked out the numbers who must be discharged as redundant, there will be time to call for volunteers."



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DRAFTY'S CORNER

The natives are friendly

Of all the changes in drafting since the end of the Second World War, quite the most significant has been the centralisation of General Service drafting, and the simultaneous invention of the Drafting Preference Card.

Where once we had three depots we now have 12 preference areas, and every sailor now has the chance to let the management know where—given a choice—he would like to be.

In this article I would like to discuss two aspects of preference area drafting—what happens when we fail to meet your wishes (as fail we must sometimes), and how to reconcile the conflict that may exist between a man's right to all the port service he is entitled to, and his desire to be sent to the ship that suits him.

Bid that fails

Firstly, why doesn't Drafty meet everyone's preferences? If the right number of men, by rate and branch, volunteering for a particular area, were available at the right time to fill the required number of billets both

ashore and afloat, then there would be no problem.

But even an amateur punter must see that the odds here are stacked heavily against Drafty.

Drafty's first task is to keep the complement billets filled, and his first consideration is to fill them with men who want to fill them, but when he runs short of volunteers he must draft someone else.

Ironically, if in one month Drafty is short in one area and has to draft non-volunteers, a month or so later he often has volunteers for that area, but no vacancies.

But once a draft has been made, Drafty does not waver because, in so doing he might land you in even deeper trouble.

Knowing your future draft you will make your own personal arrangements, be it a major decision such as deciding to move your family and all that entails, or just finding out whether there's a cycling club you can join.

You can only plan for the

future if you know that Drafty takes a decision and keeps to it.

Your Drafting Card records the fact whether you were a volunteer or a non-volunteer for a draft, and if you were a non-volunteer last time, this fact is taken into consideration when you next come due for port service.

Staying put

The man who does his port service in one place, which may or may not be his first preference, may well want to do his sea service in a ship based on that port, for then a draft will not entail a family move.

If a ship based on, say, Rosyth, has to be manned at just about the time a man at Rosyth is due for sea, Drafty will almost certainly pick him and congratulate himself on his rare good fortune.

But it seldom happens that things work out so easily. Mostly the man in Rosyth comes due for sea in just the month when companies have to

VOLUNTEERS
FOR FAR EAST
REPORT TO R.P.O.



List of ships for which CND will be issuing Draft Orders during April, 1968.

Trial Crew	To join
Breton (P.S. and F.S.C. in continuation)	October 1968
Main Parties	
Barnston (F.S.C.)	October 1968
Gavinton (F.S.C.)	October 1968
Beachampton (F.S.C.)	October 1968
Yarnton (F.S.C.)	October 1968
Jupiter (G.S.C.)	October 1968
Minerva (G.S.C.)	October 1968

be found only for ships in the South.

He catches one up, only to see a chum from Guzz, due for sea a month or so later, plod up to Rosyth to join his ship there.

There are three ways (there may be more) of tackling this knotty problem. The first is to keep an eye on this page and study both the commissioning forecast and the list of ships to which Drafty is drafting the next month. When a ship comes up with the base port you want, volunteer for her.

This is not easy because you don't know exactly when you are going to reach the top of the

"... but many sailors have a sixth sense that gives them warning when that overseas draft is on its way!"

overseas roster, but many sailors have a sixth sense that gives them warning when that overseas draft is on its way.

You might find that you go overseas a little early, but weigh this against the advantage of doing the refit and possibly the SMP in the port of your choice.

(Continued on page 3)

A name which appears in the Commissioning Forecast for the time is that of Charybdis, a general-purpose frigate of the Leander class, now building at Belfast and due to commission in July, 1969.

Charybdis was a monster inhabiting a whirlpool in the Messina Strait.

The name was first used in the Royal Navy in 1809, and the fifth ship of the name was the 1940 cruiser sunk by E-boats on October 23, 1943, off the Channel Islands.

The commissioning forecast is as follows:

MARCH

HERMES (Aircraft carrier), March at Portsmouth General Service Commission (Phased), Home/East of Suez (FE)/Home (Captain's Command.) U.K. Base Port, Chatham.

ROTHESAY (A/S Frigate), April 10 at Rosyth for trials (ex Dockyard Control), Port Service, Commission June 6.

LONDON (G.M. Destroyer), April 25 (tentative date) at Portsmouth General Service Commission (Phased), Home, Flagship of Flag Officer Flotilla, Western Fleet, U.K. Base Port, Portsmouth (A.)

EXMOUTH (A/S Frigate), April 25 at Chatham (tentative date), Home Sea Service for special trials, U.K. Base Port, Chatham

DUNDAS (A/S Frigate), April 26 at Gibraltar for trials, Home Sea Service, Commission June 21 for Portland Squadron, (A.)

MAY

LINCOLN (A/D Frigate), May 2 at Devonport, General Service Commission Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.

HARDY (A/S Frigate), May 20 at

NEW CHARYBDIS FOR THE FLEET

Gibraltar, LRP complement, Local Foreign Service.

ROTHESAY FLIGHT, May 20 at Portland, General Service Commission, U.K. Base Port, Portsmouth, Wasp.

JUNE

ROTHESAY (A/S Frigate), June 6 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

BELDESTON (M/H), June 13 at Rosyth for trials, Port Service, Commission August 8.

YARMOUTH (A/S Frigate), June 20 (tentative date) at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

LEOPARD (G.P. Frigate), June 20 at Portsmouth, General Service Commission, (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.

DUNDAS (A/S Frigate), June 21 at Gibraltar Home Sea Service, Portland Squadron, U.K. Base Port, Chatham (A.)

GURKHA (G.P. Frigate), June 21 at Rosyth, LRP complement, Port Service, Commission June 20.

JULY

HERMIONE FLIGHT, July 1 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

NURIAN (G.P. Frigate), July 4 at Portsmouth (tentative date), General Service Commission, Home/East of Suez (ME) (Phased), (Captain's Command.) U.K. Base Port, Portsmouth, (B.)

ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commission November 11.

AUGUST

BRINTON (M/H), August 1 at Devonport for trials, Commission September 26 (E).

BILDESTON (M/H), August 8 at Rosyth, Home Sea Service, 1st M.C.M. Squadron.

RELENTLESS (A/S Frigate), Early August for trials, Port Service, Base Port and place of commissioning under consideration.

BRIGHTON (A/S Frigate), August at Chatham for Special Refit (DY Control), Port Service.

PLYMOUTH (A/S Frigate), August at Rosyth for Special Refit (DY control), Port Service.

GAVINTON (M/H), August 15, at Chatham for trials, Commission October 10 (E).

PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Chatham.

WISTON (C.M.S.), August 30 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron (E).

BERRY HEAD (Maintenance ship), August at Portsmouth (tentative), Port Service, U.K. Base Port, not yet decided.

SEPTEMBER

PHOEBE FLIGHT, September 2 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.

PLYMOUTH FLIGHT, September 2 at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

PUNCHBROOK (C.M.S.), September 11 at Gibraltar, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

PLYMOUTH (A/S Frigate), September 26 at Chatham for trials, Port Service, Commission November 28.

CHICHESTER (A/D Frigate), September 26 at Chatham, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Chatham.

BRINTON (M/H), September 26 at Devonport, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

OCTOBER

BURNASTON (C.M.S.), October 4 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commission December 17 (E).

GAVINTON (M/H), October 10 at Chatham, Foreign Service (Middle East), 9th M.C.M. Squadron.

HERMIONE (G.P. Frigate), October 11 (tentative date) at Portsmouth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.

DEVONSHIRE (G.M. Destroyer), October at Portsmouth LRP complement, Port Service.

WHITBY (A/S Frigate), October (tentative date) at Portsmouth, General Service Commission, U.K. Base Port, Portsmouth.

JUPITER (G.P. Frigate), October at Devonport, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

JUPITER FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

BEACHAMPTON (C.M.S.), October 4 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October 4 at Singapore, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

ANDROMEDA FLIGHT, October (tentative date) at Portland, General Service Commission Wasp, U.K. Base Port, Portsmouth.

MINERVA (G.P. Frigate), October 17 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

NOVEMBER

CHAWTON (C.M.S.), November 1 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).

KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commission January 3, 1969.

ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE), (Captain's Command.) U.K. Base Port, Portsmouth.

KELLINGTON (M/H), November 14 (tentative date) at Chatham for trials, Port Service, Commission January 17, 1969.

ALBION (Cdo Ship), November 20 at Singapore, Foreign Service East of Suez (FE), U.K. Base Port, Portsmouth (A).

PLYMOUTH (A/S Frigate), November 28 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

DEVONSHIRE ENTERTAINS



Pirate Lieut.-Cdr. Conrad Jones, of Preston (Dorset) was among those who helped to entertain the young guests when H.M.S. Devonshire at Simonstown gave a party on board for 100 under-privileged children. Over £70 was subscribed by the ship's company to give the children toys.

It was Devonshire's first visit to South Africa, the occasion being marked by a reception for the Mayor and members of the Simonstown municipality. In exchange for a crest of the ship, the Mayor presented to the commanding officer, Capt. R. K. N. Emden, a photograph of the

sixth Devonshire at anchor in Simons Bay in 1908—certainly a historical picture.

On the present commission, Devonshire left Portsmouth last July and besides visiting each of the four home countries, has also been to Gibraltar and Freetown.

PO Std Peter Ansell, of Westbourne (Sussex) has started a popular record request programme for relatives of friends wishing to send a greeting over the ship's radio. Application for requests should be made to "The Disc Jockey," H.M.S. Devonshire.

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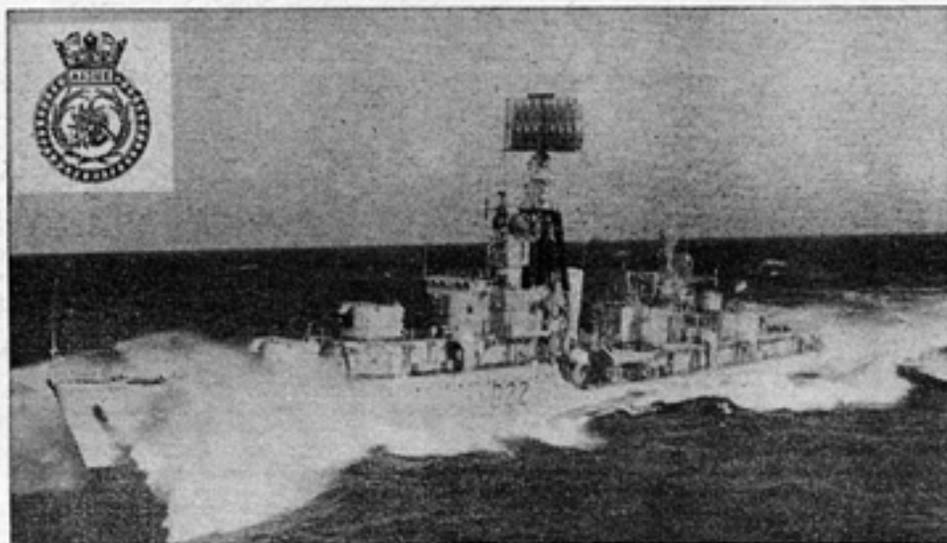
(Continued on page 3)

Radar pickets with 'double bed' aerial

H.M.S. Aisne, the Fleet Radar Picket, was laid down at Vickers Armstrong's, Newcastle, on August 26, 1943, as a "Later Battle Class" destroyer.

She and her sister ships—Agincourt, Barrosa and Corunna—now known as the "Battle Class AD Conversions," completed their conversion to radar pickets in 1962, having been completely rebuilt internally to give a higher standard of living and fighting efficiency.

Little remains of the original destroyers except hull, engines and boilers.



OPERATION ROOM

The operation room is one of the most complex and compact ever contrived in destroyers.

Before conversion, the "Late Battles" mounted 10 21-inch torpedo tubes in two quintuple banks abaft the funnel.

During the conversion a guided weapons system was fitted to mount the Seacat launcher on the after superstructure.

The most prominent feature of this class is the 965 radar, described as a double bedstead, twice the size of the normal air warning radar scanner.

SEACAT LAUNCHER

The ship displaces 3,340 tons (full load). Length (overall) is 379 feet and beam is 40½ feet. In addition to the Seacat quadruple launcher, the ship has four 4.5-inch guns in two twin mountings forward.

The main anti-submarine weapon is a Squid three-barrelled depth charge mortar.

The complement is 12 officers and 256 ratings.

H.M.S. Aisne, named after the First World War battle, is the second ship of the name to serve in the Royal Navy, and is at present enjoying the sunshine of the West Indies. Her badge, a dolphin, is derived from the arms of Sir John French.

Advancements

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

- TO A/CH MECH Tech**
57605 H. S. Harro.
To Ch AF(AE)
L/FX 837660 E. C. Wright, L/FX 744846 D. O. Hushon, L/FX 822877 T. K. Gucot.
To Ch AF(O)
L/FX 822295 J. R. Paterson.
To Ch A/MAID
L/FX 853032 J. Devonport.
To Ch A/PHOT
L/FX 852105 A. J. Spring.
To Ch El (Air)
L/FX 864268 E. K. Strang, L/FX 892706 J. Widdowfield.
To Ch REH(Air)
L/FX 895560 G. R. Stone.
- TO CPO**
839287 P. R. Archer, 843253 D. R. Broadhurst, 661464 D. Robbins, 795711 K. P. Curson, 712919 P. Francis, 419149 F. W. Hannaford, 839260 H. Harding, 664447 J. C. Margus, 160610 S. G. Palmer, 891130 K. A. Hayes, 836804 W. C. Pollard, 712969 E. Boworth, 843646 J. F. Phillips, 836402 R. P. Revill.
To MAA
843015 A. L. Noble
To CPO Wtr
890758 S. B. Johnson.
904252 L. J. Murphy, 876954 J. Brigot.
To CPOSA
771616 R. G. Green, 845127 F. G. Peters, 85152 R. Field.
To CPO Ch (O)
875485 J. S. Holderness, 809199 G. Murray, 122290 N. J. Richardson.
To A/CEEA
649229 D. Gordon, 933598 J. A. Ayling, 913939 J. Weller.
To A/Ch SHIP
913675 D. E. Key
To CHMOD
833848 D. E. Hills, 902941 J. Scott, 914261 J. Wimpenny.
To A/CCEA
928845 T. A. J. Spencer, 887673 P. Hobbs, 933956 P. Johnson, 928640 G. H. M. Slayter, 928539 E. G. Cooper, 887715 F. W. Porter.
To A/Ch Ctl Mech
841285 J. H. Seagrave.
To A/COEA
933533 A. A. Reay, 943803 M. Bonjournier, 928537 J. M. Cook.
To A/Ch OEL Mech
893390 B. Timpon.
To Ch CEL
908112 D. T. G. Kelly, 901530 T. Wilson.
To Ch OEL
891320 H. J. Clarke.
To A/CREA
943694 G. G. Green.
To A/Ch REEL Mech
927988 D. G. Elms, 927511 A. W. Geocon, 956088 C. T. Horlock, 949688 P. C. Richmond.
To CHREL
946630 E. Hornby, 933007 W. D. A. Bannard, 915928 E. Cousins, 941370 R. J. Toon.
To CRS
858304 F. P. Perrow, 857658 R. Cowley, 836840 J. D. Simpson.
To CR(W)
944141 R. Brownson.
To C/CI
916817 T. C. Hankey, 836788 L. B. Slater.

TOP OF THE ROSTERS

The following table shows the total points of the man at the top of each advancement roster as at February 1. The number in parentheses 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.

CPO	PO	LS
1885	294(2)	Int
Ch Smkr		
780		
CPO Wtr	PO Wtr	L Wtr
1632	214	231
CPO SA	PO SA	L SA
1642	149	172
CPO Ch(O)	PO Ch(O)	L Ch(O)
1675	1335	146
CPO Sd	PO Sd	L Sd
2072	755	Int
CPO Ch(O)	PO Ch(O)	L Ch(O)
2076	935	170
MAA	RPO	
1626	800	
CEEA/Ch	Ch MEO	PO MEO
Mech	2051	Int
L MEO		Ch SHIP
Dry		Dry
Ch CEA/Ch	Ch OEA/Ch	
CE Mech	OE Mech	
Dry	Dry	
Ch C E/Ch	PO C E/PO	L C/EM
O E	O E	LOEM
1805		Dry
Ch REA/Ch/		
RE Mech		
Dry		
Ch R E	PO R E	LRM
1285		Dry
CPO MA	PO MA	L MA
538	426	208
CCY	CY	LRD (T)
1389	398	410 (2)
CRS	RS	LRD (G)
1709(2)	Int	294
CR(W)	RS(W)	LR(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	LR(AE)
Dry	Dry	Dry
CAM(O)	CEA(Air)	CREA(Air)
Dry	Dry	Dry
CHREL Mech	CHREL Mech	
(Air)	(Air)	
Dry	Dry	
CAPIAD	POAPIAD	LAMIAD
2427	807	Dry
CAPI(O)	POAPI(O)	LAMI(O)
2322	429	353
CA(AH)	POA(AH)	LA(AH)
2071	790	Inter. (2)
CA(SD)	POA(SD)	LA(SD)
1033	1037	Inter.
CA(Pho)	POA(Pho)	LA(Pho)
1295	832	342
CA(Me)	POA(Me)	LA(Me)
1374	429	451
CHREL(Air)	POREL(Air)	LRM(Air)
2104	234	Inter. (2)
CHREL(Air)	POREL(Air)	LRM(Air)
2189	51	Dry

ORDERS FOR POSTCARDS

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

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

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

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisnoo, Diana, Tacum, Darwin, Chevron, Zet, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Godolena, Maldonne, Newfoundland, Warrior, Britannia, Bermuda, Victrola, Corona, Alamein, Vigo, Tyne, Jutland.

Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Darlington, Carnon, Whizby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hamland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tebyr, Fuma, Blake, Escalibut, Troubridge, Rhyd, Camerdown, Oboron, Cachalot, Blackpool, Berwick, Diamond, Acheron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidensur, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchan, Brave Borderer, Agincourt, Leader, Greenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Ombra, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Siddingham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lotorn, Reclaim, Grafon, Orpheous, Ursa, Woolston, Dundas, Fearless, Maximus, Glamorgan, Anzica, Forth, Hecate, Firehawk, Owen (formerly Olynthus), Reclaim, Fife, Intrepid and Diemier.

Due to increased costs, postcards will cost 1s. each (including postage) from April 1.

Drafting forecast

Continued from page 2

MAY

LONDONDERRY (A/S Frigate), May 1 at Rosyth. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Portsmouth.
INTREPID (Assault Ship), May (tentative date) at Devonport. Home Sea Service/Foreign Service from date of sailing, East of Suez (FE). U.K. Base Port, Devonport. (A.)
CAVALIER (Destroyer), May at Devonport. General Service Commission Home/West Indies (Phased). U.K. Base Port, Devonport.
GLAMORGAN FLIGHT, May (tentative date) at Portland. General Service Commission. Western, U.K. Base Port, Devonport.

JUNE

HAMPSHIRE (G.M. Destroyer), June at Chatham. LRP complement.
BACCHANTE (G.P. Frigate), June (tentative date) at Newcastle. General Service Commission. Home/West Indies (Captain's Command.) U.K. Base Port, Portsmouth.
VIDAL (Survey Ship), June. LRP complement at Chatham.
LOWESTOFT (A/S Frigate), June at Chatham for trials. Post Service. Commissions August, 1969.

JULY

CHARYBDEIS (G.P. Frigate), July (tentative date) at Belfast. General Service Commission. U.K. Base Port, Portsmouth.

Drafty's Corner

(Continued from page 2)

If your sixth sense is well tested and tuned, the amount of port service you sacrifice will not be much. The second way is for those

who don't trust their sixth sense to say on their Drafting Preference Card under "Personal facts I would like considered," something like this: "If necessary and if there's a choice I'd rather go to sea up to . . . months early out of turn in a ship based on . . . than wait my turn and go to sea from elsewhere."

The third way is to let things ride, and when you've got the draft order to the ship based on the wrong port, to look for someone similarly placed who is prepared to swap drafts.

For the very simple rules see the yellow poster called, "How to Exchange Drafts."

Whichever of the three ways you choose you have to remember that there are others in the race, and that some ports are more popular than others. But at least it's worth a try.

FOUR MORE FREE WARRANTS

From March 1, 1968, married unaccompanied officers and ratings on Home Port and Home Sea Service will be eligible for four more free railway warrants a year under a redistribution of free travel warrants which is about to be announced.

This is being done by reducing the basic allowance of free warrants for married men on PS and HSS from three a year to two.

In addition, married personnel on these types of service, who expect to be separated from their families for two months or more, because of detached duty, courses, or because their families have not accompanied them to their permanent place of duty, will be eligible for extra free railway warrants.

These warrants are to be

A YEAR

called Separation Warrants, and may be issued at the rate of one in each complete period of two months separation, up to a maximum of five in an entitlement year.

Separation Warrants will only be available for travel home. The first one can be taken at any time in the first two months.

Married personnel on Home Sea Service will be subject to the same rules except that where opportunities for home leave are limited, the issue of warrants need not be regulated on a strict two-monthly basis.

The scheme will also allow for aggregation of short periods of separation of over 14 days towards the qualifying period of two months.

Although conditions on HSS and during the "West of Suez" leg of a GSC may appear similar in many ways, entitlement to Separation Warrants cannot be extended to GSC men for the present. However, married men will benefit under the new rules when their time comes for PS or HSS.

Those on GSC will also continue to be eligible for extra warrants for pre-overseas leave before a foreign leg and on return, in addition to their basic entitlement of three.

EXCHANGES

LS (GA2) S. T. Lawrence, G.22 Mess, H.M.S. Pembroke, serving in H.M.S. Vidal on general service commission will exchange for a Portsmouth based ship on general service commission or Home Sea Service.

CPO SA(S) W. A. Scott, R.N. Air Station, Lissie, will exchange with similar rating on draft to home sea service, general service commission, local, foreign service or foreign service commission anywhere.

COEA(O) R. J. Stood, H.M.S. Decoy, wishes to contact any COEA(O) who wishes to be re-allocated COEA(O).

LM(O) (L.C.E.) M. R. Steadman, H.M.S. Glamorgan, will exchange ships. Anything considered but home sea service or shore billets preferred.

T. L. Kirkley, AR USG(O), serving in H.M.S. Torquay (Dartmouth Squadron, based on Plymouth), will change with similar rating in Fastlane area.

LS R. Froggatt, GL(A), H.M.S. Cochrane, detailed H.M.S. Mohawk May 20 (based Rosyth) will change with similar rating on Portsmouth-based general service commission on foreign service.

L.Wr T. P. Ferguson, H.M.S. Dolphin, wishes to exchange drafts with L.Wr based on east coast of Scotland (Rosyth area preferred).

Wir D. May, Anson 23 Mess, R.N. Barracks, Portsmouth, on draft to H.M.S. Terror, May 18, will change for General Service Commission ship of H.M.S. Rooke.

I. Seaman, E. J. Hills (GL ICA), being drafted to H.M.S. Forth, Local Foreign Service in Singapore, so date June 1, will exchange draft to any small ship anywhere.

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Operate the following Official Express Service for Service Personnel EVERY FRIDAY AND SATURDAY

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WOLVERHAMPTON 37/6	LONDON from 17/-
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COVENTRY 31/6	
WARWICK 28/6	
BANBURY 25/-	
OXFORD 20/-	
BRISTOL 23/-	

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Minerva will head for the sun again

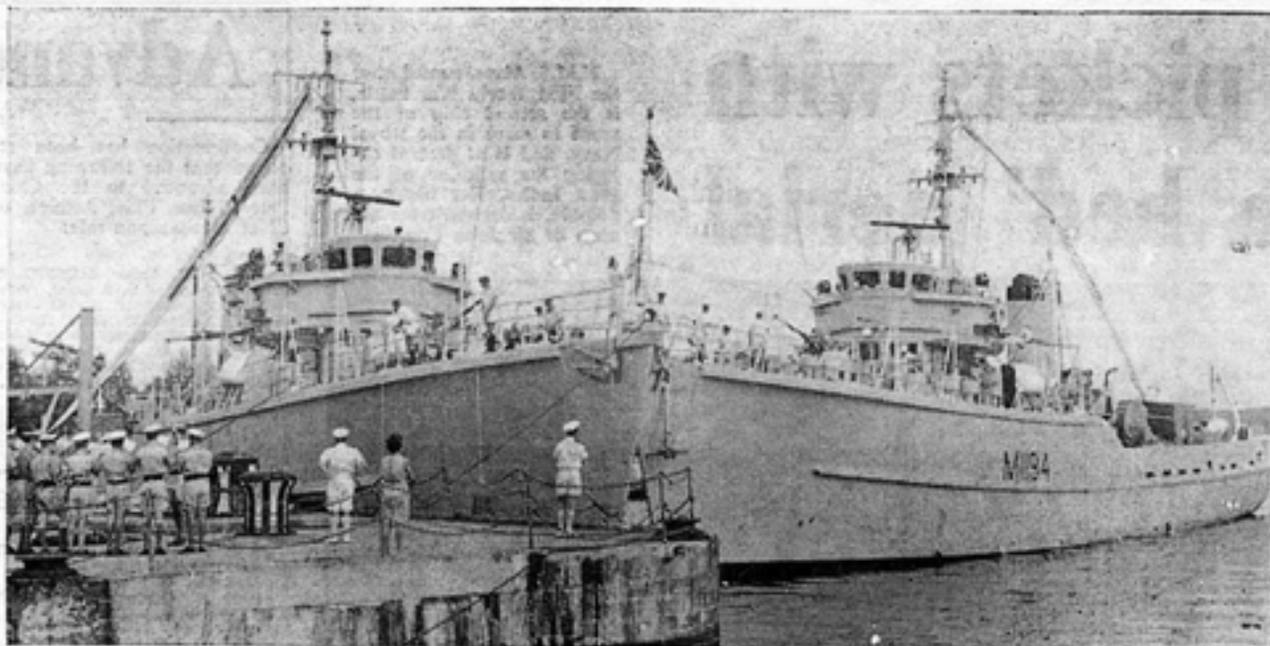
The Leander class frigate H.M.S. Minerva returned to Portsmouth on January 25 after a year overseas. She sailed for Chatham on January 27 for leave and a maintenance period, after which she will take part in exercises off Northern Ireland.

In April, Minerva will sail for duty in the West Indies—five more months in the sunshine.

The frigate did four patrols off Beira, and on the fourth she called upon the French tanker Artois to stop because it was believed she was carrying oil for Rhodesia into the East African port.

The warning was ignored by the tanker and the frigate fired shots across the tanker's bows. These, too, were ignored.

A more satisfactory occasion for Minerva was when she went to the aid of a crippled Indonesian coaster, an engineering team being sent on board to repair its engines.



SOUTH AFRICA WELCOMES DEVONSHIRE

Trials and work-up being completed, H.M.S. Devonshire sailed for the overseas leg of her General Service Commission on December 1, 1967, the fair weather which has accompanied the ship since she commissioned in

July being maintained, even across the Bay.

Main Street, Gibraltar, was crowded with British sailors on December 4, some of them seeing a "foreign" port for the first time.

On the trip down the west coast of Africa the destroyer refuelled at Freetown, and the Crossing the Line ceremony was carried out, C.C.Elect. Slater writing, producing and directing the show, as well as taking the part of Neptune.

Another highlight on the way to Simonstown was the ship's concert, those mainly responsible for a fine show being Lieut.-Cdr. R. Ham, C.C.Elect. Slater, and PO R. Ingram.

JOINED NURSES

Hospitality offered over Christmas by the people of Simonstown was overwhelming. Many spent a few days' leave with local families, while others went to Cape Town and places near by.

On Christmas Eve, a choir gathered together by Lieut.-Cdr. Ham visited Victoria Hospital, Wynberg, to join with the nurses on their yearly carol singing tour of the wards.

During the visit, gifts bought with the proceeds of a collection on board, were distributed to the children.

Devonshire sailed from Simonstown on December 27

and headed north to join the task force off Aden.

The captain and senior officers were entertained in the junior ratings' dining hall on New Year's Eve when the 500,000th meal of the commission was served.

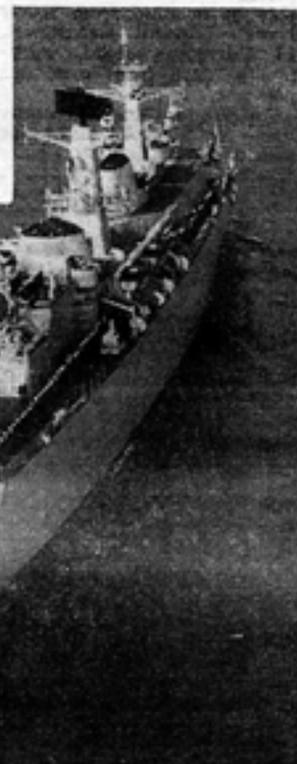
In company with H.M.S. Phoebe, and the R.F.A.'s Tide-reach and Tarbarness, Devonshire was detached from the

H.M.S. Devonshire



task force on January 15 for a four-day visit to the Seychelles.

From the Seychelles, Devonshire proceeded to Gan, where the Flag Officer, Second-in-Command, was embarked and a series of strenuous exercises were started.



'TONS' ON THE WAY HOME

Two veteran Far East coastal minesweepers, which took part in the non-stop patrol duties during Indonesia's confrontation of Malaysia, leave Singapore for Portsmouth.

They are H.M.S. Woolaston (Lieut.-Cdr. R. W. Edward), and H.M.S. Fiskerton (Lieut.-Cdr. N. McCleay) which are making the 13,000 mile passage by way of Penang, Colombo, Gan, the Seychelles, Cape of Good Hope, Takoradi, Bathurst and Gibraltar.

A spring clean for Nelson

Work started on February 2 on cleaning Nelson's Column in Trafalgar Square—the first time, it is believed, that the column and base have been cleaned since they were completed in 1844, although the statue has been refurbished from time to time, the last occasion being in 1963.

The statue, in Craigleith stone, is also to be cleaned in the programme of work, which will include the bronze lions and the bronze reliefs round the base of the memorial.

Total cost is under £3,000, and will take 10 weeks to complete.

Repairs to the figure of Nelson and to the bronzework will be carried out as necessary.

Erection of scaffolding round the grey granite column, which rises 170 ft. above the Square, has been completed, and an 8-ft. boarding has enclosed the base and lions.

CLEARING NORTH SEA MINES

Over 20 years after the Second World War, some areas of the North Sea are still considered to be not entirely safe for shipping, and in May a multinational mine countermeasures operation is to be carried out.

The operation is intended to create safer and better routes for merchant shipping north of the Netherlands coast.

A preliminary underwater obstacle survey was carried out last month by H.M. ships Iveston and Bronington, and two Netherlands Navy ships, Woerden and Rhenen, to prepare the area for minesweeping.

TOURNAMENT DATES

The Royal Tournament at Earl's Court is to be held this year from June 26 until July 13. The 1967 tournament raised £25,000 for Service charities.

Brother and sister



"Join the Navy—and see your sister" became the new twist for the well-known slogan when Junior Engineering Mechanic Jim Watson arrived at the training establishment, H.M.S. Raleigh, at Torpoint. His sister Eveline (17) joined the Wrens last October and is now an officers' steward at Raleigh. Her brother joined last December. Their home is in Belfast.

Last course for the fixed-wing pilots?

Although there is a continuing need for helicopter pilots and observers in the Fleet Air Arm, who will operate from commando and smaller ships, no further candidates will enter the Royal Naval Supplementary List for pilot duties in fixed-wing aircraft.

The course starting at R.A.F. Linton-on-Ouse on October 7, 1968, is expected to be the last course for fixed-wing pilots.

Observers entering between

now and September, 1968, may be required to fly in fixed-wing aircraft, but those who enter after September will serve only in helicopters.

FIVE SHIPS IN ONE DAY

Admiral Sir John Bush, Commander-in-Chief, Western Fleet, accompanied by the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh, spent the last day of January visiting ships of the fleet exercising off Portland.

During the day, the Commander-in-Chief visited H.M.S. Argonaut, R.F.A. Engadine, H.M.S. Danae, H.M.S. Chichester and H.M.S. Ulster, transfers between ships being made by either helicopter or jackstay.

The next day the Commander-in-Chief, in his NATO capacity as Commander-in-Chief, Eastern Atlantic, flew from Portland to the Netherlands aircraft carrier Karel Doorman, which, with the Netherlands Training Squadron, comprising the cruiser De Zeven

Provincien, the destroyers Limburg, Zeeland, and Noord Brabant, and the supply ship Poolster was at sea off Portland.

Vice-Admiral Jonkheer W. C. M. De Jonge van Ellemeet, the Admiral Benelux, was embarked in the Karel Doorman.

'SKYNET' LINK FOR INTREPID

A contract has been placed with Plessey Radar, part of the Plessey electronics group, for the installation in H.M.S. Intrepid of the Royal Navy's first operational satellite communication system. The work is expected to be done next year.

By means of the equipment, Intrepid will be able to exchange messages with land-based British stations in the United Kingdom and overseas, via a new British military satellite, Skynet, due to be put into orbit this year.



Ship that died

At the end of this month the lights will be switched off in H.M.S. Victorious for the last time, the remaining members of the crew will leave, and the Royal Navy will say farewell to The Ship That Died.

For a ship, as for a man, the end of life comes usually as a gentle, expected process, but to be cut down in full vigour is a tremendous shock.



Capt. McIntosh sadly surveys the cluttered flight deck. Below: Mrs. McIntosh receives a farewell gift handed over by Ch Mech Cyril Robinson. The presentation was at the final dance of the ship's company



The carrier had commissioned in August, 1967, while the Dockyard refit was still in progress. Nearly two-and-a-half thousand men were training and learning to live together as the day approached for the formal recommissioning ceremony on November 24.

Aircraft squadrons were ready to join, beautifully decorated cakes had been made, and families and official guests were looking forward to the big day.

An outbreak of fire was an unhappy setback, but this was a problem which seemed to have been overcome when the blow fell. H.M.S. Victorious was marked down as a victim of the economic crisis. She would never sail again, except to the scrapyard.

What should have been the recommissioning service became a families' day—a somewhat bewildered gathering slightly unable to accept the reality of a

LAST DAYS IN VICTORIOUS

great ship, brightly painted and alive, yet about to be torn apart. The biggest cake, pride of the cooks' decorative skill, was divided between two children's homes, one at Portsmouth and the other at Alverstoke.

The families drifted away, and the hundreds of men aboard began to face the reshaping of their lives and careers.

Everybody was affected in one way or another. Many had brought their families into the area because Victorious, from its Portsmouth base, was to have had a Home Service commission.

When "Navy News" visited the ship at the beginning of February, the jetty alongside was littered with cranes and

gear, yet aboard, 1,000 men still had their home, and had their part of ship as clean and efficient as any active unit of the Fleet.

The commanding officer, Capt. I. S. McIntosh, said: "The one cheerful thing is that a large part of a particularly good ship's company is going to be kept together."

Soon after the "axp." about 70 personnel went to Hermes, and since then others of the ship's company have gone elsewhere, but the main body will join Hermes after her return to the U.K. in the spring.

All the squadrons, adjusted for strength, will also be joining Hermes, which will have the advantage of a ship's company well equipped with their training.

Sad reminders

However much the success of sustaining morale, there are sad reminders all the time, of what has happened.

Capt. McIntosh has been in command since September, 1966, and there is sympathy for the officer who was to have relieved him in June, and whose name they all know.

The pang of regret at the decision to scrap Victorious has brought messages from all over the country and overseas.

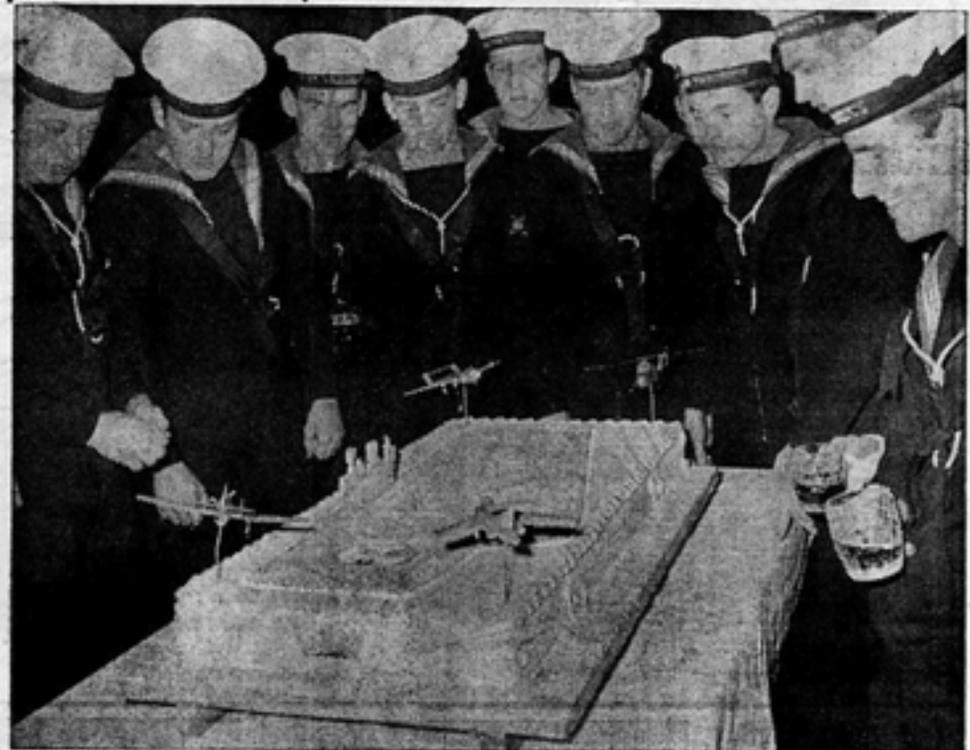
Men now retired, who have served aboard, have asked if they can have a "last look."

They, their families, and many others with similar requests, are in such numbers that special days have been set aside to show them around.

They see a strange mixture of smart ship and desolation as the crew assist the Dockyard in the destoring and de-equipping.

They see an execution, with the victim proud to the end.

Nearly their ship. Admiring the Victorious commissioning cake



Five-year-old Alison, daughter of PO Writer Kenneth Taylor, shyly hands a bouquet to Mrs. Elizabeth McIntosh, wife of the commanding officer, at the Families Day. Alison also got a present—a necklace from Mrs. McIntosh

OLD C.O.s "ON PARADE"

Left to right (with Capt. McIntosh): Capt. J. A. Grindle, Admiral Sir Michael Denny, Capt. F. B. K. Stevens, Rear-Admiral Dickinson and Rear-Admiral H. R. B. Janvrin



R.F.A. OLWEN—'SHE OF THE WHITE TRACK'

R.F.A. Olynthus has been renamed Olwen. The reasons for making a change are obvious; the choice of the new name is less understood.

Apart from the fact that there was a former Olwen in the R.F.A. Service, little seems to be known of Olwen other than the association with a popular piece of music—which is a pity because it deserves to be better known.

Olwen figures in Celtic mythology, to quote from T. W. Rolleston's "Myths and Legends of the Celtic Race", in "the only native Arthurian legend which has come down to us in Welsh literature".

Of surpassing beauty, so that "whoso beheld her was filled with her love", she was called Olwen, she of the white track, because white trefoils sprang up wherever she trod.

She was the daughter of

Yspaddaden Penkawr (Hawthorn, King of the Giants) who, being doomed to die on her espousal, not unnaturally demanded from her suitor the fulfilment of the most fearful tasks before giving his consent.

However, it was the destiny of Kihwch, said to have been a cousin to King Arthur, that he should take Olwen as his wife. He enlisted the aid of Arthur and his warriors to find and help him win her.

What better name could be found for a fine ship, attending on major warships, than Olwen, she of the white track? She was British, lovely daughter of a king of giants, and consort to a hero of royal blood.

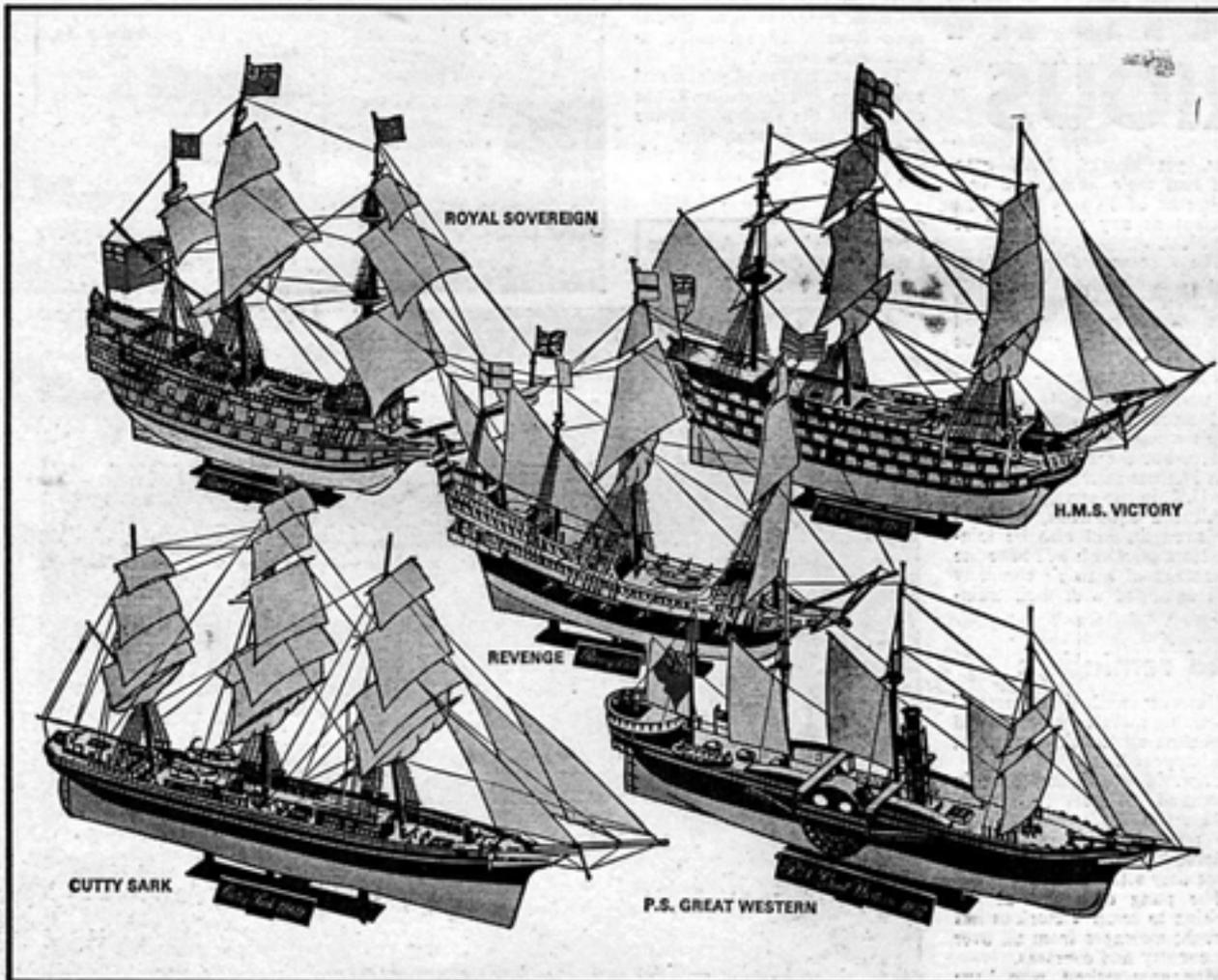


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Mercy mission Diana diverted to blazing tanker

When H.M.S. Diana, proceeding at normal speed on passage from Gibraltar to Malta on January 26, received a signal "Proceed with all despatch" it was to assist in the search for the missing Israeli submarine *Dakar*.

Calling at Malta to refuel and to pick up a medical officer and submarine and diving experts, Diana was on her way in five hours.

Then, at half-past three in the afternoon, an S.O.S. from the Spanish tanker *MV Bahia Gaditana* said she required immediate assistance, for her engine room was on fire. She was 70 miles north of Diana.

The destroyer was diverted to assist and visual contact was made at eight in the evening. Rough seas made it impossible to board the tanker, but with conditions easing a small party was put aboard by liferaft at half-past seven next morning.

By four o'clock the same afternoon it was possible to enter the engine room, but men from Diana stayed on board to cool down the ship, etc.

Diana then continued her way to the submarine search area, stopping at Suda Bay, Crete, to refuel.

The search was continued until sunset on January 31.

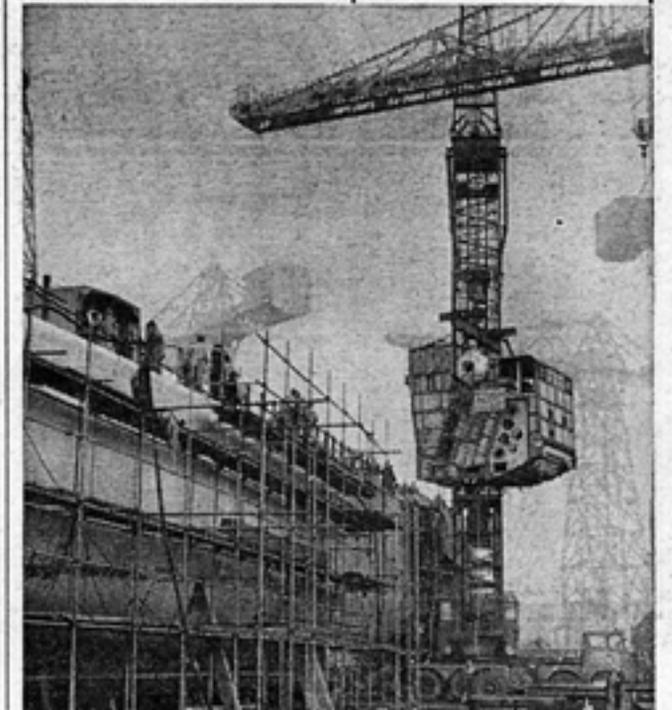
It should, perhaps, be pointed out that Diana's absence from the search was acceptable because other ships and aircraft were on the scene, and because Diana was answering a call of equal importance.

STOCKED UP

For the first time in Devonport Dockyard, ship's boilers have been installed while the vessel is still on the stocks.

H.M.S. *Scylla* will be the third Leander class frigate to be built at Devonport.

The engines, shafts, and much of the internal equipment will be in position before the launching. This form of prefabricated construction saves both man-hours and money.



LETTERS TO THE EDITOR

Welcome awaiting from the 'coming out' parties

After reading an article in the "Daily Mail" I decided to join the ranks of frustrated old spinsters who seek husbands through advertisements in "Navy News."

As an ex-member of the W.R.N.S. I would like to meet a sailor who wants to settle down—I work as a directors' waitress at a factory near Cheltenham.

Gloucestershire is my home county, and that is why I come back here after the war (I was stationed at Yeovilton, H.M.S. Heron). Sailors never took kindly to the Wrens. We had to make do with the Air Force!

sailor coming out who knows anything about engineering would get a good job with my firm. We have our own housing estate and I have a flat there.

My age is 45 and I'm an excellent cook, but there is one thing—I love my job and would want to go on working.

Perhaps there's a nice type in your outfit?
Elsie
Cheltenham, Glos.

SOMEBODY SOMEWHERE

I have the January and February issues of "Navy News," and I am wondering if it is possible to get whereabouts of H.M.S. Daring as my son is on board.

He is not a very good writer and we last heard he was due in Hong Kong. Mombasa was the last time we had a letter.
Mrs. J.

Leap year

I would very much like to send my Valentine to "Navy News" and remind the Navy that it is leap year. So I'm looking for my Valentine.

I am 43, 10 stone, dark hair and not bad looking.
Ellen
Sawbridgeworth, Herts.

At last, A Valentine! The Editor blushed with confusion and pleasure, but while enjoying the long-for-gotten thrill he regretfully pointed out that he cannot start a pen-friends organisation. When letters are received from ladies, every effort is made to pass them on to interested individuals, but it may not always be possible.

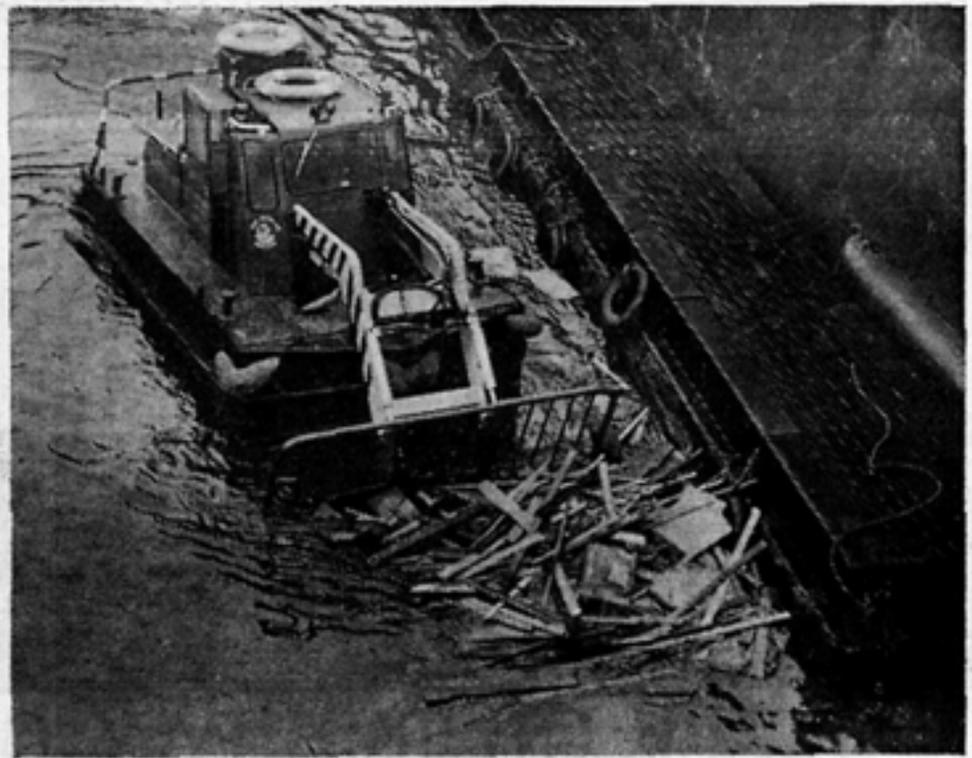
Aden task force

Reference the Aden withdrawal, is it possible to name the units which participated in the Aden Task Force, and in particular the units in the review of British ships.

D. Riddoch
Liverpool, 12.

Official information is this: Task Force, Eagle, Bulwark, Albion, Intrepid, London, Fearless, Phoebe, Ajax, Appleton, Minerva, Auriga, R.F.A's, Dewdale, Retainer, Resurgent, Appleleaf, Stromness, Fort Sandusky, Tide-spring, Tideflow, Olona, Reliant, and tug Typhoon. Review: Albion, Eagle, London, Ajax, Llandaff, Barrosa, Auriga, R.F.A's, Stromness, Olona, Resurgent, Reliant, Tideflow, Fort Sandusky, and H.M.S. Appleton as the reviewing ship.

WITCH CRAFT



Floating Bulldozer shows its paces

A "floating bulldozer" (pictured above) was demonstrated at Devonport recently. The craft—a Water Witch surface dredger—showed its ability to tackle floating oil, using special booms and detergent, and to remove floating debris from an area.

The craft is at present undergoing evaluation trials with the Navy. Should it meet the requirements of the Service, the

Ministry of Defence will be asked to approve the purchase of a bigger craft of a similar type.

The present "bulldozer" has a scoop which will lift about 8 cwt, and the craft normally operates at about four knots.

Although at home in shallow and sheltered waters, the craft is also suitable for use in the open sea, provided the weather is favourable.

ADEN TIE

Before their departure in Aden in November, 1967, Headquarters Middle East Command authorised the production of a tie which may be worn by those members of the Royal Navy, Army, Royal Air Force (and British personnel seconded to the South Arabian Army) who served in Aden at any time during the period April 1, 1967, and November 30, 1967.

The tie, costing 18s. (terylene) or 28s. (all silk) may be obtained post free from Messrs. J. W. Hicks, 91 Parade, Sutton Coldfield (Warwickshire).



AJAX HOME AFTER FOUR YEARS ABROAD

H.M.S. Ajax returned to Portsmouth on March 7 after four years on the Far East Station. The present ship's company joined the ship in mid-December, 1966.

The last year was an interesting one, with visits to the Philippines and to Japan. Alternate months between June and October were spent as guardship for a troubled Hong Kong, and in maintenance at Singapore.

While on passage to join the Aden Task Force, Ajax was the only ship to reach the scene of the R.A.F. Shackleton crash, 120 miles west of Sumatra.

Three servicemen were picked up from the scattered wreckage of the crash, in which eight others were killed.

After receiving an air drop of plasma, the ship's medical

officer was able to operate on the most seriously injured survivor, whose life was thus saved.

Christmas, 1967, was spent in Mombasa, most of the men enjoying some station leave at Silver Sands or in the Kenya Game Parks.

The six weeks before sailing for home via Simonstown and St. Helena were spent on Beira Patrol duty, Ajax relieving H.M.S. Minerva shortly after the "Artois incident."



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194. 1 Diamond, 1st payment 15/- and 8 payments 15/- or Cash price £15-15-6	195. 2 Diamonds, 1st payment 18/- and 8 payments 18/- or Cash price £18-18-6	196. 3 Diamonds, 1st payment 22/- and 8 payments 22/- or Cash price £22-18-6
197. 1 Diamond, 1st payment 14/- and 8 payments 14/- or Cash price £14-14-6	198. 2 Diamonds, 1st payment 17/- and 8 payments 17/- or Cash price £17-17-6	199. 3 Diamonds, 1st payment 21/- and 8 payments 21/- or Cash price £21-18-6
200. 1 Diamond, 1st payment 13/- and 8 payments 13/- or Cash price £13-13-6	201. 2 Diamonds, 1st payment 16/- and 8 payments 16/- or Cash price £16-16-6	202. 3 Diamonds, 1st payment 20/- and 8 payments 20/- or Cash price £20-16-6
203. 1 Diamond, 1st payment 12/- and 8 payments 12/- or Cash price £12-12-6	204. 2 Diamonds, 1st payment 15/- and 8 payments 15/- or Cash price £15-15-6	205. 3 Diamonds, 1st payment 19/- and 8 payments 19/- or Cash price £19-18-6
206. 1 Diamond, 1st payment 11/- and 8 payments 11/- or Cash price £11-11-6	207. 2 Diamonds, 1st payment 14/- and 8 payments 14/- or Cash price £14-14-6	208. 3 Diamonds, 1st payment 18/- and 8 payments 18/- or Cash price £18-18-6
209. 1 Diamond, 1st payment 10/- and 8 payments 10/- or Cash price £10-10-6	210. 2 Diamonds, 1st payment 13/- and 8 payments 13/- or Cash price £13-13-6	211. 3 Diamonds, 1st payment 17/- and 8 payments 17/- or Cash price £17-17-6
212. 1 Diamond, 1st payment 9/- and 8 payments 9/- or Cash price £9-9-6	213. 2 Diamonds, 1st payment 12/- and 8 payments 12/- or Cash price £12-12-6	214. 3 Diamonds, 1st payment 16/- and 8 payments 16/- or Cash price £16-16-6
215. 1 Diamond, 1st payment 8/- and 8 payments 8/- or Cash price £8-8-6	216. 2 Diamonds, 1st payment 11/- and 8 payments 11/- or Cash price £11-11-6	217. 3 Diamonds, 1st payment 15/- and 8 payments 15/- or Cash price £15-15-6
218. 1 Diamond, 1st payment 7/- and 8 payments 7/- or Cash price £7-7-6	219. 2 Diamonds, 1st payment 10/- and 8 payments 10/- or Cash price £10-10-6	220. 3 Diamonds, 1st payment 14/- and 8 payments 14/- or Cash price £14-14-6
221. 1 Diamond, 1st payment 6/- and 8 payments 6/- or Cash price £6-6-6	222. 2 Diamonds, 1st payment 9/- and 8 payments 9/- or Cash price £9-9-6	223. 3 Diamonds, 1st payment 13/- and 8 payments 13/- or Cash price £13-13-6
224. 1 Diamond, 1st payment 5/- and 8 payments 5/- or Cash price £5-5-6	225. 2 Diamonds, 1st payment 8/- and 8 payments 8/- or Cash price £8-8-6	226. 3 Diamonds, 1st payment 12/- and 8 payments 12/- or Cash price £12-12-6
227. 1 Diamond, 1st payment 4/- and 8 payments 4/- or Cash price £4-4-6	228. 2 Diamonds, 1st payment 7/- and 8 payments 7/- or Cash price £7-7-6	229. 3 Diamonds, 1st payment 11/- and 8 payments 11/- or Cash price £11-11-6
230. 1 Diamond, 1st payment 3/- and 8 payments 3/- or Cash price £3-3-6	231. 2 Diamonds, 1st payment 6/- and 8 payments 6/- or Cash price £6-6-6	232. 3 Diamonds, 1st payment 10/- and 8 payments 10/- or Cash price £10-10-6
233. 1 Diamond, 1st payment 2/- and 8 payments 2/- or Cash price £2-2-6	234. 2 Diamonds, 1st payment 5/- and 8 payments 5/- or Cash price £5-5-6	235. 3 Diamonds, 1st payment 9/- and 8 payments 9/- or Cash price £9-9-6
236. 1 Diamond, 1st payment 1/- and 8 payments 1/- or Cash price £1-1-6	237. 2 Diamonds, 1st payment 4/- and 8 payments 4/- or Cash price £4-4-6	238. 3 Diamonds, 1st payment 8/- and 8 payments 8/- or Cash price £8-8-6

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Photograph taken at the weekly meeting of Dargets Wood branch of the Royal Naval Wives' Association. In the centre is the president, Mrs. Parker (wife of the Flag Officer, Medway, Vice-Admiral W. J. Parker); on her right (in white jumper) the chairman, Mrs. Dawes (wife of Cdr. M. P. Dawes); and on Mrs. Parker's left, the vice-chairman, Mrs. Bernard (wife of Lieut.-Cdr. G. M. Bernard, Staff Married Quarters Officer)



PUZZLE OF THE PAY QUEUE AT ROWNER

One of the features of life at Rowner naval estate is the Thursday morning queue for allotments — mums, prams, crying infants, and often rain or biting cold.

Improved arrangements have been high on the list of requirements. Now there is a temporary N.A.A.F.I. shop in Magen Close, stocking a wide range of goods.

Inside is the long-awaited sub-post office, which, astonishingly is not being used to capacity on those Thursday mornings.

It is not thought that the naval wives have come to enjoy the long queue! Perhaps it is that some do not realise that the N.A.A.F.I. shop post office is open, or have not yet changed their allotment books.

MORE PHONE KIOSKS

More good news for Rowner is of progress resulting from the campaigning by the commander-in-chief's staff for improved telephone facilities.

Post Office engineers have been conducting a survey with a view to installing two more kiosks—one probably in Old Rowner and the other at the south end of the new Rowner estate.

One of the more important ideas for Rowner is the provision of a Community Officer and wardens. Interviews have been held and appointments should be in the near future.

The Community Officer will co-ordinate social activities within Rowner and help and advise tenants with their problems.

Wardens will also help tenants, particularly at such difficult times as when they are moving in or out of their quarters.

V.I.P. VISITORS

Recent V.I.P. visitors to the estate have been the Com-

Families' Page

'Darkest wood' seeks (lime) light ESTATE PROBLEMS

"Darkest Wood" said the amusing misprint for the Navy and Army families' estate near Chatham, but at least one naval wife is beginning to wonder if it should be the proper name for Dargets Wood.

Referring to the "Navy News" article about bringing Rowner naval estate to life she writes:

"Please can't someone bring Dargets Wood to life! We do try but don't get much encouragement from 'Navy News.' I wonder if you know about us?"

"Do you know about one little hut called United Services Club, shared by the Army and Navy, and not big enough for either on their own."

"We have a go-ahead Wives' Club which only survives with the help of some wonderful officers' wives."

"There are no facilities for children to be entertained while we have speakers, so one kind lady has the children in her own house."

ner has had rather a big share of the limelight.

The letter, in fact, illustrates the great difference between life on a vast married quarters estate and a "pocket size" such as Dargets Wood, with its 250 families.

The letter indicates at least a splendid beginning of self-help to create community interests, in an area which is not too large to hinder getting to know one another quickly.

Rowner also has its loneliness problem, but it seems to get magnified when the place is ten times as big, demanding a lot of top-level attention and activity.

HUT EXTENSION

Dargets Wood could well be a pleasanter place socially, and prospects will be better still if proposals are agreed for extension to the hut. They have already been put forward.

"Navy News" will be pleased to hear how Dargets Wood gets on, but has no hope at present of getting the sea there! Residents will either have to push their prams for a glimpse of the Medway, or wait for those coach outings which are sometimes organised.

Good luck girls, and don't envy Rowner. Make progress with the ideas already started, and Dargets could have a new nickname—Brightest Wood.

Ann Tyas, Mrs. Margaret James and Mrs. Beryl Townsend, and met one of the mothers, Mrs. Jill Beel.

The estate's own welfare worker, Chief Wren Edith Husted, has received many congratulations on her award of the B.E.M. in the New Year Honours.

Miss Husted will be pleased to have the names of boys aged 8-10] who would like to join Cub Scout packs at Sultan Hut (opposite the entrance to Savage Close), or Grange County Primary School, Franklin Road.

commander-in-Chief Portsmouth (Admiral Sir John Frewen), and the Second Sea Lord (Admiral Sir Frank Twiss).

Among places visited by Admiral Twiss was the Under-Fives Club, run by a group of wives with voluntary help from mothers.

He spoke to the staff, Mrs.



The Second Sea Lord (Admiral Sir Frank Twiss) talks to Mrs. J. Beel, of Gould Close, during his visit to Rowner naval estate

Rain dripped two years on carpet

A warning to naval families to take the utmost precautions when leaving furniture in storage is contained in a letter from a shipwright at Chatham.

"Having been notified of a draft to Singapore," he says, "I got in contact with a removal firm who got me the usual three estimates, with their own as the lowest. I accepted it."

"It was all done on a friendly basis—nothing to sign, no forms etc."

"On returning from Singapore I had a brand new house to move into, and to make things easier I had my gear moved from the store and put back into my house, a couple of months before I arrived back."

"When I opened mine, the contents of one tea-chest and a large carpet were ruined with

water. The carpet had been put under a leaky roof and had had water dripping on it for two years. When it dried, it just rotted away."

"I phoned the removal firm and got the answer, 'The gear should have been opened as soon as delivered from the store, as after three days no liability can be accepted.'"

"Points to remember when you put things in store:

1. Insist on a contract.
2. Make sure of the time limit on making claims for damage.
3. Make sure the storage insurance covers things other than fire."



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HAMPSHIRE

Just ordinary fellows

Who are the people who do the spad work of the Royal Naval Benevolent Trust?

When the Royal Charter was granted to the Trust in 1922, it was laid down that administration should be by a Central Committee and three Local Committees—one for each Home port.

The members are just ordinary fellows, banded together in an honest endeavour to help their comrades. They have no extraordinary qualities, but they do possess a willingness to help less fortunate fellows.

To the Local Committees has been delegated the responsibility for dealing with the primary beneficial objects—to assist all men of the Royal Navy and Royal Marines (past, present and future) and their dependants in time of necessity or distress.

Such is the task of those "just ordinary fellows": to consider the many applications received, to decide where the need is genuine, and how help can best be given.

Mammoth task

During the past financial year 6,260 grants were made in individual cases, involving disbursements of £102,857. The total expended (excluding Minor Trusts) was £215,644.

These figures indicate the mammoth task and degree of responsibility which membership of the Local Committee entails.

Each Local Committee consists of 25 serving and five ex-serving members, with four advisory officers. The composition is based broadly on the proportional strength of the various branches of the Service as a whole.

There is no "stop draft" or

LENDING A HAND TO HELP OTHERS



Typical of Local Committee activities are these Chatham members at work. Left to right: LEM B. Joy, CERA N. L. Slade (chairman), ERAI D. R. Cooper and LM(E) R. Underwood

any special privilege attached to membership of the Local Committee.

In the port areas, members may be asked to make visits to look into certain applications. Even in this age of "turbulence and stretch," they sacrifice some of their home time to undertake Trust work.

The Committees do not pretend that they never make a mistake, or that all criticism is unfair and unfounded. What they do say is that they are banded together in an honest endeavour to do their best.

There is nothing the mem-

bers would like more than the opportunity to welcome new faces, and to be joined by those—particularly younger men—who may be able to give a new slant on old problems.

One of the difficulties stems from the fact that the Trust's work is confidential.

Often applicants for assistance who have had requests refused by the Local Committee are apt to criticise and to foster criticism elsewhere, whereas people helped have a reluctance to speak about their problems, or about the aid which has been extended.

£4,000 is waiting for applicants

The Trust has sums totalling nearly £4,000 for which beneficiaries cannot be traced.

During the war many ships' companies created special funds, and towns also sent money to be earmarked for the benefit of adopted vessels.

With the passage of years, however, deaths occur, memories tend to get shorter and, inevitably, the difficulty of administering the funds—there are 14 still in existence—becomes harder.

These funds, ranging from £9 11s. 11d. to £1,494 14s. 3d., are for the benefit of needy dependants of men killed or missing while serving in the following: Apapa Dockyard; H.M.S. Blean; H.M.S. Camito; H.M.S. Cassandra; H.M.S. Defender; H.M.S. Gossamer; H.M.S. Grenade; H.M.S. Jersey; H.M.S. 170; H.M. Ships Penzance, Dundee and Hyperion; H.M.S. Quentin; H.M.S. Smiter and H.M.S. Snapdragon.

The 14th fund was one specifically intended for the dependants of men killed in mine-disposal work. For secrecy reasons there was little or no

differentiation made when reporting casualties between mine- and bomb-disposal work.

WIDEN SCOPE

It is obvious that the majority of the money was intended to help dependants of men killed in dealing with land mines, but because the Trust—by reason of the difficulties already mentioned—has been unable to make adequate use of the fund, it is felt that the original donors would prefer that the scope should be widened to cover sea mines and bombs, rather than that the money should lie dormant.

The balance in the Fund is now £541 8s., and the Trust would like to know of any surviving dependants of a naval man who was killed in mine- or bomb-disposal work.

Anyone interested in any of the funds should get in touch with the Local Secretary at the Portsmouth Office, 2a Tipner Road, Stamshaw, Portsmouth, quoting reference 94/1.

THE WIFE HAD RUN OFF

Life is full of unexpected problems. How would you like to receive a telephone call at work from your bank manager, asking you to call as a matter of urgency, and later discover that your wife has falsified cheques and that your account is overdrawn?

You would probably dash home and might find, as this applicant did, that his wife had run off leaving a load of financial debts and no money in the house.

It is enough to "floor" anyone, and thoughts of suicide are only turned aside by the presence

and concern for his younger child. The Ministry of Social Security cannot help because you are in regular employment. You don't want to go to your employers or other people, because it would start portraying domestic and matrimonial backgrounds.

To whom do you turn? When you have eligibility like this man, you could turn to the R.N.B.T. and then find that the cloud of despondency can be lifted by friendly discussion and financial help. Grants totalling £77 were given.

Help...

A call in time of difficulty, illness, accident, and sometimes bereavement.

You may not need help today but you might tomorrow, and will then find, as many thousands of others have done, that the R.N.B.T. acts quickly and efficiently—without "red tape" or cast iron regulations.

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.

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ROYAL NAVY'S AIRCRAFT

NO. 2

The Fairey Seafox was introduced into the Fleet Air Arm in 1936 as a light reconnaissance seaplane for catapult operations from cruisers.

This aircraft will be best remembered for the part it played in the Battle of the River Plate, on December 13, 1939, when the cruisers Ajax, Achilles and Exeter defeated the German battleship Graf Spee.

This was the first occasion in the Second World War on which British naval aircraft were used to spot for the ships' guns in a sea battle.

Exeter's two Walruses were put out of action by enemy gunfire, and only one Seafox, from Ajax, was able to get away.

Flown by Lieut. E. D. G. Lewin, with Lieut. R. E. N. Kearney as observer, the Seafox spotted throughout the action, and did reconnaissance every day until it was able to signal, at 0845 on December 17, that the Graf Spee had blown herself up.

FIRST DECORATION

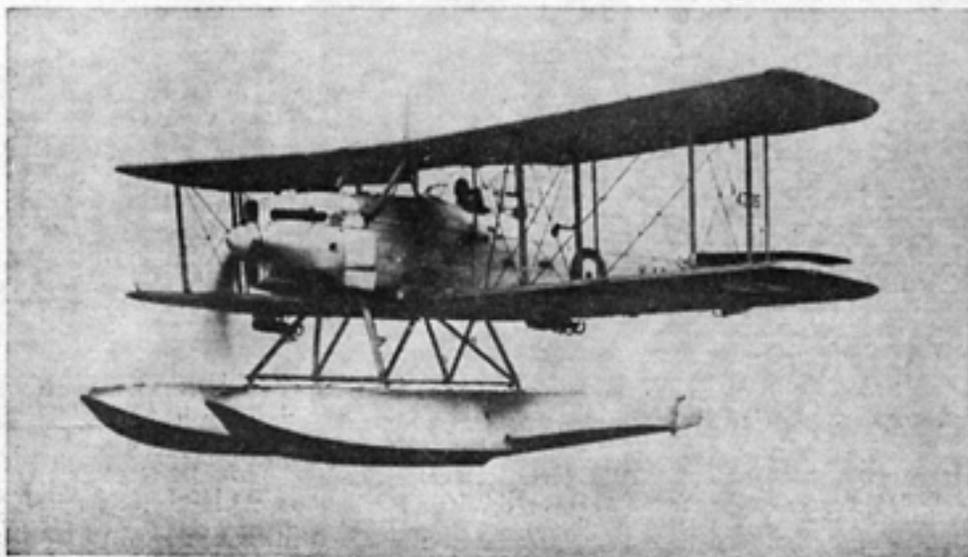
Lieut. Lewin received the DSC for his part in this action, being the first Fleet Air Arm officer to be decorated in the Second World War.

The Seafox was a delightful aircraft to fly once airborne, but it was sometimes a little difficult to "unstuck" in conditions of calm sea and no wind.

It was not unusual to see one of these aircraft charge along the length of Southsea front, then turn round, and dash back again without getting airborne.

This was enjoyed immensely by both the aircrew and the sightseers on the beach.

Seafox's part in Graf Spee epic



TECHNICAL DATA

DESCRIPTION: Two-seater spotter reconnaissance seaplane. All-metal structure with monocoque fuselage and fabric covered wings.

POWER PLANT: One 395 h.p. Napier Rapier VI.

DIMENSIONS: Span, 40 ft; length, 35 ft 5 1/2 in; height, 12 ft 1 in; wing area, 434 sq ft.

WEIGHTS: Empty, 3,805 lb; loaded, 5,420 lb.

PERFORMANCE: Maximum speed, 124 m.p.h.; cruising, 106 m.p.h. Range, 440 miles. Endurance, 4 1/2 hours. Service ceiling, 11,000 feet.

ARMAMENT: One Lewis gun in rear cockpit, and provision for light bombs below the wings.



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.

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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.

NAVY PIONEERED 'SUPER MOTOR' RACE

Scientific support and encouragement from the Royal Navy's "back room boys" has helped Britain to win the race to produce the world's first industrial super-conducting motor.

This could lead to a complete break in the traditional design of electric motors, with important application to ship propulsion.

A direct driving electric motor on the propeller shaft of a vessel offers many advantages for ship propulsion, and this applies whether the primary source of electric power is a diesel or turbine-driven generator, or any other source which might emerge in the future (possibly fuel cells).

In the past, however, the difficulty has been the bulk and weight of the low speed motor required for the shaft drive running at propeller r.p.m., since the introduction of gearing would remove some of the advantages of the electrical system.

RAPID DEVELOPMENT

The rapid development of super-conducting technology over the last 10 to 15 years had brought it to a stage in the mid-sixties when it appeared to be practicable to use it as a means of reducing weights of high-

power low-speed electric motors.

After preliminary discussions between the Scientific Adviser to the Director-General Ships and the International Research and Development Co. Ltd., Newcastle-on-Tyne, it was decided to place a research study contract with them in September, 1963, to look into the problems involved in such a motor, and the best form that such a motor should take for a practical design.

The study was completed by mid-1964 and offered such promise that a further contract was placed at the end of 1964 to carry out a design and build a small model motor of some 2-4 h.p.

GREATER POWER

During the course of this design it became evident that for the same overall size the motor was capable of substantially greater h.p. than originally envisaged.

The motor was running successfully by mid-1966 and ultimately developed some 50 h.p. at 2,000 r.p.m. by the end of the test runs.

At this stage it was decided by the Chief Scientist that tech-

nological break-through had been achieved, and that the defence security classification should be removed in the national interest.

The project was passed over to the National Research Development Corporation for further development, resulting now in the placing of a £500,000 contract for a 3,000 h.p. super-conducting motor for installation at the new electric power station at Fawley on Southampton Water.

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BACKING BRITAIN



Nineteen-year-old Pat Read, Wren air mechanic from Ramsgate (Kent), with a "Back Britain" poster of her own designing. She joined the Wrens in December, 1965, and is serving at H.M.S. Daedalus. Her sister Maureen is also in the Wrens at Daedalus.

'FATHER' TO 2,000



PO Writer Pearce



Chief Yeoman Cox

"Father" to some 2,000 sailor and Wren visitors a year, CY C. N. Cox, who has been chairman of the all-ranks President Club since it opened in December, 1964, has retired from the post.

The President Club, Furze House, Queensgate Terrace, is one of the best known clubs for naval personnel visiting London. It has been "host" to ships from the world's navies, including the Russians.

In appreciation of Norman Cox's skill, devotion and long hours of hard work, he was presented recently with a set of golf clubs, subscribed for by club members, by Cdr. M. B. Harvey, the Executive and Supply Officer of H.M.S. President.

CY Cox is to leave the Navy in November after 28 years' service.

The new chairman of the club is PO Wtr. John Pearce. The vice-chairman is PO Wren J. Relph, treasurer PO Wtr. D. Ryder, and Secretary, RS R. Day.

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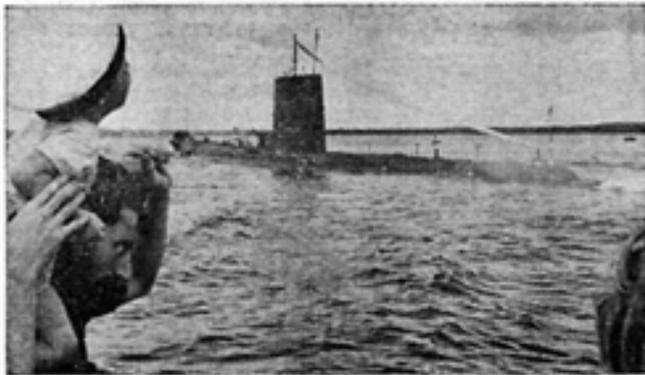
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Going round the world by halves

Between them, two A class submarines, Auriga and Anchorite, returning to Britain from Singapore, will circumnavigate the globe.



H.M.S. Auriga, under the command of Lieut.-Cdr. R. M. Venables, is sailing by way of Guam, Honolulu, Acapulco, Panama and Bermuda, while Anchorite (Lieut.-Cdr. C. J. Ward) is making passage around the Cape of Good Hope and has already called at Simonstown.

The submarines have been serving with the Far East Fleet, and left Singapore within 24 hours of each other. Only two days are expected to separate their berthing at Portsmouth, despite going in opposite directions around the world.

Auriga, which has been in the Far East since 1966, is returning for a refit, but her sister ship is to be "for disposal."

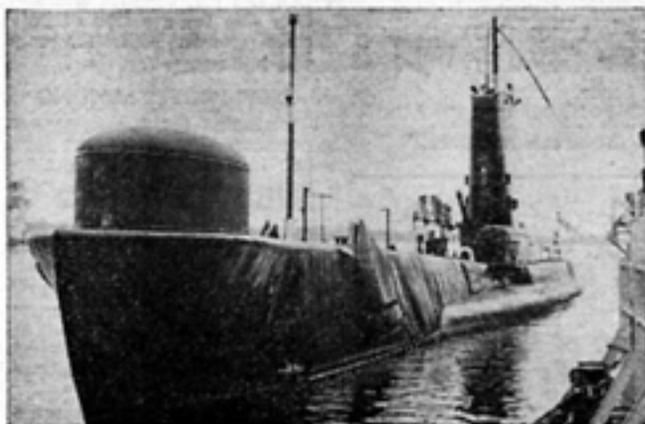
Anchorite signalled H.M.S. Terror, the Singapore Naval Base, "Very many thanks for the eight years of comfortable living we have enjoyed. All of us are sad to leave so pleasant a home."

Expected time of arrival for Anchorite is March 29, and Auriga April 1.

Royal visit

Queen Elizabeth the Queen Mother will visit the Clyde submarine Alliance off the Isle submarine base, Faslane, on May 10.

The base (H.M.S. Neptune) was commissioned last year. The technical areas are now substantially complete.



H.M.S. Anchorite casts off the last lines linking her with the depot ship Medway, at the start of her voyage. Above: H.M.S. Auriga sails from Singapore

BUTLER FOR CAPTAIN

A flat complete with butler was at the disposal of the commanding officer of H.M.S. Renown's Port Crew, Cdr. R. J. P. Heath, who was invited to open Birmingham Boat Show last month.

The show was sponsored by Birmingham Post and Mail, a newspaper concern with a V.L.P. suite at the top of its skyscraper building.

Sir Charles Clawson, chairman of the company, placed the suite at the disposal of Cdr. Heath and his wife, for the occasion.

Also at the show was Lieut. Graham, of H.M.S. Daedalus, and four chief petty officers, who brought up the "Ascension" gun during their treasure-hunt dives off the Scillies.



FORMER A.B. GETS FIRST COMMAND

A Royal Navy officer who first joined the Service as a temporary midshipman in the Volunteer Reserve during National Service, and re-joined two years later as an able seaman, being commissioned two years later, has been appointed to command H.M. submarine Porpoise.

He is Lieut. John Patrick Bruce O'Riordan, who is 31, and whose appointment is also unusual in that he is the first lieutenant to take command of an Oberon or Porpoise class submarine.

He was commissioned after two years as a rating, and has served in the submarines Artemis, Sea Devil, Alliance, and Finwhale.

On the rugby field he has played for Irish schools, United Services at Chatham and Portsmouth, and the Royal Navy in the Far East.

Other recreations include painting, golf, hockey and water skiing.



Lieut. O'Riordan

COURT MARTIAL FINDINGS

The running aground of the submarine Alliance off the Isle of Wight on January 12 resulted in a court martial at Portsmouth. The commanding officer, Lieut.-Cdr. Roy Anderson was sentenced to be dismissed his ship, and the navigator, Lieut. Anthony Savage, to be seriously reprimanded. Both were found guilty of negligence.

Another T-class for the Israelis

A few days after the Israeli submarine Dakar (ex-H.M.S. Totem) was lost in the Mediterranean, another T class boat arrived at Haifa.

She was the former H.M.S. Truncheon, which was handed over to the Israel Navy early in January, and is to be refitted at an Israeli dockyard. She is to be renamed Dolphin.

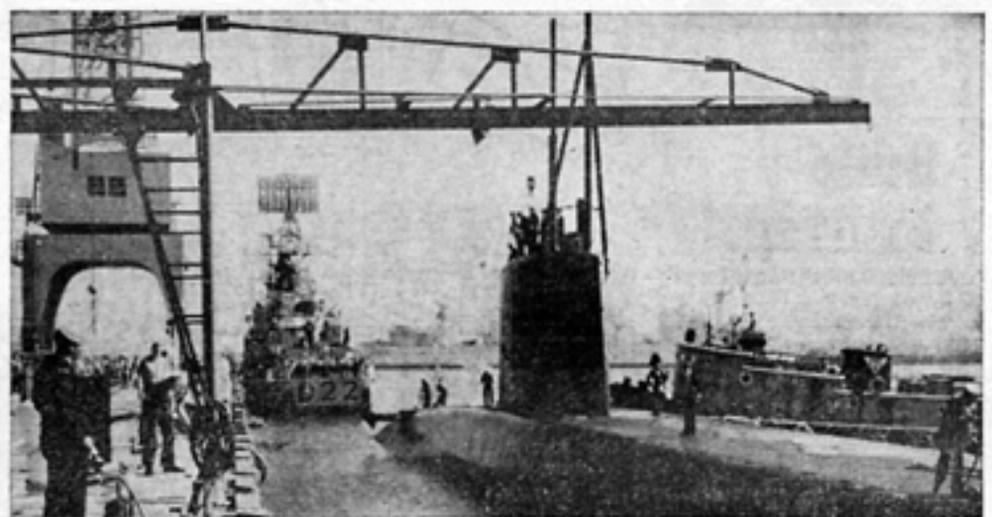
Several other British submarines have found their way to Israel. Turpin (ex-Leviathan) was bought in 1964, and other purchases are Rahav (ex-Sanguine), and Tanin (ex-Springer).

Geiger check

German officials with a geiger counter checked the Royal Navy's nuclear submarine H.M.S. Dreadnought, when she arrived at Kiel for a week's goodwill visit.

She was the first nuclear-powered vessel to dock at the port. The check indicated no unusual radiation, and the commanding officer, Cdr. Peter Cobb, assured reporters at a Press conference on board that the amount of radioactivity was less than is normally found on

AFTER THE FIRING



... SMILES OF SUCCESS

The commanding officer of Resolution Port Crew, Cdr. M. C. Henry, talks to a senior American Navy chief on the return of the submarine (above) from the successful firing.

Below, members of the ship's company have their own celebrations. LEM Brian Hawkins (left), REM William O'Hara, and LEM Ian Livingstone at a party given at the American Air Force N.C.O.s' Club, at Florida.



Warspite in exercise

The nuclear-powered fleet submarine H.M.S. Warspite was among Commonwealth ships which completed a nine-day exercise period in the Indian Ocean on February 5.

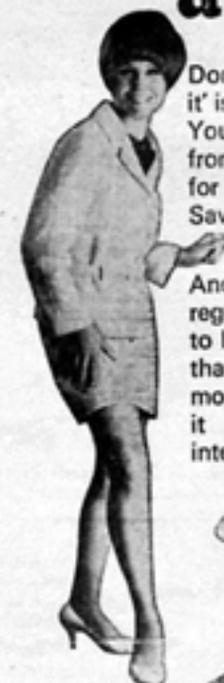
Other ships included Eagle, Devonshire, H.M.N.Z.S. Wakato, H.M.A.S. Yarra, and seven other frigates and destroyers, as well as four patrol submarines and R.F.A. support ships.

Maritime patrol aircraft of the R.A.F. formed an integral part of the exercise.

Buccaneers, Sea Vixens, and Gannets from Eagle provided realistic air defence exercises, while helicopters co-operated with modern frigates in advanced anti-submarine exercises.

After the exercise, the ships dispersed for maintenance, and some for visits to Australia, Colombo, Hong Kong, and Singapore.

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22151 (Ext. 72194)

Build-up in Med.

A Polaris missile fired from a Royal Navy submarine is a historic moment in the build-up of the nuclear deterrent assigned to NATO, and serves to underline the policy laid down in the Defence White Paper that "the foundation of Britain's security now, as always, lies in the maintenance of peace in Europe. Our first priority, therefore, must still be to give the fullest possible support to the North Atlantic Alliance."

NATO interests form a maritime arc from Scandinavia round into Europe's "under-belly"—the Mediterranean. Since withdrawal from Malta was announced, there has been a war, the sinking of a warship by a Russian missile, and a build-up of the Russian Fleet.

GROWING ANXIETY

Soviet influence, by the growing size of its presence and of the proved capability of its midget-ship weapons, looms ever-larger in NATO considerations. Moscow may have been slow to learn the value of "showing the flag," but appears to be catching up rapidly during the aberration of its teachers.

Some play has been made about the fact that since the Malta "withdrawal" we have continued to deploy quite a lot of ships in the Mediterranean, and the new Western Fleet structure is showing its usefulness.

After pulling out from east of Suez, our ability to deploy in the Mediterranean will clearly be increased. NATO anxiety leaves little doubt that "ability" will have to be transformed into action. A joint naval force may well be the outcome.

NO EXTENSION?

So far as the Royal Navy is concerned, there will presumably be no aircraft carriers, Gibraltar an irritant, many other natives somewhat hostile—and Malta? The Malta rundown has already been spread over five years instead of two-and-a-half, but Whitehall says there are "no present plans for a further extension."

Malta withdrawal appears as the paradox in the re-shaping of the defence structure. National bankruptcy may be the conclusive argument for quitting east of Suez, but the Med. is NATO—our top defence priority.



"What with Leap Year and them Marriage Bureaux saying we're lonely, a sailor ain't safe on the streets anymore!"

Civilian takes on 'Bowler hatted' job

When the Ministry of Defence, about 1964, stated that there would be no more promotions to the Boatswain branch, it was obvious that many appointments traditionally reserved for such officers would, in time, become "civilianised."

One of the first of these changes has taken place at Chatham. Mr. G. H. Dangerfield, who, before his new appointment, was an acting Foreman of Riggers, has taken over from Lieut. B. C. J. Porter as the first civilian Master Rigger in a Royal Dockyard.

The following Royal Dockyards still have Royal Navy Boatswains as Master Riggers

— Portsmouth, Devonport, Rosyth, Singapore and Gibraltar.

The importance of the post of Master Rigger has long been recognised. Until recently he was provided with quarters within the dockyard precincts—a very natural provision in the past when communications were not as easy as they are today, for the Master Rigger could be, and still is, often required for jobs at very short notice.

Although a naval officer, the Master Rigger wears civilian clothes. It is only in the last couple of years or so that he has departed from his traditional bowler hat.

First mention

Although there must have been a Master Rigger—perhaps holding a different title—"since the beginning of time," the first mention of a Master Rigger among the Dockyard officers in the Navy lists, was in the May, 1876, issue.

Records at Portsmouth show that since 1874 the appointment has been held by a Boatswain—or officer of higher rank promoted from Boatswain.

Until 1919 the rank of Master Rigger was "Chief Boatswain" (or Lieutenant promoted from Chief Boatswain), but the title was changed to Commissioned Boatswain following the 1918 Report of the Committee on Titles of Warrant Officers, when it recommended that uniformity should be introduced.

Oldest title

The Boatswain, "whose title was the oldest in the Navy, with a continuous salt-water history covering many centuries" (Michael Lewis—"A Social History of the Navy") gets the name from "the Saxon word 'swein,' which meant a servant. So 'boatswain' referred to the servant of the boat. In those days 'boat' meant the ship, not the small boats carried in her" (Cdr. A. B. Campbell, R.D.—"Customs and Traditions of the Royal Navy").

Michael Lewis also says that the "standing officers" (gunner,



Lieut.-Cdr. D. J. Cooper at the bows of Nelson's flagship, H.M.S. Victory

boatswain, and carpenter) of a ship were regarded almost as an integral part of the ship, like its "standing rigging."

He goes on: "Even when their ship was 'in ordinary' (in reserve) they were normally to be found residing on board, complete with wife and family, and when they did move from a ship it was almost always to a higher rate, for that was their sole means of promotion."

The duties of the Master Rigger vary slightly between the different dockyards, but, in general, he is responsible to the Captain of the Dockyard for the production and manufacture of wire rope, cordage, and synthetic fibre items; berthing and transporting ships within dockyard tidal and non-tidal waters; provision of catamarans and brows at tidal berths; safety arrangements (such as guard-rails and stanchions) at tidal berths, and so on.

His duty at Portsmouth also includes masts at the various establishments within the Command.

Another most important job for the Master Rigger at Portsmouth is the rigging of H.M.S. Victory.

When it was decided in 1963 to re-rig the ship with Italian hemp, the task took seven months, and needed for the work was some 34 miles of

hemp, three tons of spun yarn, 300 square yards of old canvas, and 224 gallons of tar.

The Master Rigger at Portsmouth is responsible for a labour force of 180 dockyard employees, including inspectors and charge hands.

The present holder of the post at Portsmouth is Lieut. J. P. Richardson, who relieved Lieut.-Cdr. D. J. Cooper on February 23 this year.

Lieut.-Cdr. Cooper, who is retiring from the Service shortly, held the post of Master Rigger from May, 1966, having been the Assistant to the Captain of the Dockyard at Portsmouth (another traditional Boatswain appointment) from 1964 to 1966.

Joining the Service as a Boy Seaman, Lieut.-Cdr. Cooper was selected for commissioned rank in 1949. He was in charge of moorings and berthing at Hong Kong from 1958 to 1960, Boatswain of H.M.S. Tyne, 1960-62, and Boatswain of the Naval Dockyard at Auckland, New Zealand, 1962-64, before going to Portsmouth.

Bos'n of Yard

Another appointment traditionally held by an officer of the Boatswain branch is that of the "Boatswain of the Yard."

Records at Portsmouth show that such a post has existed since the seventeenth century.

The Boatswain of the Yard is responsible to the Production

Colour television fitted at Osprey

As well as being responsible for providing film entertainment in establishments in this country, the Army Kinema Corporation hires television sets to naval messes and families.

The wardroom mess of H.M.S. Osprey, which had previously hired black and white television sets from the Army Kinema Corporation, has recently obtained one of the first colour TV sets at a weekly rental. The venture has been a complete success.

The A.K.C. does not attempt to undercut commercial TV renting companies, but they do give special terms to the Service man and his family.

For instance, the Corporation has just supplied five sets to a ship for a period of only three months while the ship was refitting.

NON-PROFIT MAKING

Naturally the A.K.C. cannot run their hire service at a loss, but like the R.N. Film Corporation, they are a non-profit-making concern, surpluses being used to improve the Service, or for the benefit of the Service man and his family.

It may not be generally known that a few months ago the A.K.C. made a donation of £2,500 to the newly-formed R.N. and R.M. Dependents' Fund.

The A.K.C. have set up a television hiring centre in Faslane, and they hope to build a modern cinema there for the submariners and their families.

The Corporation also hope to have a repair centre in the Portsmouth area shortly to enable them to give an even better service to ships and families in Portsmouth.

FUND FOR UNICORN

H.M.S. Unicorn, headquarters of the Tay Division of the Royal Naval Reserve at Dundee is being withdrawn from active service in the summer.

Launched in 1824, and the oldest Royal Navy warship still afloat, Unicorn has been in Dundee since 1873, her only move being on October 13, 1962, when she had to be moved to a new berth to make way for approaches to the projected Tay Road bridge.

Dundee plans to preserve the old ship, and local people are hoping to raise £50,000 towards the cost.

With the exception of H.M.S. Victory, H.M.S. Unicorn is the oldest vessel still in service in the Royal Navy. She was built as a "fifth rate" of 1,084 tons, and 46 guns, at Chatham, being launched on March 30, 1824.

The oldest warship still afloat is Foudroyant, in Portsmouth Harbour. She was launched in 1817, but has not been "H.M.S." since the turn of the century. Foudroyant is well known as a youth holiday ship.

Manager—formerly the Manager, Constructive Department. His job, briefly, can be described as "lifting," and the division of work between the Boatswain of the Yard and the Master Rigger can best be shown by an example.

If the rudder of a warship in dock had to be removed, the Master Rigger's department would manufacture the necessary wires, and the Boatswain of the Yard would supply scaffolding, provide the cranes, and do the actual lifting and removal.

Coincidentally, the present Boatswain of the Portsmouth 'Yard, Lieut. F. R. Dewar, is also retiring shortly.

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NAVY HELP IN CLEARING PENANG AMMO DUMPS

Time for a cuppa



Hundreds of tons excavated

From a maze of caves deep under an old rubber plantation on the west coast of Malaya, hundreds of tons of shells, bombs, and mines left behind by the Japanese in 1946 have been excavated by Royal Navy and Army ordnance teams.

Men of the Far East Fleet Clearance Diving unit have been helping to deal with the sea mines of various types and torpedo heads found in an ammunition store five miles from George Town, the main centre on Penang, where the Japanese Navy maintained a busy Second World War base for submarine and patrol boat operation.

Most of the explosives recovered and taken away for dumping at sea are still in a good condition nearly a quarter-of-a-century after being put underground by slave labour for use against the British and U.S. forces.

TRAINED DOGS

The Army 15-man Royal Engineers and Royal Corps of Transport team, led by Major A. Loch, R.E., which has already removed 1,300 tons of aerial bombs, have had to employ metal detectors and specially trained dogs to locate the caves and trenches, which have fallen in and their exact whereabouts forgotten.

There are 10 known ammunition dumps on Penang, popular centre for tourists in Malaya. One has already been cleared and the remainder—nobody is sure of the quantities they contain—could keep disposal teams busy until the British withdrawal from the Far East.

A major problem for the Royal Navy team of one officer and seven ratings from Singapore Naval Base working



A tea break at the site. On the right is PO Frederick Lay, aged 30, whose parents, Mr. and Mrs. F. Lay, live at Mullion Village (Cornwall). In Penang, PO Lay was responsible for the maintenance of the excavation equipment.

stripped to the waist in the tropical heat of the airless plantation, has been the picnic—not used by the British since the First World War because of the risks in handling—put into torpedo heads by the Japanese.

Each of the unearthed torpedo heads contains 250 pounds of the deadly explosive, which was also used as a primer in the sea mines.

Inhalation of its fumes and physical contact with it can cause serious injury to health, requiring special precautions to be taken.

It has been made more dangerous by water seeping into the buried metal containers, explained Lieut. John Coggins, Far East Fleet Ordnance Disposal officer, who has supervised the naval work in Penang.

"Very nasty stuff" was his understatement while examining the soil, stained yellow from

leaking picnic, being removed from boxes brought into the daylight after 22 years.

The work by the Royal Navy has added considerably to the scanty knowledge on Second World War Japanese naval ammunition.

Errors have been discovered in existing manuals, mainly U.S., and specimens of the mines are being sent to H.M.S. Vernon, the Portsmouth torpedo and anti-submarine school, for instructional purposes.

'There was I, a' digging this hole'

Dealing with old ammunition in an airless tropical plantation is a bit of a sweat—from the safety point of view as well as the temperature. Above, Lieut. John Coggins, Far East Fleet Ordnance Disposal Officer, of Folkestone, is removing the cap of a submarine boom mine.

Below (left) PO Clearance Diver Richard Tonks (36), of Plymouth, clears soil from unearthened boxes of Japanese torpedo warheads. Right: AB John Clutton (26), of Swanley Village (Kent), is digging out more of the boxes.



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officer and man in the Service. Efficient training is therefore vital.

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Everyone in the Service has to be taught his job—but who teaches the teacher?

The instructor must know how best to pass on this knowledge; this he learns in the Instructional Technique School at the Royal Naval Barracks, Portsmouth.

To aid in this task, the IT School, which trains more than 1,000 officers and men a year, has a new closed circuit television studio.

In the past, full use has been made of films to illustrate the techniques of good instruction. Now, in addition, the new CCTV Studio will go a step further.

The officer superintending a class can record an instructor's practice lesson on video tape, and by replaying it, can illustrate his criticism of the instructor's performance with considerable impact.

Besides its use in video-taping trainee-instructors, the school's closed circuit television team has already proved that gains are possible in offering group-viewing of inaccessible or dangerous places, magnification of weapon-parts, and as the basis for simulators concerned with radar and sonar displays.

Jervis Block 'face lift'

Since last October the IT School in Jervis Block of the barracks—real "old salts" will have known it as the Signal School—has undergone a "face lift."

The studio in the renovated first-floor of the building was officially opened on February 21 by the Director of the Naval Education Service, Rear-Admiral A. J. Bellamy.

Unveiling a brass plaque on the studio wall, Admiral Bellamy said: "We have always taken instruction seriously in the Navy. I shall not hesitate to recommend my friends and colleagues from other Services to come and see what we have done here in the vital field of educational technology."

NAVY DETECTOR FOR RAILWAYS

Royal Navy scientists are helping British Rail to get a high-speed device for detecting in railway lines cracks of the type that led to last year's Hither Green disaster.

Initially the Navy's experiments had nothing to do with railways. The electronic crack detector was designed and produced as part of a crash programme at the Admiralty Materials Laboratory at Poole (Dorset) two years ago, to find cracks that are too small for the eye to see.

The programme was necessary because of the discovery of faults caused through stress in some of the bulkheads of H.M.S. Dreadnought.

The instrument is now used

for regular inspection work on naval vessels under construction.

Present equipment used by British Rail can only be used at walking pace.

A Navy-type detector could be mounted on a special vehicle to test the track at 30 miles an hour—and even greater speeds.

The invention has been passed to the National Research Development Corporation for commercial exploitation.

Dependants' Fund grant increased

When the Royal Naval and Royal Marines Dependants' Fund was started last August, the hope was expressed that as membership increased it would be possible to give bigger grants.

The Trust announce that support already achieved enables them to raise the grant from £350 to about £400. The subscription remains the same—only 24s. a year.

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'Guns and punch-up' assorted

LATEST FILMS FOR THE NAVY

Margaret Blye provides allure amid the gunplay in "Waterhole 3."

Bedtime sophistication fades out in favour of meaty adventure and drama in the latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet.

Two of the films are the ever-popular Westerns, with the buddies meeting inevitable doom, but of the others, "The Dirty Dozen" provides an unusual war-time tale, and "In the Heat of the Night" a murder mystery with plenty of tension. The full list is as follows:

Rough Night in Jericho.—Dean Martin, George Peppard, Jean Simmons. An excellent tough Western with top stars adding class to the usual good-versus-bad gunplay. Robust attraction. (Rank Film Library). **No. 659**

The Dirty Dozen.—Lee Marvin, Ernest Borgnine, Clint Walker. A wartime big-scale story of a major given 12 soldiers for a special behind-the-scenes job in occupied France. Dramatic, with excitement, humour, and plenty of tension. (M.G.M.). **No. 660**

The Last Safari.—Stewart Grainger, Kas Garas. Fine pictorial adventure of modern big-game hunting in the new Africa. Exciting with magnificent wild life and scenery. (Paramount). **No. 661**

Waterhole 3.—James Coburn, Carroll O'Connor. Something rather different in the way of Western entertainment. It begins in conventional manner, but before long, light-hearted comedy does creep in—farical at times. (Paramount). **No. 662**

In the Heat of the Night.—Sidney Poitier, Rod Steiger. Murder mystery with strong overtones of racial prejudice. A very tense well-acted whodunnit, right out of the common rut. (United Artists). **No. 663**



PORTLAND'S V.I.P. VISITS

The First Sea Lord, Admiral Sir Varyl Begg, visiting Portland on February 14 and 15, toured the new helicopter support ship, RFA Engadine.

"She was laid down when I was Vice Chief of Naval Staff," he said, "and now that she is operating it means that helicopters can be taken into deep water areas. I was anxious to see what she looked like."

The First Sea Lord was briefed on naval activities at Portland by the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh.

Admiral Sir John Frewen, Commander-in-Chief, Portsmouth, must have felt he was returning home when he visited H.M.S. Osprey and the Portland Naval Base on February 8 and 9, for he is a previous captain of Osprey.

It was the admiral's first visit as Commander-in-Chief, and his programme included discussions with Rear-Admiral Roxburgh and the present captain of Osprey, Capt. K. Lee-White.

Another V.I.P. visitor during the month was Commodore Sjur N. Ostervold, Commander Coastal Fleet, Royal Norwegian Navy, who called from February 5 to 9 to discuss matters of mutual interest with the Flag Officer Sea Training and his staff, with particular emphasis on British methods of working up ships.



Eskimo's crumpets for Emperor's tea

Twenty-one gun salutes were the order of the day when the Imperial Ethiopian Navy held its Navy Day celebrations—over three days, February 13 to 15.

No fewer than 22 salutes were fired, including two extremely loud ones by U.S.S. Ellison, which was berthed alongside Eskimo at Massawa at the time.

In addition to H.M.S. Eskimo and the United States ships, the Indian Naval Ship Tir and two French Navy ships, the Commandant Bory and La Diepoise were present.

H.M.S. Eskimo, commanded by Cdr. J. F. Kidd, flying the broad pennant of Commodore T. E. Fanshawe (Commander Naval Forces Gulf) entertained H.I.M. Haile Sellasie to one of his special pleasures—a very English-type tea of crumpets,

brown bread and strawberry jam.

On the evening of the first day of the visit, a ceremonial parade was held at the Ethiopian Naval Base, the visiting ships' landing contingents, Eskimo's Royal Marine detachment representing the Royal Navy.

The next day was the "Sea Day," when visiting ships individually fired gun salutes, and manned and cheered ships while steaming past H.I.M.S. Ethiopia.

An official cocktail party was held in Eskimo that evening, the 120 guests representing many nations.

The third and final day was sports day, when swimming, boat pulling, and athletic competitions took place.

Eskimo had a good day, winning both the swimming and boat pulling, being runners-up to the Ethiopians in the athletics and to the Americans in the tug-of-war.

Pictured aboard RFA Engadine (below) is the First Sea Lord, with the master, Capt. C. S. B. Irwin, R.N.R. (left), and Lieut. - Cdr. P. C. W. Morris, R.N., naval liaison officer in the ship (right)



From bugles to bricklaying

Undergoing a house maintenance course at the Army's resettlement centre at Aldershot is Admiral Sir Frank Hopkins who, until he retired in December, was Commander-in-Chief, Portsmouth.

There are 56 students on the course, ranging from corporals to Admiral Hopkins, Major-General Charles Deedes, and Air Vice-Marshal David McKinley.

The course covers bricklaying, plastering, painting and decorating, tiling, glazing, and carpentry, and is designed to help people who have lived in married quarters all their Service lives.

Admiral Hopkins could have taken a similar course in the Naval resettlement organisation at Portsmouth, but it may have been considered as hardly appropriate for an officer who was greeted by bugles and the like on one day, to enter the naval barracks next day to try his hand

at laying bricks or plastering a wall.

SEEKING A JOB

An admiral looking for a job is Rear-Admiral David Kirke, until recently the Flag Officer Naval Flying Training.

Admiral Kirke spent two years on loan service with the Royal Australian Navy and has many friends on the other side of the world. It is "down under" that he is looking for employment.

He is going to Australia shortly. If the prospects look promising he will return to England, collect his family, and then go to Australia to settle.

Rear-Admiral C. D. Madden has been appointed Gentleman Usher of the Scarlet Rod to the Order of the Bath.

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Navy cuts could reduce membership

Shipmate W. G. Langridge, president of the Newton Abbot branch, warned members at the annual meeting that because of the cuts in the Royal Navy there would be fewer people to join the association.

In thanking the chairman, Shipmate C. Lewis, for being such a staunch supporter of the association, he told those present that the branch had been in existence for 10 years, and was going from strength to strength.

Shipmate Lewis said that the year had been a very enjoyable one, with buffet dances, a barbecue, two fishing trips, and the annual dinner, apart from a couple of trips to Plymouth and a trip to the R.N. Air Station at Culdrose.

Shipmate R. Hooper, the secretary, and Shipmate T. J. Millman, the treasurer, made their reports. The treasurer said the funds were in excellent condition.

The ladies' chairman, Mrs. T. Millman, said that the year had been well supported. She presented Shipmate Lewis, the branch chairman, with a cheque for £100—double the amount of last year.

Mrs. G. Way, the ladies' treasurer, told the members of the state of their funds—all of which were satisfactory.

Dagenham's H.Q.

Dagenham branch now has new headquarters—the Dagenham Football Club, Victoria Road — meetings being held every Sunday morning.

Shipmate John Decort, of



Mrs. Millman presents the Newton Abbot chairman, Shipmate Lewis, with a cheque for £100. Also in the picture are the president and secretary of the branch

216 Valance Wood Road, Dagenham, would be pleased to hear from branches intending to visit Dagenham.

Last year was a very successful one for the branch, with increased membership and social activities. The chairman, Shipmate Fred Tibble, did a grand job with the welfare side of the branch, and the secretary, Shipmate Maurice Wright, has looked after his job with considerable success.

The branch's dart team held its unbeaten record throughout the year and, its reputation having got around, it seems at



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER
Patron: H.M. The Queen

"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

Mrs. Millman presents the Newton Abbot chairman, Shipmate Lewis, with a cheque for £100. Also in the picture are the president and secretary of the branch

SECRETARY IN HOSPITAL

Lieut.-Cdr. L. H. Maskell, Secretary to the Council of the Association, has had to enter hospital for treatment, but hopes that he will be able to return to his duties in about four weeks from February 19

the moment to have run out of opponents.

During the year the branch lost Shipmate Bert Brandon, National Councillor for No. 5 Area, who will be remembered for his work in connection with welfare.

Another loss to the branch was Mr. Sid Bone, local British Legion chairman, who was well known to Dagenham shipmates.

Purley's 'nineties'

When the Purley and District branch entertained 50 "senior citizens" to tea on January 27, at the head of the long, decorated table sat the two oldest ladies—Mrs. E. Lowers, 94 years old, and Mrs. M. Hannon, 93.

Jock Tompson, complete with pipes and accordion, and his Scottish comedian, entertained the guests after tea.

There was a good attendance at the branch's annual meeting on January 19. The balance sheet showed a healthy state of affairs for both the general and social funds.

Cdr. J. S. Kerrans was re-elected president. Others elected were: vice-president, A. Dipero; chairman, W. Bennett; secretary, A. Forgham; treasurer, A. Hannibus; auditor, A. Barnett; welfare, R. Dunnett; standard bearer, L. Hannon.

Portsmouth plans

The Portsmouth branch, which has 444 paid-up members, is making plans for coach trips to the Royal Tournament on July 13, and to the association's annual reunion in London.

Members are also making plans to visit other branches and to give hospitality to others who may visit Portsmouth.

Individual members of other branches would be made welcome at the Pitt Street Club on meeting or non-meeting nights.

The Portsmouth branch was pleased to welcome delegates from No. 3 Area on February 17 on the occasion of the area's 20th annual meeting.

STATE OF CEMETERY IS A DISGRACE

Shipmate Geoff Wingrove, of the Durban, Port Natal branch, writes in "The Bosun's Call," the official organ of the branch, of a visit he made recently to Cape Town.

He spent several days in and around Simonstown.

"It will be recalled," he goes

New area President

The annual meeting of No. 3 Area took place at the Portsmouth branch headquarters and club, Pitt Street, on February 17.

A welcome visitor was Rear-Admiral Sir Edward Rebbeck, who has recently become the Area President. Sir Edward was president of the Bangor (Northern Ireland) branch before coming to reside in No. 3 Area.

As the 20th anniversary of the formation of No. 3 Area falls on July 17 this year, the area delegates discussed ways of celebrating the event, as well as the "coming of age" celebrations next year.

Shipmates W. Briggs, J. Towers, A. Ball, and A. Legg were elected as chairman, vice-chairman, treasurer, and secretary, respectively.

REUNIONS

Survivors of the cruiser H.M.S. Edinburgh, lost while on Russian convoy duty on May 2, 1942, are holding a reunion dinner and dance in Plymouth on May 18.

Survivors of the reunion details should get in touch with Mr. W. Daly, 15 Windsor Place, The Hoe, Plymouth.

The fourth reunion of the Aden Forces Broadcasting Association Club will be held in the Chevroon Club, 3/5 Dorset Square, London, N.W.1, on April 6. Tickets 12s. 6d. from F./Lieut. F. H. Vernon, R.A.F. Bicester.

CALLING OLD SHIPS

A. W. Tasker, of 17 Kindlesford Avenue, Warstones Estate, Wolverhampton, who joined the Ganges in November, 1914, drafted to the battleship *Vengeance* in December, 1915, subsequently serving in the light cruiser *Cassandra* and the destroyer *Valkyrie*, being involved in 1921, wonders whether any of his contemporaries are still about.

G. Hind, 17 Grange Road, Middlesbrough, would like to contact the then Seaward "Tall" Jones, from the Rhonda, who served with him in H.M.S. Loch Killin in 1943.

"Seaman Powell," the Navy's famous welterweight boxer of the First World War years and early twenties, has died at Weymouth aged 84.

'Shiny Sheff' men for reunion

Lieut.-Cdr. H. R. Treseder, who is organising the "once-only" reunion of officers and retired ratings who served in H.M.S. Sheffield during her operational life—1936-1960—writes that the notice which appeared in the January issue of "Navy News" aroused a lot of interest. Letters have been received from all over the world.

Already a very good muster is assured.

A small number of men served in the ship throughout the war, and of these the following have already stated their intention to be present.

Mr. Thomas Bolton, who served in the ship for six years, was the first rating to join as the hull party chief stoker on June 6, 1936. He attended a farewell party on July 18, 1967, and it was arranged that he was the last rating to leave the ship before going to the breaker's yard.

Mr. A. E. Adams, the ward-room messman, who served from 1936 to 1945.

Mr. R. J. Brown, an ex-Royal Marine, who served from 1938 to 1943 under four captains. He

has built a model of the ship in matchsticks, which has a place of honour in his home, and which has made money for charity.

He made a sentimental journey from Mansfield to Helensburgh on December 3, to take a last look at the ship.

Another with long service is Mr. John Burdett, who was the regulating chief stoker from August, 1939, to November, 1945.

The record for long service in the ship must surely be held by Mr. Frank Foulger, who served a total of 11½ years—from 1937 to 1948.

The reunion is being held in H.M.S. Belfast on April 5. Tickets, costing 50s. and covering drinks, buffet supper and souvenir menu, may be obtained from Lieut.-Cdr. H. R. Treseder, Greywell, Heather Drive, Sunningdale.

WILLESDEN LOSES FOUNDER-MEMBER

The death occurred on February 11 of Shipmate Sam Langford, president of the Willesden branch, and one of its founder-members.

on, "that Lord Nelson served on the South Africa station and was at Simonstown, and I'm given to understand that the landing steps are those that were in use in his day.

"The Dockyard Church was also of great interest, being a section of the old sail loft. It was converted by the Royal Navy and has now been taken over by the South African Navy."

Mr. Wingrove states that he spent an hour in the old Naval Cemetery and was most distressed.

"The place," he says, "is a shambles—overgrown, dilapidated, thoroughly neglected and a disgrace."

Visiting the newer naval cemetery to see the graves of some shipmates of his, Mr. Wingrove said: "This cemetery is in better condition, but could do with some vegetation such as trees and shrubs.

"Most of the graves had what appeared to be a standard type of headstone—it is a great pity that they do not bear the name of the ship in which the deceased was serving."

COAT UPON COAT

Shipmate Wingrove spent an afternoon with Commodore Johnson S.A.N., whose home is the former Medical Superintendent's Hospital of the old Royal Naval Hospital.

The home was being redecorated. It had taken about two weeks to get the paint off the stinkwood window sills. It was reckoned that there were over

100 coats of paint on the sills, and Mr. Wingrove tried to visualise all the different "dockyard mateys" who had plied their brushes there for 200 years.

Many who have been to Simonstown will recall the ships' crests painted on the dry-dock walls. Many of these have faded over the years, and ships requesting permission to paint crests now, are allowed to do so on condition that they restore one of the old ones.

This is proving most effective, and the dry-dock presents a gay scene.

Admiral Miers visits Cardiff

Rear-Admiral Sir Anthony Miers, president of the Submarine Old Comrades' Association, together with Lady Miers, spent February 3 as the guests of the Wales No. 1 branch, at Cardiff.

After lunching with the branch chairman, Mr. W. H. Peel, and his wife, the visitors saw the Wales versus Scotland rugby international, accompanied by the vice-chairman and his wife, Mr. and Mrs. Rex Carey.

During the evening a dinner was held in honour of the guests at a local hotel, where they were duly "piped aboard" by Boatmates Bob Smith and Fred Mahoney.

Lady Miers was presented with a bouquet by Mrs. Peel, wife of the chairman, and after dinner Admiral Miers was presented with an inscribed mug, of Welsh pottery.



Admiral Miers being presented with his piece of pottery

RED BARREL

for men who can handle a fistful of flavour

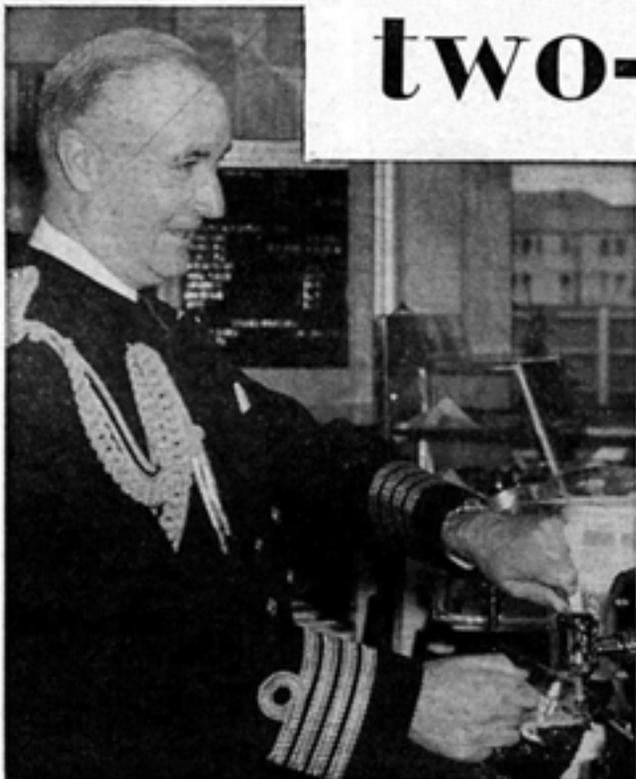


WATNEYS RED BARREL

'Whistle stop' two-year tour

The 'News' Diary

Uses his loaf



WELL DRAWN.—Capt. G. F. A. Trewby, commanding officer of Portland Naval Base, opened the new Amenities Centre and pulled the first pint

Now back in Britain after an accelerated tour of the Middle East and Far East is Surg. Lieut. (D) John Hartley. Currently serving in H.M.S. St. Vincent, he has now changed ship or shore establishment 28 times in slightly less than two years—surely a record?

He entered the Navy as a surgeon sub-lieutenant, dental cadet, while still a student at Sheffield University, in October, 1965.

After qualifying in March, 1966, he was promoted surgeon lieutenant. Since then, in his "Tour of the Fleet," he served in H.M.S. Victory, Seahawk, St. Vincent, Dolphin, Vernon, Protector, Rooke, London, Jufair, Wiston, Sheba, Relentless, Triumph, Cleopatra, Llandaff, Falmouth, Cavalier, Terror, and R.F.A. Tideflow.

During his movements he visited Gibraltar, Bahrain and the Persian Gulf, Aden, East Africa, and Singapore, and met almost a quarter of the Navy.

Now 24 years old, Lieut. Hartley, who comes from Nottingham, has found time in this period to qualify as a ship's diving officer, and continue his interest in rugby.

His most interesting experiences: "Being in Aden

with the U.N. Mission, having to unexpectedly escort single-handed three Royal Marine prisoners, and a jackstay transfer in very rough weather on the Beira Patrol, from H.M.S. Cavalier to H.M.S. Troubridge."

He is, not surprisingly, a bachelor—and, "intending to remain that way!"



Surg. Lieut. Hartley

naval airman for his National Service in November, 1951.

He left the Service in 1955, rejoining on the Supplementary List in 1956, being promoted to lieutenant in April, 1957.

Lieut.-Cdr. Kitchin says: "I have served in a great variety of carriers and completed commissions in all of the ones now in commission."

"The 1,000 deck landings have been spread over 14 years, during which time the carriers have progressed from a straight deck with barriers, when the aircraft were relatively slow and uncomplicated, to the modern angled deck and steam catapults, and all the aircraft are heavy, fast and a mass of electronic wizardry."

Married, with two children, his home is Witcombe Manor Farm, Martock, Somerset. He will be able to see his family regularly now, for he has been appointed Senior Observer of 766 Squadron, based at R.N. Air Station, Yeovilton.

'California, here we come!'

Two Royal Navy divers are to spend the summer in America, living for periods of 12 to 15 days in a laboratory



600 feet down on the sea-bed off the coast of Southern California.

They are Lieut. Cyril F. Lafferty, aged 29, of Dorchester, who is married with three children, and PO Derek J. Clark, aged 33, of Portsmouth, also married and with five children.

The Navy team are taking part in joint experiments with the United States, Royal Australian, and Royal Canadian Navies, to test man's ability to spend long periods at varying depths.

Sealab III is a non-propelled submersible, constructed and shaped like a submarine, 12 feet in diameter and 57 feet long.

Electric power, fresh water, communications, TV links, and

Champion breadmaker of the Far East Fleet is P.O. Cook Norman Green, serving in the commando ship H.M.S. Albion.

His recent win in the Fleet's annual breadmaking competition was the second time he has done so.

Mrs. O'Brien, wife of Vice-Admiral W. D. O'Brien, Commander, Far East Fleet, presented the trophy to the champion.

P.O. Green's wife and two children live at Chatham (Kent).

life-support needs will be provided by a surface vessel stationed almost directly above the laboratory.

The PO's purler...

Once upon a time there was a PO from H.M.S. Pembroke, who went (as POs do) to a party on December 28.

And who should he see but a maiden wearing a three-row pearl bracelet (and other things as well, of course). Becoming entranced (as POs do) he playfully acquired (as POs do) the three-row pearl bracelet as evidence of being smitten.

And now it seems that (as POs shouldn't) he kept it, and the maiden is beginning to feel somewhat Cinderella-ish without her jewels.

So she wrote to "Navy News" and asked us to publish this gentle reminder that she

would really like the bracelet back. Apparently it has "great sentimental value" to both sides!

"I think I've been very patient, don't you," adds the letter.

We do indeed, and hope to hear of an honourable if not sentimental ending. The Editor thought it better not to mention names, but if there is any difficulty, and the bracelet is sent to this office, it will be returned to the patient lady.

His life in their hands

Lieut.-Cdr. Ian Wilfred Kitchin, of 892 Naval Air Squadron (Sea Vixens), embarked in H.M.S. Hermes, recently celebrated his 1,000th deck landing, possibly the first Navy observer to do so, and an honour shared by only four Fleet Air Arm pilots.

His pilot on the historic occasion was the commanding officer of the Squadron, Lieut.-Cdr. Simon Idiens, an old friend and with whom he has made nearly 300 of the 1,000 landings.

Lieut.-Cdr. Kitchin started flying as an observer in the Royal Navy as far back as 1952, having joined the Service as a



"Thousandth deck landing" party in Hermes

C. WRATH LOSING 'BLUE MARINE'

An Army officer well known to both the Royal Navy and Royal Marines will be leaving his appointment in Naval Gunfire Support early in October.

Major D. R. (Dai) Francis, M.C., R.A., has been connected in unbroken continuity with Navy and Royal Marine matters since 1960, and was previously in the dim past an attached member of 34 Amphibious Support Regiment Royal Marines (1944-45).

One of his stories concerns himself being referred to as the "Blue Marine." This he is secretly fond of, restoring memories of the Royal Marine Artillery of the past.

Major Francis is probably best known to gunnery officers and communicators "G," not only in the Royal Navy but in

the Royal Netherlands and Federal German navies.

Dubbed "Lord of the Kyle of Durness" for his enduring efforts to improve the bombardment range at Cape Wrath, he is an advocate of realistic training.

Vernon effort

A "sponsored hike" by 10 ratings on a course at H.M.S. Vernon resulted in the raising of £140 for the Lord Mayor of Portsmouth's fund for handicapped children.

The hike was an initiative test devised by the course officer, Sub-Lieut. P. V. Mitchell, the walkers having to find sponsors.

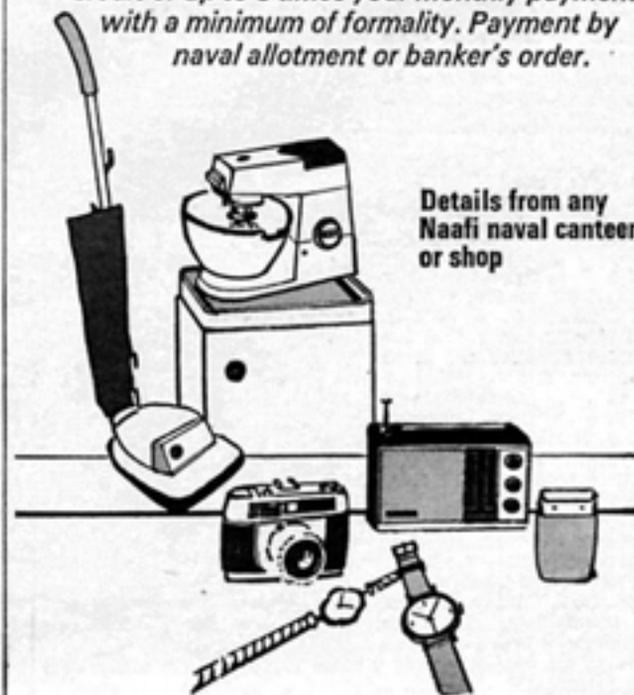


Lieut. Cyril Lafferty and P.O. Derek Clark

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MAURITIUS MEMOIRS
24/1/68

I'M AFRAID THE NATIVES ARE
(NONE TOO FRIENDLY CHIEF!



AMONG THE RACE RIOTS

One of a batch of cartoons telling in humorous vein something of the adventures which befell the ship's company of H.M.S. Euryalus, sent to Port Louis, Mauritius, when racial riots broke out.

To provide cover for troops flown from Singapore, H.M.S. Euryalus was anchored off the island. Below are members of the ship's flight



BULWARK AT SINGAPORE

Half a world away from the cold of the British winter, wives in light summer dresses watch the return of the commando ship H.M.S. Bulwark to Singapore Dockyard.

She sailed from the Far East base in November for duty in the Middle East and Indian Ocean, and spent Christmas in the Gulf of Muscat. Embarked was 40 Commando, Royal Marines.

Medical aid from Eagle

In his first six months on board the aircraft carrier H.M.S. Eagle, part of the Far East Fleet, Surg. Lieut.-Cdr. David Lammiman made five helicopter transfers to attend sick seamen.

In his latest mission he went to the aid of the chief engineer of the Greek freighter S.S. Thebean, in the Indian Ocean, being transferred by helicopter to H.M.S. Cavalier, and reaching the ship later the same day. The patient was taken on board Cavalier and then to R.A.F. Gan, for medical treatment.

Surg. Lieut.-Cdr. Lammiman, who comes from Alverstoke (Hampshire), is married and has three children.



AMAZON TRIP FOR R.M. OFFICER

Capt. Stuart Syrad, R.M., who gained considerable experience while serving with the Inter-Service Hovercraft Trials Unit, both at home and in the Far East, is to share the driving of a Westland SRN 6 Hovercraft on a 3,800-mile trip on the Amazon.

At the beginning of February he flew to South America with Graham Clarke, an ex-Fleet Air Arm pilot, now employed by the Hovercraft Corporation. They will take part in a Corporation demonstration tour designed to show the craft's capabilities in difficult inland waters.

The tour starts from Manaus, the Brazilian seaport 1,000 miles up the Amazon, and it is intended



Capt. Syrad discusses the trip with the Commandant General Royal Marines, General Sir Norman Tailyour

to go on to Borja in the Andean foothills of Peru.

At the Peruvian port of EQUITOS, Michael Bentine, the well-known TV and radio personality, will introduce the team to the Peruvian authorities.

Demonstrations will also be given to the Colombian authorities at Leticia.

Following the tour, the hovercraft, which has been chartered for a scientific expedition, will return to Manaus, go up the River Negro and then, linking up with the River Orinoco, will leave the Venezuelan coast and cross the open sea to Trinidad.

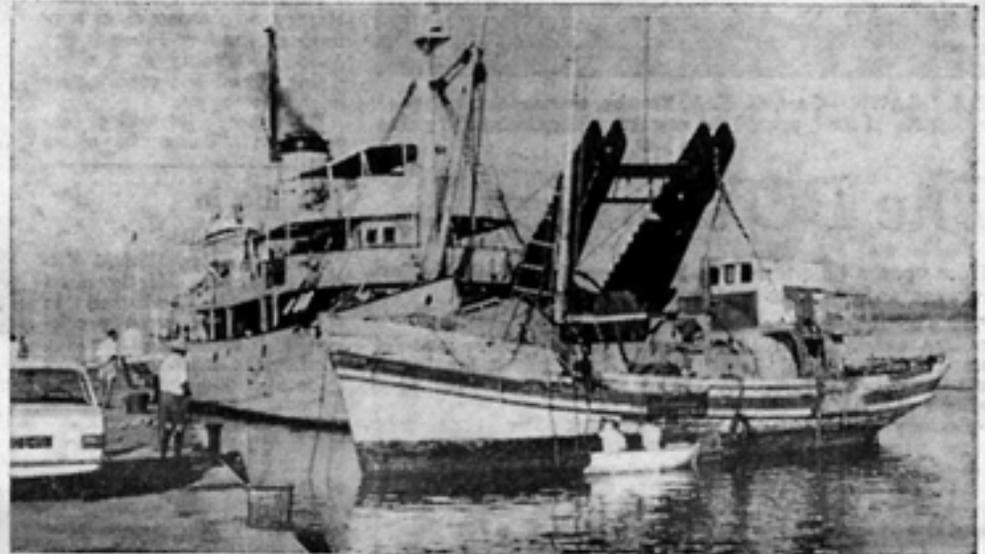
The hovercraft to be used is similar to the one ordered by the Ministry of Defence for the Royal Navy.

With the 'boom navy'

The title "Boom Defence Vessel" envisages a ship sitting on piles of gin bottles and a "home from home" existence, but this is far from the truth.

The ship's company of H.M.S. Layburn, the Malta-based boom defence vessel,

H.M.S. Layburn at Limassol lifting the fishing vessel Anastasia clear of the harbour entrance. Unfortunately there could be no salvage claim—the boat having been impounded by the local police because of the alleged debts of the owner.



will be more than ready to dispel this illusion, for in 1967 Layburn steamed 12,000 miles.

Early in the year, after servicing moorings at Tobruk, Layburn was detached to Bomba to operate with Army units. The first part of the programme was boatwork, but the second was more spectacular, with parachute troops practising water jumps.

Propeller damaged—hoisted 'lateen' sail

Layburn was used as the datum, and the troops jumped right overhead, landing in the sea 300 yards downwind. Those in the ship had a "ringside" view.

At the end of June, 1967, Layburn visited Cyprus for routine mooring work. At Akrotiri, the ship was asked to lift the Anastasia, a local fishing boat which had sunk in the entrance to Limassol harbour.

While on passage from Crete to Cyprus for a quick mooring job in October, the ship heard that a BEA Comet had crashed.

Course was altered for the area, but the ship's best speed of 10 knots meant that she arrived very late. Despite a search of 24 hours, nothing was found.

The third visit of the ship to Cyprus lasted about two weeks and then, having damaged her propeller, Layburn was due to return to Malta, her best speed being seven knots.

The thought of an even slower than usual journey inspired the idea of sailing. The forward awning was rigged on the main derrick. This looked a little untidy, but on the fourth day of setting sail, the ship had a nicely drawing lateen type rig.

GOZO DISASTER

A gale on December 12 wrecked havoc at Mgarr in Gozo, and the ship was sailed to help. On arrival at Mgarr it looked as if the harbour had been blitzed.

By the evening of December 23 sufficient of the jetty had been cleared for one ferry to berth safely, and the opportunity was taken for Layburn to return to Grand Harbour, Malta, for the Christmas holidays.

The ship returned to Gozo on December 27. After three more days of hard work the job was complete, and both the ferries could safely use the entire length of the jetty.

Airmen to Admirals



A somewhat nostalgic visit was made on February 26 to H.M.S. St. Vincent, the Gosport training establishment, by two men who first saw the establishment 27 years ago (April, 1940) when they joined the Service as naval airmen, second class. Both became sub-lieutenants (A), R.N.V.R., towards the end of that year, subsequently being granted permanent commissions in the Royal Navy.

The two met in Singapore towards the end of last year, and the visit to H.M.S. St. Vincent was arranged, but this time their entry into their former home was as rear-admirals. On the left is Rear-Admiral C. K. Roberts, the Flag Officer Naval Flying Training. On the right, Rear-Admiral L. D. Empson, the Flag Officer Aircraft Carriers, and NATO Commander Carrier Striking Group Two.

LAST WINTER TRIP FOR PROTECTOR?

Under the palm trees at the beautiful island of Tobago, before going on to the icy wastes of Antarctica.

H.M.S. Protector, the ice patrol ship, now about half-way through her 13th successive winter in the Antarctic, may well be on her last trip there.

The Danish ship Anita Dan, which is being renamed H.M.S. Endurance, is being refitted to naval requirements in a Belfast shipyard.

The trip south, starting at Portsmouth last October, was made via Gibraltar, Tobago, Trinidad, Rio de Janeiro, and the Argentine naval base at Puerto Belgrano.

The ship's company took full advantage of the palm-fringed beaches of Tobago, despite an unspoken regret that it was not "quite fair" to enjoy the sands and blue seas while people at home were getting ready for a long, hard winter!

FIRST FOR YEARS

The visit to Trinidad was the first the ship had made for many years.

The first Antarctic visit of the season was to the remote island of South Georgia. Those who expected the sea to abound in icebergs were disappointed—none at all were seen. The Weddell Sea was late in breaking up, and by mid-December its ice had not reached South Georgia.

The island did, however, have plenty to offer in the way of seals—mainly the enormous ugly Elephant Seal. There were plenty of penguins too, mostly the small Gentoos, but there were also a few of the very striking King Penguins to be seen.

LONE SETTLEMENT

The ship visited the only remaining settlement on the island, at King Edward Point, where a total population of 22, including a baby, maintain a British presence on an island which was once a centre of the southern whaling industry.



One visit to Stanley, in the Falkland Islands, the ship's southern base, coincided with the local ceremony to mark the anniversary of the Battle of the Falklands.

A guard was mounted outside Stanley Cathedral, the most southerly in the world, the salute at the subsequent march past being taken by the Governor, Sir Cosmo Haskard.

The weather ship Weather Reporter, formerly the Royal Navy frigate H.M.S. Oakham Castle, is to be the "watchdog" for Britain's fishing fleet in Arctic waters off Iceland. Control officer will be Lieut.-Cdr. J. A. Douglas, Deputy Chief Inspector, H.M. Coastguard.

FISHING "WATCHDOG"

The weather ship Weather Reporter, formerly the Royal Navy frigate H.M.S. Oakham Castle, is to be the "watchdog" for Britain's fishing fleet in Arctic waters off Iceland. Control officer will be Lieut.-Cdr. J. A. Douglas, Deputy Chief Inspector, H.M. Coastguard.

LITTLE ELAINE HAS DIED

A story which touched the hearts of H.M.S. Victorious ship's company has had its sad but expected ending. Five-year-old Elaine de Feyter has died of leukaemia in hospital in Bruges.

When it was realised there was no hope for her, her father's Air Force colleagues asked people to send cards and presents for what would be her last Christmas.

From Victorious went a large teddy bear. Altogether little Elaine had two-and-a-half million messages.

Far East during the last week of October.

The 4,000th deck landing of the commission was made recently by Lieut.-Cdr. Robert Northard (the ship's Landing Safety Officer), piloting a Sea Vixen, with Lieut. David Keys as his observer.

H.M.S. Hermes is due to be taken out of service in 1971.

Using Hermes as a commando ship is under consideration by the Ministry of Defence. In such a capacity the Navy reckons she would still have from eight to ten years' further service.

A big crowd of families and friends waited on the quayside to welcome Hermes

'Happy Hermes' returns from the East

H.M.S. Hermes, the "aircraft carrier without a gun"—her armament consists of guided missiles—returned to Portsmouth on February 19 after an eventful commission of nearly two years in the Mediterranean and the Far East.

The ship has maintained her tradition of "Happy Hermes," despite having spent many long periods at sea—including several at operational readiness.

She has steamed 122,348 miles since May, 1966, which is

more than in any previous commission.

In October last year she created an unofficial post-war record for a British surface warship in steaming, non-stop, 11,500 miles from Freemantle, Australia, to Portsmouth, to give 12 days' leave to each member of the ship's company.

This, incidentally, was the only long leave they received in 1967. The ship returned to

LONGER 'TRIAL' PERIOD

Boy entrants to the Royal Navy will have the right to be released on application within six months of entry, instead of three months as at present. Parental consent will be required for boys up to 18, instead of the present 17½.

Procedures for dealing with Service men who seek to get out on conscientious grounds are to be changed "as soon as possible." They will be dealt with, in general, under a system similar to that used in compassionate cases.



New Phantom centre at Yeovilton

An important day for the Fleet Air Arm was the opening on February 20 of the Phantom Training Centre at Royal Naval Air Station, Yeovilton.

The Navy's new aircraft will soon be arriving, and Phantom squadrons will be based at Yeovilton for training before joining the Fleet at sea.

The new centre has been built inside a hangar, with classrooms, demonstration bays, and training rigs. About 200 ratings will be trained between Christmas and Easter. In addition, all Phantom aircrew will spend a short time at the school.

The F.A.A. takes pride in the economical staffing at the school, which has only one officer, 19 instructors, five ratings building rigs, and one petty officer in the stores.



"Wrong again Wren Bloggs. The officer's rank is midshipman, not midgetman."

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In Memoriam

Anthony P. Brubham, Mech. 1/c P/K 941888, H.M.S. Aurora, December 22, 1967.
James W. Jardine, Ord. Elect. Mech. 1/c, D/971131, H.M.S. Levenston, January 12.
Michael O'Reilly, A.B. P/3982575, H.M.S. Valiant, January 20.
John F. MacDonald, 1. Sea. P/955669, H.M.S. Valiant, January 20.
Sebastian S. Gurjao, Cook, GOA/091805, H.M.S. Jutair, February 2.
A/Capt. William J. Cooper, H.M.S. President, February 14.

ANOTHER CELEBRATION



ABA light heavyweight boxing champion, Royal Marine Max Smith has another reason for celebration this year. His wife Sandra has presented him with their first baby—daughter Kendra. Max is hoping for one more piece of good news, and that is to hear that he has been selected for the Olympic boxing team.

APPOINTMENTS

Vice-Admiral I. L. M. McGeoch, the Flag Officer Submarines from May, 1965, until December last, has been appointed Flag Officer Scotland and Northern Ireland. He will take up the appointment in June.

Major-General P. W. C. Hellings is to be promoted lieutenant-general and to succeed General Sir Norman Tallyour as Commandant-General, Royal Marines, both the appointment and the promotion to take effect on November 19.

Other promotions and appointments recently announced include the following:

- Rear-Admiral M. F. Fell, Flag Officer Aircraft Carriers, June.
- Rear-Admiral C. K. Roberts, promoted to that rank on January 7, took up the appointment of Flag Officer Naval Flying Training on February 8.
- Capt. I. W. Jamieson, Flag Officer Gibraltar and Admiral Superintendent, April. To serve in the rank of rear-admiral. To be promoted rear-admiral July 7.
- Colonel I. S. Harrison, R.M., to be promoted major-general and to become Chief of Staff to the Commandant-General, Royal Marines, July 5.
- Capt. C. J. Cunningham, Heron in command, February 26.
- Capt. J. S. le Blanc, St. Aniceto in command. To serve in rank of commodore, June 11.
- Capt. I. Easton, Triumph May 20, and in command, d.i.b.r.
- Capt. J. A. Templeton-Codill, Bulwark April 17 and in command d.i.b.r.
- Capt. R. C. C. Greenless, Glamorgan for passage May 15, and in command, d.i.b.r.
- Capt. R. E. de M. Leathes, Nubian in command, June 26.
- Capt. J. K. Stevens, Leader in command, February 20.
- Capt. C. Rashby, Tartar in command, April 3.
- Cdr. C. R. V. Doe, Troubridge January 25 and in command, d.i.b.r.
- Cdr. D. F. Mills, Leopard in command, June 18.
- Cdr. J. A. Barrett, Safeguard in command, February 23.
- Cdr. W. I. Morrison, Revenge, port crew in command, d.i.b.r.
- Cdr. J. B. L. Watson, Neptune for Revenge, starboard crew in command, July 29, and Revenge in command (starboard crew) on commissioning, d.i.b.r.
- Cdr. R. N. Buckley, Neptune for Churchill in command August 28, and Churchill in command on commissioning, d.i.b.r.
- Cdr. L. A. Bird, Royal Arthur in command, September 13.
- Cdr. J. S. Holgate, Mauritius April 24, and in command, d.i.b.r.
- Cdr. R. A. Stephens, Cochrane for Hermione July 3 and Hermione on commissioning for trials and service, d.i.b.r.
- Lieut.-Cdr. M. J. A. Hornblower, Fulmar for 801 Squadron in command, March 15.
- Lieut.-Cdr. G. A. Hales, Bildeston in command, d.i.b.r.
- Lieut.-Cdr. T. Potts, R.N. Training Team in Kenya in command, May 27.



Major-General Hellings

- Lieut.-Cdr. D. J. Dunbar-Dempster, Heron for 766 Squadron in command, June 3.
- Lieut.-Cdr. M. C. Cole, Kirkliston in command, February 10.
- Lieut.-Cdr. R. O. Morris, Beagle, March 18, and in command on commissioning, d.i.b.r.
- Lieut.-Cdr. T. McAndrew, Etruria in command, March 25.
- Lieut.-Cdr. N. O. MacLay, Fikerton in command, d.i.b.r.
- Lieut.-Cdr. J. M. Osborne, Opossum in command, April 16.
- Lieut.-Cdr. R. Duffon, Fox April 29, and in command on commissioning, d.i.b.r.
- Lieut.-Cdr. J. M. Margette, Echo in command, March 26.
- Lieut.-Cdr. T. M. B. Seymour, Norton in command and as Senior Officer, First MCM Squadron, March 12.
- Lieut. P. McLaren, Letchworth in command, July 31.
- Lieut. A. M. D. Milne-Home, Otter in command, April 29.
- Lieut. D. P. B. Ryan, Narwhal in command, August 21.
- Lieut. D. J. E. Lethias, Wilkleson in command, d.i.b.r.
- Lieut. G. S. Clarke, Sheraton May 6, and in command, d.i.b.r.
- Lieut. C. H. G. Wheeler, Ashton May 1 and in command, d.i.b.r.



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ESCAPE

Two submarine disasters in the Mediterranean, following a television film on the loss in 1939 of the Royal Navy's *Thetis*, has caused discussion in which the Submarine Service has been disappointed to realise how little the public is aware of the enormous progress in escape techniques.

The Royal Navy is proud of its submarine record. Accidents are extremely rare, due to the forethought in design and the exceptionally high level of training of all personnel.

Some foreign submarines are not sub-divided, and flood completely when sunk, but British submarines have bulkheads of such strength that compartments are water-tight, even if the next compartment is holed.

Submarines are war vessels and escape equipment cannot be allowed to encroach on the boat's military function. Therefore any escape method must be simple to use and maintain.

The methods

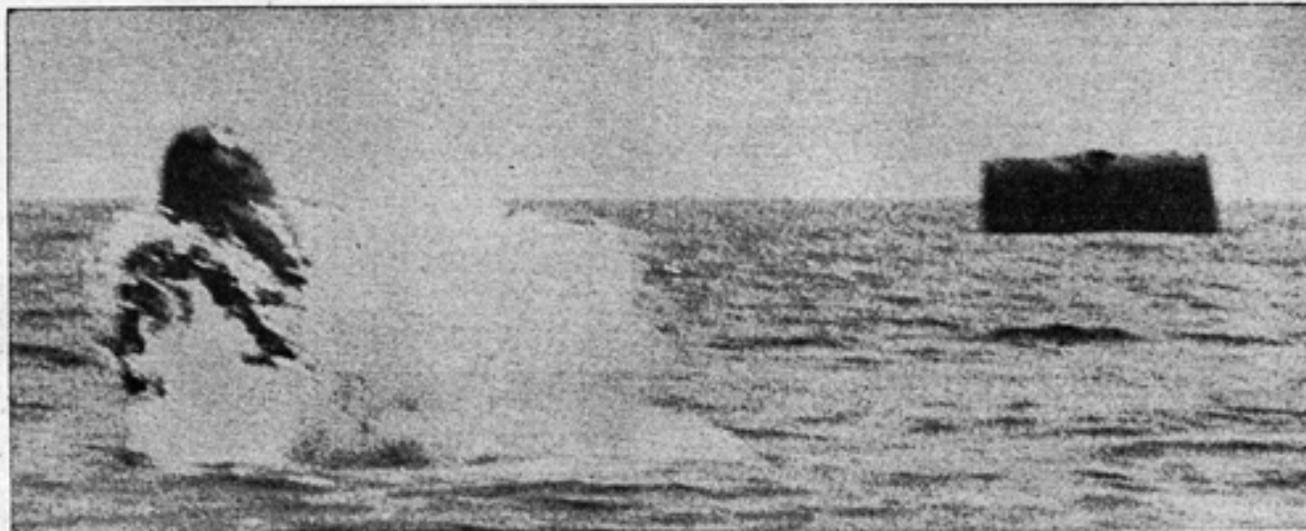
What methods of escape do exist—or are being developed?

First, there is the rescue bell or the rescue submarine. The bell is lowered on to the submarine's escape hatch, and the escapers transfer to the bell and so to the surface.

The rescue submarine, when built, will provide the same service, but it is much more mobile, and is less affected by weather.

The rescue bell is not supported in the Royal Navy, for in most cases weather or tide will prevent the delicate operation to be completed in time to be effective. The rescue submarine is still under construction in the United States.

The Royal Navy's safe



escape method is through the R.N. Single Escape Tower. This is contained entirely in the submarine, and can be used with no aid from the surface. It does not encroach on the boat's military function.

To get out of the submarine, the escaper must be at the same pressure as the sea around him, otherwise he cannot open the escape hatch.

Unlike the trained diver, who returns to the surface in stages so as to avoid the "bends," the submarine escaper cannot do this: once he has started his ascent he has nowhere to stop except at the surface, and he must, therefore, complete the whole escape cycle in very quick time.

Lab. experiments

Many experiments were conducted at the R.N. Physiological Laboratory and the rate and speed of pressurisation were established.

Moment of success as an escaper breaks surface in the Mediterranean after his release from the escape chamber in H.M.S. *Orpheus*. Trials took place at depths as great as 500 ft. by a volunteer escape team from H.M.S. *Dolphin*, using the latest technique of a "breathing" hood zipped to an immersion suit

Navy achievement in safety methods

There is not enough air in the submarine to maintain a large airlock in the escape tower for each escaper to breathe from, so he is provided with the equivalent of an upturned bucket over his head, like a diving bell.

Supply this bucket with air at the right rate, and the escaper will have enough air to fill his lungs from it freely, but will waste none.

This air is supplied to the escaper from a compressed air bottle.

For convenience the "bucket" takes the form of a fabric hood and also provides him with an airlock in which he can breathe

normally all the way to the surface.

The hood is fastened to an immersion suit by a water-tight zip fastener.

The system is entirely British and was developed by Flag Officer Submarines and Director-General Ships, with assistance and advice from the Physiological Laboratory.

The system was tested at sea from H.M.S. *Orpheus* in July, 1965, by 10 members of the Submarine Escape Training Tank staff.

Trial success

The trial was entirely successful, showing that there was a fair margin of safety to allow successful escapes from greater depths.

At the close of the trial eight members of the ship's company tried the system and enjoyed the experience. This was a very necessary confirmation that the system could be used by un-

trained men just as easily as by the highly trained trials team.

A replica of the Single Escape Tower is built on to the existing mock submarine hull at the bottom of the 100 ft. safety training tank at Fort Blockhouse.

So far over 5,000 submarine and dockyard personnel have been trained in the tank in the use of the Single Escape Tower. Almost all of them have thoroughly enjoyed the experience, and many ask to do it again immediately.

Even better

All *Polaris* and Fleet submarines are fitted with the gear, and the *Porpoise* and *Oberon* classes are also fitted or are being fitted.

The Submarine Escape Training Tank staff are now seeking improvements to the Single Escape Tower method, every new idea from any source being fully investigated.

In the meantime, while the team's strongest hope is that the gear will never have to be used in earnest, families can share the submariners' confidence in having the finest shipbuilding methods and safety devices that are available.

WORKING PARTY'S REPORT

NAVY WELFARE 'ADEQUATE'

The desirability of professional qualifications is discussed in a chapter on staffing, in the Working Party's Report on the Royal Navy's Family Welfare Organisation.

In 1963, the Commander-in-Chief, Portsmouth, proposed that in future, Family Welfare Officers, and if possible, Assistant Family Welfare Officers, should be recruited from among those retired naval officers who have qualified professionally as social workers, and that in the long term, all naval welfare workers should be so qualified. The Working Party Report considers, however, that although professional qualifications are useful, they are not essential to this job.

FLEET EXPERIENCE

We think it more important, says the report, that the heads of family welfare sections and their assistants should have had experience in responsible positions which necessarily brought them into contact with welfare matters in the Fleet and their effect on the running of a ship. They need, of course, to be of the right temperament, and if they do happen to possess a professional qualification so much the better.

We think that the present method of seeking applicants with experience in social welfare work and with a diploma in social science being desirable rather than essential, is satisfactory.

R.M. AND OFFICERS

With regard to the Royal Marines, they have their own small Family Welfare Organisa-

Queen to visit the Chevrons Club

The Queen, accompanied by the Duke of Edinburgh, will attend a reception at the Chevrons Club on April 30, to meet senior ratings and non-commissioned officers of the U.K. and Commonwealth armed forces.

The Chevrons Club, which is open to CPOs, PO and leading rates and equivalents, is situated at 3-5 Dorset Square, London, N.W.1. The Chairman is Mr. Edward Terrell, Recorder of Newbury, who was a captain, R.N.V.R., during the war. Her Majesty is Patron.

The facilities of the club include a restaurant and bar and accommodation for single men. Part of the building is also being converted to provide rooms for married couples, and these should be ready in April.

Invitations issued for the reception will include 40 naval senior rates and wives.

Collingwood honour

Queen Elizabeth the Queen Mother is to visit H.M.S. *Collingwood* on June 11, to present a battle ensign given to King George VI after the Battle of Jutland.

King George VI was serving as a midshipman in the battleship *Collingwood* at the battle, and her captain presented the ensign to the late king.

The Queen Mother has expressed a wish that the ensign should go to the establishment bearing the ship's name, for safe keeping.

Last autumn the establishment was presented with the figurehead from the first H.M.S. *Collingwood*, and this now stands by the quarterdeck.

Admiral Sir Deric Holland-Martin is to head the trawler safety inquiry.

No. 4

main conclusions are as follows:

No major change required to the Family Welfare Organisation, which is adequate for the foreseeable future.

Ratings to be reassured that application to the Family Welfare Organisation does not affect naval careers unless applications are repetitive, indicating that a man has a chronic welfare background.

No change required in the present Royal Marines system.

No special organisation required to deal with officer welfare, but the procedure should be explained to the officers in the Fleet.

On suitable courses, officers to be instructed how to get help with their own welfare problems.

Nothing is to be gained by integrating the Naval Family Welfare Organisation with that of the other two Services, nor would it be practicable to do so.

Boyd Trophy winners

Professional skill and devotion to duty both in flying and maintenance during the development and introduction to service of the most powerful strike aircraft ever possessed by the Royal Navy, the *Buccaneer* S Mk. 2, has won for 801 Naval Air Squadron the Boyd Trophy for 1967.

Flying from the Royal Naval Air Station, Lossiemouth, and on board H.M.S. *Victorious* during her last commission, the squadron is commanded by Lieut.-Cdr. G. A. I. Johnston, who took over from Lieut.

Cdr. M. C. Clapp in June last year.

LLANDAFF HAD 140 DONORS

When H.M.S. *Llandaff* visited Hong Kong recently, the usual call for blood donors was made, and the ship responded in magnificent fashion.

As one of the ship's company said: "The response was excellent, even the ship's doctor volunteered."

Out of a ship's company of 230, there were 140 volunteers.

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NAVY NEWS

UNDER-NINETEENS BEGIN TO SHOW REAL PROMISE

The Navy's Under-19 rugby XV (pictured below) had its second tour at the end of January, beating King Edward VI's School, Southampton by 11 points to three, at Portsmouth on January 27, and beating a weakened Bishop's Stortford Colts at H.M.S. Ganges on January 28 by 53 points to nil.

The Navy side took a long time to settle down in the first

match. What the school lacked in age and weight they amply made up for by speed on the ball, hard tackling, and good team work.

At half-time the school led by three points to nil, but the half-time huddle seemed to

have good results for the Navy who, for a great part of the second half, kept the school penned in its own half.

The Bishop's Stortford Colts were no match for the older, heavier Navy side. Against this was a great improvement

in the Navy's team work, particularly in the pack's provision of good ball, and in the whole team's handling, passing and backing up.

The next major tour of the Colts is March 9 and 10, when they play the Army (Southern) and Hampshire (19 Group), respectively.

These games will be played on the U.S. (Portsmouth) ground, kick-off at 3 p.m.

RUGBY NOTES

BY NIMROD

Navy XV's kicking must be improved

After a good start against Blackheath—an honourable defeat, 11 to 14—the Navy went on to win its matches with Hampshire and Oxford University.

The two latter matches were played in muddy conditions, especially the Oxford game. In both matches the Navy seemed a little unsure, and took some time to settle down to control the play.

But it was encouraging to see the side playing steady football, and not throwing away points by lack of concentration.

The chief weakness was in kicking, both touch kicking and tactical kicking ahead, and effort must be made to improve this facet of the game.

The pack, although light in comparison with former Navy packs, held its own in line-outs and scrums and, in spite of an initial tendency to fall over in heaps on the deck in the rucks, managed to get its share of the ball.

The game at Bristol, played in fog under flood-lights, was a cracking good exhibition by the Navy team.

Although Bristol won, 16-11, it was a very near thing, and most heartening for the Navy.

The following day at Chiswick a tired and weakened side went down to a strong Civil Service side in a very enjoyable game, in which the Navy's defence was shaky, and chances were missed.

POSTSCRIPT

There was plenty of kicking in the Navy v. R.A.F. match at Twickenham on March 2—no less than 14 penalty kicks being



Lieut. S. J. B. Newsom, Captain of R.N. rugby team. He is also a Royal Navy and Combined Services cricket cap

taken—Larter of the R.A.F. scoring from four of them, and Lavelle of the Navy kicking three.

The Navy won by a goal, three penalty goals and a dropped goal (17 pts.) to four penalty goals and a dropped goal (15 pts.).

Nimrod will give his summation of the match, together with his report of the Navy v. Army match, to be played on March 23, in the April issue of "Navy News."

BOTH UNIVERSITIES TOO STRONG FOR THE NAVY

Both Cambridge and Oxford Universities proved too strong for the Royal Navy Hockey team last month, Cambridge winning at Park Royal, London, 3-0 on February 7, and Oxford winning at Gosport 3-1 on February 14.

Lieut. A. B. Trenham, selected for the current Britain squad preparing for the Olym-

pic Games, has not been available during the month, and Lieut. D. P. Wilson was not available for the Cambridge match.

The match against Oxford should have been played at Eastney but, the ground being declared unfit, it was transferred to H.M.S. St. Vincent, at Gosport, at short notice.

The boat trip across Portsmouth Harbour must have done Oxford a bit of good, for although the Navy had a good first half, score being one each at half time, Oxford showed their superiority in the second half.

On February 21 the Navy held the Civil Service to a draw at Portsmouth.

In addition to Lieut. Trenham, Lieut.-Cdr. W. F. Ellison was not in the Navy side. The absence of these two outstanding players was obviously felt.

Both goals were scored in the first half—within a minute of each other. The first half belonged to the Navy, but the Civil Service came into its own from the start of the second half when they took a firm grip of the game, but could not force a winning goal.

"Navy News" understands that CPO Joe Binks—who has been in top Navy hockey for 12 years—is to make this season his last.

Danny's three in a row

For the third consecutive year, PO Danny McFadzean won the Royal Navy cross-country championship at H.M.S. Dryad on February 23. This was the fifth occasion on which he had won the event.

He led all the way round the tough, muddy six-mile course, almost as if he were anxious to get home to his son—born that very day.

L. Std Bob Meadows was second, the position he occupied last year, but only by a fifth of a second. Terry Baker, the third man, lost a few yards by run-

ning outside a marker flag during the run-in, when he was a few yards up on Meadows.

The team championship was won by Naval Air Command. The Royal Marines were second, with Portsmouth and Plymouth third and fourth, respectively.

MEADOWS AGAIN

In the Portsmouth Command spring championship on February 13, L. Std Meadows repeated his autumn win, coming in more than a minute-and-a-half ahead of the second man, his Victory "A" team mate, Hutchinson. The course was waterlogged.

The time, somewhat slow (34 min. 0.2 sec.), was good under the prevailing conditions.

The senior team race was also a repeat of the autumn run, with Collingwood "A" taking the title, and Victory "A" being second.

In the shorter three-mile junior event, Dickinson of Collingwood "A" team won in 20 min. 34 sec., five seconds ahead of Osborne (St. Vincent "B").

The team event was won by Collingwood, Ganges "A" and "B" teams coming second and third

SHOOTING WIN FOR WRENS



Wren Christine Andrews, of H.M.S. Dryad, who shot for the W.R.N.S. in the Inter-Services women's rifle championships at Guildford on February 12. The Wrens won the championship for the seventh time. Originally the reserve member, Christine was called on at the last moment and did extremely well, scoring 193 out of a possible 200. This was her personal best score, and was the second highest score for the Wrens.

The Prince Philip Trophy in the Services' championships on the Cresta run was won by the Royal Air Force, with the Navy taking second place.

BOXING WIN PUTS NAVY ON TOP

The big boxing news last month was the Royal Navy's win over the Army at Aldershot on February 22, which made them the new Inter-Service team boxing champions.

It was the Navy's first win over the Army since 1963.

The result was six bouts for the Navy to the Army's five.

The surprise of the evening was the Combined Services heavyweight champion, RO Harris, being defeated by Cpl. McKinty of the Irish Guards, the referee stopping the contest in the first round.

ROYAL WINS

Of the five Royal Marines in the team of 11, four won their bouts, including Mne Max Smith, the England cruiser weight, who beat Pte Storey of the 1st Parachute Regiment, the referee coming to the Army boy's rescue early in the second round.

I remember writing, some time back, that boxing in the Royal Navy needed new blood—not spilled blood, but in the form of younger enthusiasts. This I am afraid is still true.

Why aren't we getting more recruits? Is it because schools and colleges are, for the most part "anti"? Is it because of the medical world? Or is it, perhaps, because the younger generation has too much sense, or money?

I would like some views on this subject sent to "Navy

The Inter-Service soccer championships are rapidly approaching, and yet the Navy team is no nearer displaying the certainty of winning that seemed so apparent at the end of last year.

Matches have recently been played against the Universities Athletic Union and against Essex County Football Association and, from the showing on these occasions, the Navy team has not, by any manner of means, established itself as of match-winning material.

These last games were lost 3-2 and 5-2, respectively. The Navy must do better than this to convince those in authority that they are "in with a chance" at Inter-Service level.

TOO EASY GOALS

The Essex game is purposely arranged at this particular time to provide strong opposition, and to give a "dicky" rehearsal for the Inter-Service games. Hitherto, it has been most valuable for this purpose.

The team that lost to Essex was not as bad as the score suggests but, once again, there is the same old trouble—that "goals against" come so easily.

Normally it is not expected that the Royal Navy can beat these stronger and more experienced County elevens, but it does not ease the situation at all when easy goals are registered against them.

Soccer team needs confidence

SOCCER NOTES BY BENBOW

It is agreed that there is little between the Service sides on the field of play, despite the fact that the other two services have a decided numerical advantage.

Donning the Royal Navy colours certainly inspires and produces that bit of extra effort, yet I wonder, in view of the general recent poor showing, whether this "uplift" will be enough.

More seems to be needed to make the Navy the champions they were in 1964 and 1966.

NOT BAD SIDE

Despite all that has been said, the Navy side is quite a good one, but they ought to have fared better than they have done.

They have had additional advantages this year. The original squad, determined from the trials, has had fewer alterations than usual. On many occasions it has been possible for the team and reserves to get together for practices and get-togethers earlier than the matches warranted.

efforts have helped to get the right boys in the Navy team.

THANKS TO ALL

It is wrong to pick out any individuals for special mention in a team match—team spirit is all-important, but the trainers would like to express their thanks to all boxers, including reserves, and all others who helped to make the Royal Navy the 1968 champions.

I would, however, like to congratulate Max Smith on two brilliant performances for England—against Scotland and Ireland. Two international bouts—two wins by the short route. Excellent work.

It is the hope of us all, Max, that you make Mexico and the Olympics.

INTER-SERVICES TEAM CHAMPIONSHIP

Flyweight—M. McChrystal (R.N.) beat A. Gove (A.) on points.
Bantam—J. McGonigle (A.) beat M. Wallis (R.N.), referee stopped contest in first round.
Feather—M. Frampton (R.N.) beat O. Houston (A.) on points.
Light—D. Burton (R.N.) beat P. P. Cooper (A.) on points.
Light-welter—S. Dougherty (A.) beat R. Adam (R.N.) on points.
Welter (1st string)—R. Hall (R.N.) beat K. Jacobs (A.) on points.
Light-middle—P. Lloyd (A.) beat P. Sharnby (R.N.), stopped in second round.
Middle—J. Laine (R.N.) beat M. Young (A.) on points.
Light-heavy—M. Smith (R.N.) beat A. Storey (A.), referee stopped contest in second round.
Heavy—J. McKinty (A.) beat G. Harris (R.N.), referee stopped contest in first round.
Welter (2nd string)—J. Dierback (A.) beat P. Voce (R.N.) on points.

Wendy helps Dad win tough race

First across the line in the Bosun class dinghies, and third in the final overall placing, in the tough round-the-island sailing race at Singapore, was Lieut. Leslie Downe, with his "going-on-14" daughter Wendy.

Starting before dawn to the west of the Causeway, the 60-mile course ran in an anti-clockwise direction around the island, finishing at the Naval Base Sailing Club, some 14 hours later.

There were 174 entries.

Lieut. Downe won the London Cup for coming in first in the Bosun class in the Far East Fleet regatta—probably the oldest competitor.

The same cup was won this year by Wendy, who was certainly the youngest to take part. She also gained the Malayan Area Cup for being the first woman across the line.

Another sailing member of the family is Lynn, a final-year student at Portsmouth College

of Art. She has taken home four trophies after two holidays in the Far East.

SPORTING ROUND-UP



Lieut. Downe and daughter Wendy

Wrens' badminton

The W.R.N.S. Inter-Command badminton title was won by Air Command on February 16, but it was a close thing.

Portsmouth and Air were level at 11 matches all. In the deciding match, Wren K. Hoe and L.Wren P. Rhodes, of Air Command, beat the Portsmouth pair, 3/0 P. Wedgwood and C.Wren V. Williams very easily, 15-1, 15-3.

The Plymouth and Royal Marines team won four matches.

The singles title was won by L.Wren P. Rhodes, who beat her doubles partner, Wren K. Hoe, 11-5, 11-1.

The Portsmouth Command singles badminton title was regained by PO Wren Deirdre Watkinson, of H.M.S. Excellent on February 13. In a hard-fought final she beat 3/0 P. Wedgwood 10-12, 11-7, 11-7.

The previous holder, 2/0 S. Hogg, of H.M.S. Vernon, was prevented by injury from defending her title.

Clubs use yawl

The royal yawl Bloodhound will not be sailing for the Queen and Prince Philip this year. The yacht is being made available to 22 clubs and to two parties of schoolchildren.

Bloodhound's skipper, Lieut.-Cdr. W. Willett, says he is delighted to receive such a variety of yachtsmen on board.

Friendly (?) Judo

The Western Counties Black Belt Judo championships are to be held in H.M.S. Drake on March 16.

The Royal Marines, the Army, and the Royal Navy are entering teams for these championships but, in addition, the Services are having a friendly (?) triangular match.

The Royals and the Navy have met many times, but the R.A.F. is an unknown quantity—spies are saying that the "flying boys" are well backed.

NATO trophy

The NATO Sports Trophy, donated to the Royal Navy by the NATO Council in 1965, is awarded annually to the individual or team whose achievements in Service sport during the year are considered to be the most meritorious.

The award for 1967 has been made to Capt. S. H. B. Cook, R.M., for his services to Navy hockey.



First Inter-Service rowing regatta

Although the United States and Russian navies enter crews for international rowing events—Henley and so on—the Royal Navy has usually been conspicuous by its absence.

For many years there seemed to be some strange antipathy towards racing boats that could not put to sea in a force nine gale, but there is now growing achievements by naval rowing clubs.

In 1950, 13 founder members met in H.M.S. Collingwood and formed the Portsmouth Command Rowing Club, but due to lack of financial support, this club was not able to get on the water until 15 years later.

NAVY AT HENLEY

In 1954, Lieut.-Cdr. Gaunt formed a crew, including five "blues" and one Olympic oars-

man, which was entered for the Thames Cup at Henley as the Royal Navy, being beaten only in the final by Massachusetts Institute of Technology.

This achievement, in which the Navy did better than any other British crew, unfortunately went almost unnoticed within the Service, and the club died a natural death when the members of the crew dispersed.

COLLEGES START

Little more happened until 1960, although by this time rowing was established as a minor sport at both Britannia Royal Naval College, Dartmouth, and Royal Naval Engineering College, Manadon.

When Rear-Admiral Henderson was Director-General Training, he took an interest in rowing as a Navy sport, and from that moment the race for recognition was on.

After many petitions, circulars, and appeals, formal approval was given for the formation of the R.N. Amateur Rowing Association by the R.N. and R.M. Sports Control Board in January, 1963.

Since then the association has grown to its present membership of 90, of whom nearly one-third are ratings.

There are, at the moment, five clubs associated—at Greenwich, Dartmouth, Manadon, Portsmouth, and Plymouth.

All these clubs are open to any member of the R.N. or R.M., whether he be an experienced oarsman or a complete novice.

MANY FIXTURES

In the course of the year some 40 fixtures are arranged for the clubs, including private races, the Putney, Reading, Bedford, and Exeter Heads of

One of the best-known characters in the Navy sporting world, Staff Chief PTI L. J. ("Whacker") Payne, left the Service at the beginning of March.

CPO Payne joined the Navy as a Boy Seaman on February 24, 1943, undergoing his new entry training in H.M.S. St. George.

He qualified as physical training instructor in 1952. Ever since he has done much to encourage sport in the Navy, and to assist those who wished to participate.

Boxing was, and still is, his first love. Although a Devonport rating, "Whacker" spent much of his time at the R.N. School of Physical Training at Portsmouth. He was boxing trainer there in 1955-56 and 1964-65.

In every ship or establishment in which he served, he always turned out good sports teams—more especially in the boxing world.

As recently as January, 1967, while serving in H.M.S. Victorious, he became the Far East Navy middle-

From second's corner to champion—at 41

SPORTSMAN OF THE MONTH



CPO L. J. Payne

weight boxing champion—and that at the age of 41.

He came out of retirement to box, as there was a vacancy at his weight. He won his bout with a devastating knock-out in round one, having scarcely worked up a sweat, before returning to his job as second and trainer to the Victorious team.

His last job in the Service was as the chief staff PTI in H.M.S. Drake, at Devonport, and he seems as active today as he was 20 years ago.

He has been, throughout his physical training career, a shining example to all who have been interested in sport and physical fitness.

CPO Payne and his family are due to sail for Australia on March 29, where he intends to make his home.

His many friends, in and out of the "Springer" branch, wish him good luck in his new sphere of activities.

THE 'SCIENTIFIC GENTLE' SPORT

Those who think of Judo as the little man's defence against the larger bully are mistaken in their understanding of the sport. It is a sport, competitions being held at all levels all over the world.

To progress to the top nowadays involves dedication, hard work, and the occasional bruise. Strength, endurance, training, and constant practice of the skills involved, are the only way to guarantee eventual success.

ENDLESS PRACTICE

To become a Black Belt could well mean practising two to three hours, three times a week for three to four years.

Judo, meaning the "scientific gentle way," originated in Japan during the latter half of the 19th century. It was evolved from Ju Jitsu which itself was one of the many Bu Jutsu or martial arts of the period.

BRITISH BLACK BELTS

Judo was first taught in England about 1920 by Gungi Koizumi, the British Judo Association being formed in 1948. There are now about 600 clubs and 2,500 Black Belts registered with this association.

FIGGARD TAKES THE CLEEK

The "Fisleigh Cleek," a golf trophy for competition between H.M.S. Figgard and H.M.S. Raleigh, played for each term, being presented by Vice-Admiral C. P. Mills, Commander-in-Chief, Plymouth, to Capt. J. R. Llewellyn, the commanding officer of H.M.S. Figgard.

3rd, green, 2nd, blue and 1st Kyu, brown belt.

"DANS" OR LEADERS

Having attained a brown belt or being a 1st Kyu, a man may be said to have passed his apprenticeship, and his next step is to become a Dan, or leader, and is able to instruct others in the Kyu grades.

First to 5th Dans all wear a black belt. The 6th, 7th, and 8th Dans wear a belt with red and white sections. Such men are more proficient than the black belt holders, but have not reached the proficiency of those who are 9th, 10th, 11th, or 12th Dan, who are masters of their art.

It is not the intention of this short article to initiate the reader into the Nagewaza (the art of throwing), but the various command staff P.T. officers would be pleased to give help to those interested, and who wish to join the Royal Navy Judo Association.

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