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# Navy News

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No. 172, 15th YEAR, OCTOBER, 1968

Published first Thursday of the month

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## ADDED REALISM IN NATO MANOEUVRES

# Russia spies on exercise

**FAMILY'S  
 REUNION AT  
 AIR SHOW**



A Russian "presence" added realism and urgency to the NATO maritime exercise Silver Tower, which brought together more than 100 ships and aircraft of nine nations in manoeuvres from the North Sea to the Atlantic coasts of Canada and the United States.

In greater numbers than ever before, merchant ships also took part, specially chartered and operating in protected convoys in the Atlantic for the first time since the end of the war.

The combined forces exercised in anti-submarine warfare, air strikes, mining and minesweeping, submarine operations, and convoy escort, the aim being to demonstrate the ability of national maritime forces to integrate rapidly and efficiently into an effective defence organisation.

Soviet four-engined jet reconnaissance bombers shadowed the exercise, in association with two fleet oilers, three Kotlin class destroyers, and two electronically-equipped trawlers.

The destroyers each travelled in company with the British aircraft carrier H.M.S. Eagle and the Canadian and United

States anti-submarine carriers H.M.C.S. Bonaventure and the Wasp.

This constant visual and radar surveillance by Soviet ships and aircraft gave the NATO forces excellent training opportunities on an unplanned basis.

At one point strike fleet support was requested, and in swift time *Buccaneers* had flown off the *Eagle* and went no less than 750 miles to the target area.

In addition to the *Eagle*, other Royal Navy ships taking part included the frigate H.M.S. *Argonaut*, and the Royal Yacht *Britannia*. Among support vessels was the Royal Fleet Auxiliary *Olwen*.

Wren Virginia Samadan gets a hoist from brother L/Air Colin and her father, Ch Mech Lu Samadan when the family joined up at the Farnborough Air Show (see also page 16).

Chief Samadan and Colin were working on helicopters of 845 Squadron. Virginia has been a Wren eight months.

## ANOTHER POLARIS

The second Royal Navy Polaris submarine, H.M.S. *Repulse*, commissioned at the Vickers yard at Barrow-in-Furness on September 28.

The C.O.s are Cdrs. J. R. Wadham and A. J. Whetstone.

At the time of going to press, the 1968 edition of *Jane's Fighting Ships* was released for publication. A review will appear in the next issue.

## Forces' letters are 7d.

The absence of regular letters from home, leading to anxiety and distress, can often follow a change in postal charges.

For instance, any letter posted air mail at 6d. to H.M. Forces overseas may well be diverted to slow surface mail. The price has now been increased to 7d. for the first 1½ oz. and 7d. for each additional half ounce. Previously it was 6d. in each case.

There is one concession, however, in the new postal rates. Forces air letter forms (obtainable at post offices) still cost only 4d.

Development at H.M.S. Dryad

### REDUNDANCY

Anyone who is likely to be affected by redundancy, or who wishes to know more about the details is strongly advised to read D.C.I.s 1187 and 1188 of September 27.

These D.C.I.s explain such things as compensation terms, who is affected in detail, and when they can apply for voluntary redundancy.

### COMBINED TRAINER

When the R.N. Tactical School moves to Southwick Park from Woolwich, and the Joint Anti-Submarine School transfers from Londonderry in the early 1970s, nearly all the study and teaching of maritime tactics will be carried out at Southwick in a very large training centre based on a new Combined Tactical Trainer housed in Cunningham Block.

There will be a computer-based simulator of tactical situations, generating a great



**CHRISTMAS MESSAGES.**—Delightful picture of Wren Linda Howes, a cine operator, who is one of the Christmas Message team at H.M.S. *Collingwood*. Linda, who is 19 and comes from Woking, is engaged to an artificer apprentice

## BIG MODERNISATION PROGRAMME

Major programmes are under way to provide the Navy with accommodation and training facilities suited to modern conditions in Fleet establishments ashore.

At H.M.S. Dryad, the School of Navigation and Direction at Southwick, Hants, the total cost of redevelopment is about £2½ million.

Other major projects planned in the south are the redevelopment of H.M.S. *Mercury* at Petersfield, H.M.S. *Sultan* and H.M.S. *Dolphin* at Gosport, and the Royal Naval Barracks at Portsmouth.

variety of exercises and study material. Also being planned for Southwick Park is a new W.R.N.S. training centre to replace the existing H.M.S. *Dauntless* at Burghfield.

At the present time, training courses for officers include the Long Navigation and Direction Courses, with advanced sessions later on. RP ratings and Wrens

also progress through courses run at Dryad.

All the other seaman specialist schools send varying numbers and types of classes for acquaintance courses and visits, attracted mainly by the Redpole and Harrier trainers, which generate synthetic operations exercises of great realism.

(See also centre pages)

## LIVING IN THE WEST COUNTRY

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

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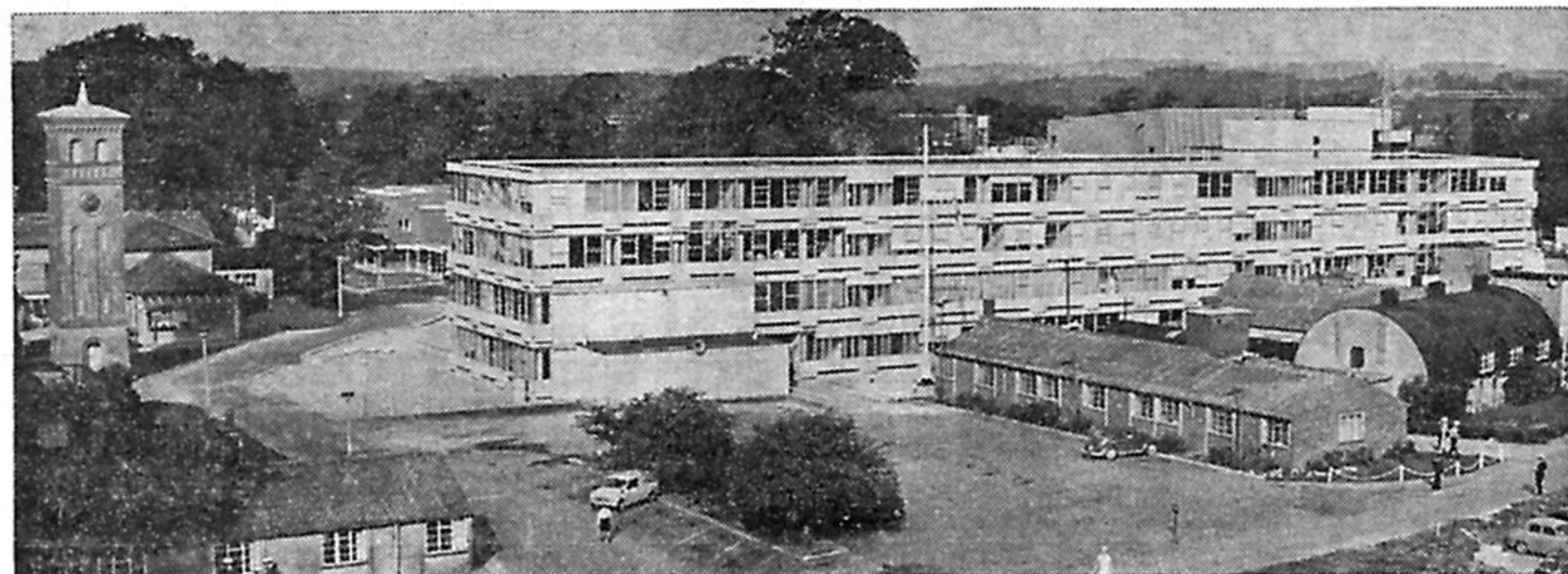
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## BRANCH TRENDS FOR NEXT SIX MONTHS

## Drafty's oracle

As Drafty my task is to allocate the men at my disposal to billets, to try to satisfy commanding officers, and to see that within a branch each man gets his fair share of sea and shore service.

There are, however, many external forces which affect drafting in one way or another. I have asked my drafters to prepare for you short notes on their branches, and to predict as far as possible the drafting trends over the next six months.

## SEAMAN BRANCH

There won't be much change in the present pattern as far as senior rates are concerned, but due to poor recruiting of late movement on the junior rates rosters will be faster.

For several years we have been filling four out of 10 of

List of ships for which C.N.D. will be issuing Draft Orders during November, 1968

MAIN PARTIES	TO JOIN
HARDY (H.S.S.)	May, 1969
JUPITER (G.S.C.)	May, 1969

the billets in ships for AB or OS with junior seamen.

We thus satisfied the young men's desire to get to sea quickly, and incidentally gave the older man more shore time than he would otherwise have got.

With a drop in the number of recruits we have been obliged to halve the proportion of juniors, and so have had to take older men for sea sooner. The effect is most marked with the able seamen, but leading seamen will soon feel it too, to a lesser extent.

Some men may feel that the swifter turn-round demolishes the claims we have made for sea/shore drafting.

Although this will be a natural and inevitable reaction to a draft order that arrives unexpectedly early, it will not be the right one, for the causes and effects just described would have operated under the old

## GIN PALACE TRIP

The paddle steamer Ryde went on a trip down the Thames from Tower Pier to Greenwich on September 13, and 30 war-time crew members were piped aboard, including Mr. Donald Beamer, of Southport, who commanded the ship off the Normandy beaches on D-Day.

The veterans found a great change in the ship from their minesweeping days—she had been converted temporarily into the Hon. John Gilbey's Floating Gin Palace.

Mr. Gilbey provided a silver band, and serving maids in Edwardian dress.

## QUICKER TURNS

system and would, if anything, have been more uncomfortable.

## MARINE ENGINEERING BRANCH

Because an unusually large number of ChM(E)s complete time for pension between August, 1968, and August, 1969, the proportion who cannot reasonably be sent to ships as they reach the top of the roster is unusually high.

This means that those with more time left will be apt to go to sea sooner. We are using such devices as local acting advancement to protect CPOs who would otherwise be badly hit by this development.

However, some will go to sea a bit earlier than they calculated, and others may have to spend short periods out of their preference area filling temporary gaps.

Elsewhere in the M(E) Branch no marked changes can be expected in the next year, and hence the improved stability expected of sea/shore drafting should be achieved.

## W.E.E. BRANCH

There are still shortages among senior radio electrical rates, whether artificers, mechanics or mechanics, and Drafty continues to share out the burden among all by substituting one type of rating for another whenever this helps.

Both ordnance and control artificers and mechanics are also in shortage, particularly among the (L) rates, and the requirement for increased training due to recategorisation makes it more difficult to fill complement billets.

As in the M(E) branch, a large number of CPOs and POs in the mechanic branches are due to go to pension in the next 12 months, and this will have the effect touched on above.

For junior rates the time between completing Part 2 training and joining a ship is gradually being reduced. REMS hardly wait at all and OEMs and CEMs are expected to be in the same boat early next year.

## SUPPLY AND SECRETARIAT BRANCH

As in M(E) and W.E. branches, a great many CPO writers are leaving this year and next—far more than are being balanced by new blood. And the shortage will be made worse by the need for extra ratings to introduce the pay computer.

We hope for help from the Wrens, and savings will be taken from those establishments whose task has been lightened by the drop in recruiting. However, it looks as if shortage of writers will lead to some drafting turbulence, mainly, if not wholly, on shore in the U.K.

The amalgamation of the Cooks (S) and (O) has begun. Henceforth no former (O) or (S) rating can expect to be employed in the ship's company or officers' galley as a matter of course; where he works will be decided in the ship.

The amalgamation has already made it possible to reduce by six months the time a young cook—ex (O) has to wait for his first ship.

In the Caterer, Steward and Stores branches, no important changes in the rhythm of draft-

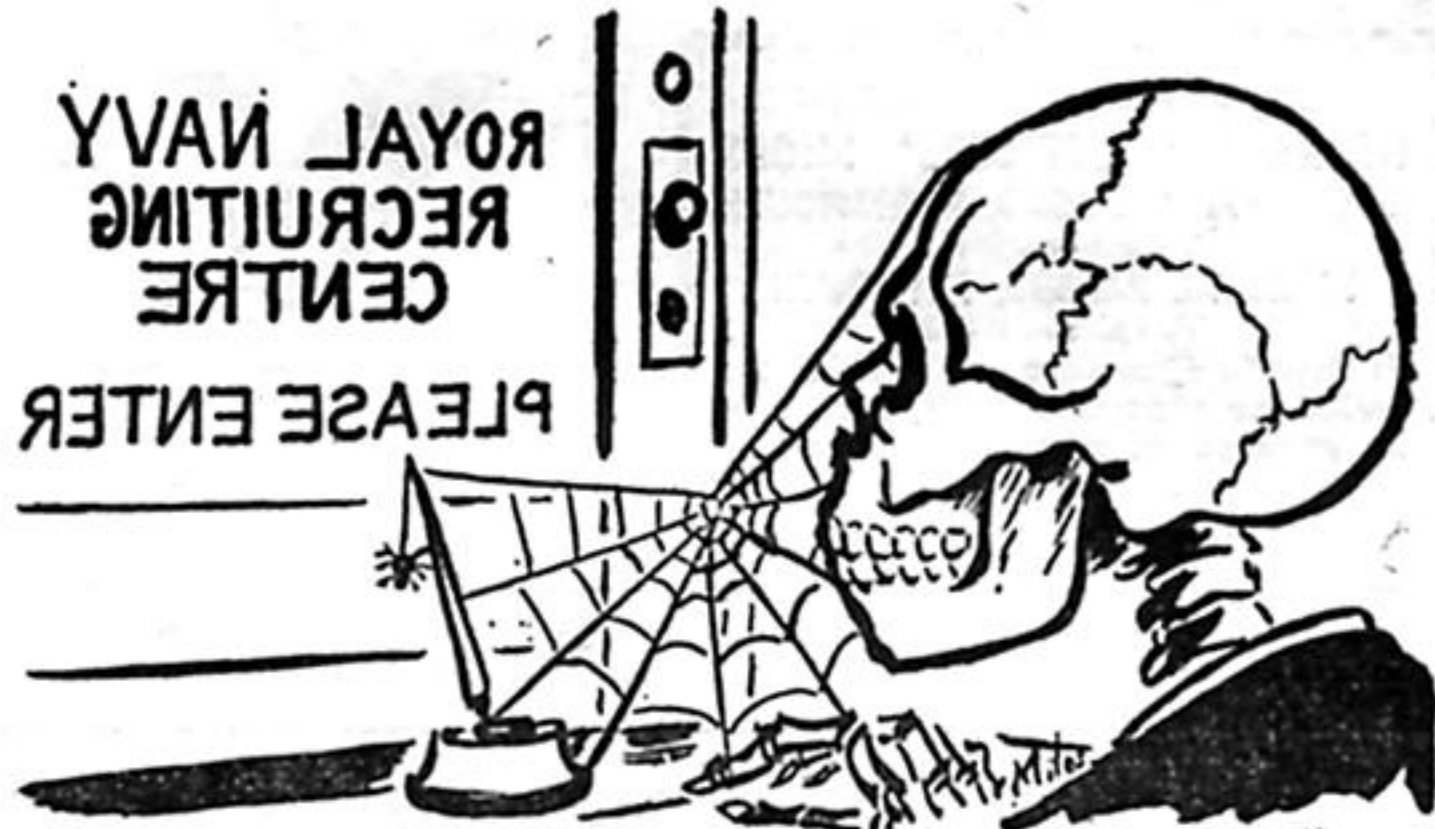
ing are in sight for the next year, and these branches should begin to feel the benefits of sea/shore drafting unobscured by other influences.

## COMMUNICATION AND MEDICAL

Like other branches, the large run out of CPOs over the next year will have the same effect as in the M(E) branch.

RO2(G)s and the whole of the (W) sub-specialisation remain short, and temporary manning standards already in force will continue.

There may be a slightly quicker turn round in time be-



tween sea drafts during the next few months because of the heavy commissioning programme in early 1969. This will affect leading rates as well.

The latest recruiting figures show that there is likely to be a shortage of RO3s and JROs, and this may mean ships going short in complement. This should make little difference to their drafting pattern, as all RO3/JRO billets are at sea.

Shortages continue in both the medical technician and medical assistant categories, and

the temporary manning standard remains in force for both LMAs and MAs. There is likely to be very little change in the drafting pattern of this branch over the next few months.

This quick run round in all the drafting sections throws one fact into sharp relief. It is that our best hope of a more tranquil and settled cycle of service lies in an increase in the number of men who serve beyond the nine-year point.

An improvement here could go far to offset our difficulties.

## JUPITER TO COMMISSION NEXT MAY

The Leander class frigate Jupiter, which was to have commissioned in mid-February next year, will not now commission until May.

The Jupiter, built by Yarrow & Co. Ltd. at Scotstoun, Glasgow, was laid down in October, 1966, and launched in September, 1967.

H.M.S. Sirius, which commissions on January 9, will now be going to the West Indies as part of her G.S.C., instead of east of Suez.

For the Cavalier it is the reverse, with "east of Suez (F.E.)" being substituted for the West Indies.

## SEPTEMBER

PHOEBE FLIGHT (September 3 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.)  
BILDESTON (M/H). September 5 at Rosyth for trials. Port Service. Commissions October 31.

GAVINTON (M/H). September 6 at Chatham for trials. Commissions October 10.  
PUNCHESTON (C.M.S.). September 11 at Gibraltar. Foreign Service, Middle East. 9th M.C.M. Squadron. (E.)  
BRINTON (M/H). September 26 at Devonport. Home Sea Service/Foreign Service (Middle East) from date of sailing Middle East. 9th M.C.M. Squadron. (E.)

YARMOUTH (A/S Frigate). September 30 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port. Portsmouth.

## OCTOBER

BRERETON (M/H). October 8 at Portsmouth for trials. Port Service. Commissions December 17. (E.)  
GAVINTON (M/H). October 10 at Chatham. Home Sea Service/Foreign Service (Middle East) from date of sailing. 9th M.C.M. Squadron. (E.)  
PLYMOUTH FLIGHT. October 14 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ANDROMEDA FLIGHT. October 14 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

DEVONSHIRE (G.M. Destroyer). October 14 at Portsmouth. L.R.P. complement. Port Service.

BURNASTON (C.M.S.). October 21 at Bahrain. Foreign Service/Middle East. 9th M.C.M. Squadron. (E.)  
BEACHAMPTON (C.M.S.). October 21 at Bahrain. Foreign Service/Middle East. 9th M.C.M. Squadron. (E.)

YARNTON (C.M.S.). October 21 at Singapore. Foreign Service/Middle East. 9th M.C.M. Squadron. (E.)  
MINERVA (G.P. Frigate). October 24 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

BILDESTON (M/H). October 31 at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

## NOVEMBER

CHAWTON (C.M.S.). November 1 at Bahrain. Foreign Service, Middle East. 9th M.C.M. Squadron. (E.)  
BERRY HEAD (Maintenance Ship). November 5 at Portsmouth. Local Foreign Service. (Sea.) (A.)  
KEDLESTON (M/H). November 7 at Devonport for trials. Port Service. Commissions January 3, 1969.

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

MINERVA FLIGHT. November 18 at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

JUPITER FLIGHT. November 18 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ALBION (Cdo Ship). November 20 at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Portsmouth. (A.)  
PLYMOUTH (A/S Frigate). November 21 at Chatham for trials. Port Service. Commissions January 23, 1969.

WHITBY (A/S Frigate). November 26 (tentative date) at Portsmouth. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Portsmouth.

## DECEMBER

INTREPID (Assault Ship). December 10 at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Devonport. (A.)

CHICHESTER (A/D Frigate). December 12 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

EURYALUS (G.P. Frigate). December 16 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. (Captain's Command with full staff). U.K. Base Port, Devonport.

BRERETON (M/H). December 17 at Portsmouth. Home Sea Service/Foreign Service (Middle East) from date of sailing. 9th M.C.M. Squadron. (E.)

## JANUARY, 1969

KEDLESTON (M/H). January 3 at Devonport. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

WOOLASTON (C.M.S.). January 7 at Gibraltar. Ferry crew only.

SIRIUS (G.P. Frigate). January 9 at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

ASHANTI FLIGHT. January 13 at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

FIFE (G.M. Destroyer). January 14 at Chatham. General Service Commission. Home/East of Suez (FE)/Home (Phased). U.K. Base Port, Chatham.

EAGLE (Carrier). January 6-20 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

PLYMOUTH (A/S Frigate). January 23 at Chatham. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

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

ESKIMO (G.P. Frigate). January 30 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

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

## FEBRUARY

CAPRICE (Destroyer). February 6 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.

KELLINGTON (M/H). February 20 (tentative) at Chatham for trials. Port Service. Commissions April 17 (tentative).

## MARCH

ESKIMO FLIGHT. February 24 at Portland. General Service Commission. Wasp.

HARDY (A/S Frigate). March 14 at Gibraltar for trials. Home Sea Service.

CAVALIER (Destroyer). March 27 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

BACCHANTE FLIGHT. March 31 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

LONDONDERRY FLIGHT. March 31 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate). April 10 at Portsmouth for trials. Port Service. Commissions June 5.

KELLINGTON (M/H). April 17 at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

TARTAR (G.P. Frigate). April 28 at Gibraltar. L.R.P. complement.

892 SQUADRON, ARK ROYAL. April at Yeovilton. General Service Commission. Seven Phantoms. U.K. Base Port, Devonport.

## MAY

ANTRIM FLIGHT. May 1 at Portland. General Service Commission. Wesp. U.K. Base Port, Portsmouth.

HARDY (A/S Frigate). May 9 at Gibraltar. Home Sea Service, Portland Squadron. U.K. Base Port, Chatham. (C.)

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

## JUNE

HAMPSHIRE (G.M. Destroyer). June at Chatham. L.R.P. complement. Port Service.

BACCHANTE (G.P. Frigate). June at Newcastle (tentative). General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate). June 12 at Portsmouth. General Service Commission. Home/East of Suez (ME)/Home (Captain's Command). U.K. Base Port, Devonport.

ENDURANCE (Ice Patrol Ship). End June at Portsmouth. 50 per cent. of ship's company General Service Commission. (Home/South Atlantic/South America). U.K. Base Port, Portsmouth.

SALISBURY (A/D Frigate). June (tentative date) at Devonport. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Devonport.

## JULY

CHARYBDIS (G.P. Frigate). July at Belfast (tentative). General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

PUMA (G.P. Frigate). July 17 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

## AUGUST

ANTRIM (G.M. Destroyer). Mid-August at Glasgow (tentative). General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

SCYLLA (G.P. Frigate). August (tentative date) at Devonport for trials. Port Service. Commissions January, 1970 (tentative date).

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

RHYL (A/S Frigate). August at Rosyth. Special refit DY control. Port Service.

VIDAL (Survey ship). August at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port, Chatham. (A.)

LONDONDERRY (A/S Frigate). August 14 (tentative) at Rosyth for trials. Port Service. Commissions October 23 (tentative).

## SEPTEMBER

NORFOLK (G.M. Destroyer). September at Wallsend (tentative). General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

PUNCHESTON (C.M.S.). September at Bahrain. 9th M.C.M. Squadron. Foreign Service, Middle East. (E.)

HYDRA (Survey ship). September at Chatham. General Service Commission. Indian Ocean. U.K. Base Port, Chatham.

## OCTOBER

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

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

CHARYBDIS FLIGHT. October at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

LONDONDERRY (A/S Frigate). October 23 (tentative) at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

NOVEMBER  
NAIAD (G.P. Frigate). November at Portsmouth. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Portsmouth.

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

NORFOLK FLIGHT. November at Portland. General Service Commission. Wesp. U.K. Base Port, Portsmouth.

HYDRA FLIGHT. November at Portland. General Service Commission. Wasp. U.K. Base Port, Chatham.

LOWESTOFF (A/S Frigate). December 4 (tentative) at Chatham. General Service Commission. Home/East of Suez (FE). U.K. Base Port, Chatham.

BERWICK (A/S Frigate). End of December at Chatham (tentative) for trials. Port Service. Commissions end of February, 1970.

GURKHA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.

849B SQUADRON, ARK ROYAL. Late 1969 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Four Gannets.

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

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

ZULU (G.P. Frigate). January at Rosyth. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Rosyth.

HECLA (Survey ship). January at Devonport. General Service Commission. North Atlantic. U.K. Base Port, Devonport. (A.)

HECATE (Survey ship). January at Devonport. General Service Commission. North Atlantic. U.K. Base Port, Devonport. (A.)

BRINTON (M/H). January at Bahrain. Foreign Service, Middle East. 9th M.C.M. Squadron. (E.)

826 SQUADRON, ARK ROYAL. Early 1970 at Culdrose. General Service Commission. U.K. Base Port, Devonport. Six Sea Kings.

FEBRUARY  
GAVINTON (M/H). February at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron. (E. Goan.)

JAGUAR (G.P. Frigate). February at Chatham. General Service Commission (Phased). Home/West Indies. U.K. Base Port, Chatham.

BERWICK (A/S Frigate). End of February (tentative) at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

GURKHA (G.P. Frigate). End of February (tentative) at Rosyth. General Service Commission. Home/East of Suez (ME). U.K. Base Port, Rosyth.

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

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

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

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

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

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows. (A)—All Cooks (S), Cooks (O) and all Stewards. (B)—Cooks (S), other than P.O. Cook (S), all Cooks (O) and all Stewards. (C)—Cooks (O) and Stewards only. (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards. (E)—Leading Cooks (S) and Stewards only. (F)—Cook (S) and Steward only.

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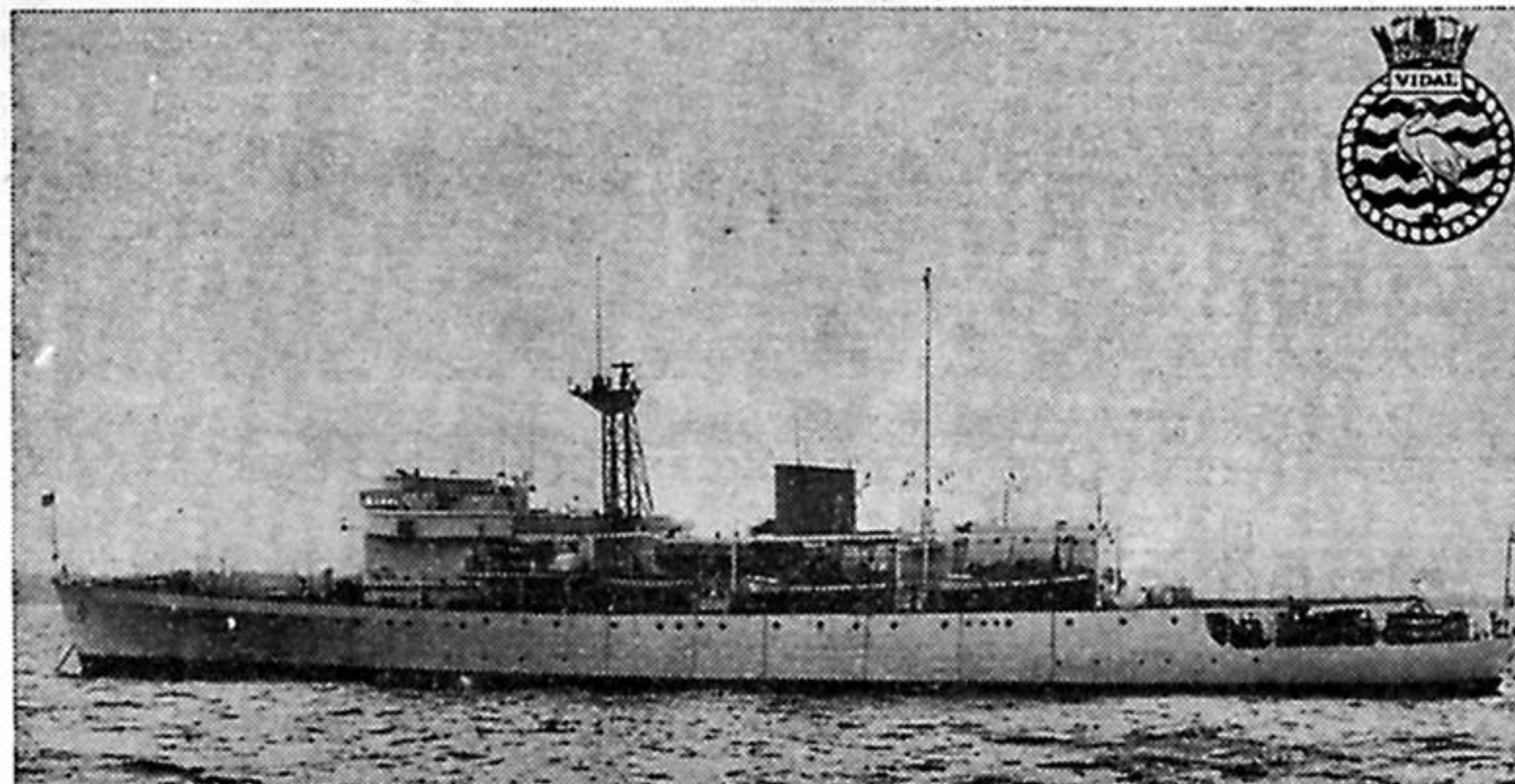
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# Vidal's Canadian links

## TWO FIRSTS FOR SURVEY SHIP



H.M.S. Vidal

The survey ship H.M.S. Vidal, the first of her name to serve with the Royal Navy, commemorates Admiral Vidal, who carried out survey work on the St. Lawrence river.

Vidal's badge includes a grid-iron in gold—an allusion to St. Lawrence, who was roasted on a grid.

Of 2,200 tons (full load), Vidal was laid down at H.M. Dockyard, Chatham, on July 5, 1950, launched on July 31, 1951, and completed on March 29, 1954. She is just over 315 feet in length (o.a.) and has a beam of 40 feet.

Designed by the Royal Navy from the start for hydrographic surveying and chart production, she was the first survey ship to be equipped with a flight deck and hanger so that helicopters could be used for air survey photography and for the transport of personnel to shore observation stations.

The ship is air-conditioned to meet equatorial and polar conditions.

She was also the first British naval vessel to be built equipped from the beginning for cafeteria messing.

The Vidal has undertaken surveying work in the Atlantic, the West Indies, and the Indian Ocean.

At the end of 1963 and the beginning of 1964, during oceanographical work in the Atlantic,

when commanded by Capt. G. S. Ritchie (now Rear-Admiral and Hydrographer of the Navy), photographs were taken of the ocean floor at depths of more than 15,000 feet with a camera and associated flash equipment.

"Profiles" of the seabed were obtained along four latitudes between West Africa and the West Indies by using a new precision depth recorder.

At 20 selected "stations" along these lines, water samples and temperatures at various depths were obtained, while core samples, many up to nine feet in length, were taken from the bottom of the ocean.

The deep-water photographs taken at many of these stations showed ocean bed structure, varying from smooth plains with surfaces furrowed and humped by bottom-living worms, to rugged boulder-strewn slopes in the mid-Atlantic ridge, a formidable mountain range beneath the sea.

## POSTCARD COLLECTIONS

Photo postcards of H.M.S. Vidal, or any other ship in this series, are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

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

Other ships in this series are: Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darina, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Viso, Tyne, Jutland, Talent, Palliser, Explorer, Portpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender,

Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Achernon, Layburn, Scarborough, Sea Lion, Falmouth, Ashant, Broadwood, R.F.A. Tidesurge, Striker, Plymouth, Barrossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leader, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Niala, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolston, Dundas, Brighton, Fearless, Manxman, Morgang, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olympian), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdol and Sirius.

START YOUR COLLECTION NOW

## POINTS LEADERS ON THE ROSTERS

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

When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.	CAF(AE) 2582	POAF(AE) 507	LAM(AE) Int
Ratings lacking seniority, VG conduct, or medically unfit, have been omitted.	CAF(O) 2450	POAF(O) 439	LAM(O) 464
	CA(AH) 2207	POA(AH) 1076	LA(AH) 280
	CA(SE) 1250	POA(SE) 1126	LA(SE) Int
	CA(Phot) 1368	POA(Phot) 590	LA(Phot) 532
	CA(Met) 1635	POA(Met) 508	LA(Met) 385
	Ch E(Air) 2287	POE(Air) 288	LEM(Air) Int
	Ch REI(Air) 2235	PORE(Air) Int	LRM(Air) Dry

## SINGAPORE FAREWELL TO 'MEM'

Singapore Service wives have said farewell to a friend—the lively and colourful magazine "Mem," which first appeared in November, 1966.

Some of its issues had a pretty girl on the front page, causing many a male to misread the title as "Men" and snatch it up with gleeful expectation. Mem, however, is entirely feminine—and so was the magazine, delightfully produced to interest, amuse, and inform the wives from U.K.

Editor throughout its brief history was Caroline Marsh, wife of a submariner, who in her last number paid tribute to all who had helped—from COMFEFs downwards—to get the magazine off the ground and keep it going.

Scores of girls who never met Caroline are going to miss her.

## NO RE-ENTRY DISCHARGES

Discharge from the Royal Navy or Royal Marines within three or six months of entry cannot be exercised after re-entry, except when a former R.N. rating rejoins as a R.M. recruit or vice-versa (the R.N. and R.M. being considered as two separate services in this context).

—D.C.I. 1037/68

# Advancement query on Seaman branch

The Editor tells me (writes Drafty) that he has had a request for the points scores to be broken down into specialisations — PO (GI) to CPO (GI) for example, just as the S and S Branch figures distinguish between the sub-branches.

The request is probably based on the idea that for advancement purposes men in sub-specialisations compete with each other, but not with men in other sub-specialisations.

Not so, for in the Seaman Branch men are grouped in rosters in a way which takes no account of the badge on the right arm.

Thus a PO (TASI) may be competing at the top of the advancement roster with a PO (GLI), a PO (PRI), a PO (SPTI) and a PO (UCI).

There may even be a PO (RP2) recommended for RPI who could be in the competition.

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

To CPO  
760182 R. D. Day, 839999 J. Clark, 857209 J. C. Leigh, 856852 J. F. Nash, 840954 H. Warwick, 889060 G. W. V. Haines, 657987 A. Brown, 843075 A. Boyd, 858480 R. Eden, 879423 W. B. Pugh, 865374 R. K. Brewitt, 778069 K. Palmer, 839913 C. Chapman, 865067 L. Lessiter, 871368 B. J. Calder, 858178 P. N. Lewis, 154698 L. P. Tapsell, 882686 G. Owens, 835519 G. F. Kirby, 820100 C. J. A. Crane, 818422 I. Gill, 839294 A. D. Snell, 901098 G. Richardson, 890360 R. Jewitt, 820091 J. P. Conroy, 819772 A. T. Iggulden, 646231 I. E. Davies, 835518 P. J. James, 661409 R. K. Jeffery, 909605 N. Gladders.  
To CPO CK (Ex 'O')  
859472 D. W. Wright.  
To CPO STD  
805402 C. M. Wright, 891973 B. T. Wooldridge, 847335 P. Eason.

To MAA  
836174 J. Swift (ex Coxswain), 836032 R. C. Gooding, 865714 P. L. Framingham, 865294 C. J. Eyles, 835957 R. Setterfield (ex Coxswain), 865634 D. R. Humphries.  
To CPO WTR  
886304 W. T. Sewell, 867453 E. Birkinshaw, 894093 K. R. Shobbrook, 856895 L. Pinnell.  
To CPO SA  
916020 T. W. J. Martin, 769175 A. J. Rollinson, 912970 M. F. O'Sullivan, 916926 A. H. C. Rugg, 878771 R. J. Baker.  
To CPO CA  
812490 A. F. Pywell, 909171 G. W. Mitch, 913262 W. Neil, 923625 R. G. Melton, 919158 P. R. White.  
To CPO CK (Ex 'S')  
904107 M. E. Daniels, 876948 C. R. McHardie, 897504 R. Greenwood.  
To A/CERA  
956342 B. L. H. Mosdell, 956383 T. S. Wraight, 933618 R. F. Bulman, 056636 L. R. Stannard, 943882 C. D. Jackson, 054515 A. E. Crawford, 943994 N. K. Burgess, 933831 M. H. Goldborough, 933976 R. Basterfield, 943608 D. W. Symons.  
To A/Ch Mech  
854937 D. T. Whyte, 931387 A. E. McLaren.  
To A/Ch Sht  
956783 G. E. Young, 969666 P. F. Fall, 943825 R. Cox.  
To Ch M(E)  
835336 S. R. Jaques, 772904 J. A. Roberts, 846904 H. J. Wheddon, 816914 F. R. Unwin, 891032 W. R. F. Munnings.  
To A/Ch CEA  
933825 R. W. Franklin, 969720 J. King.  
To A/Ch OEA  
925703 R. W. Blandford, 969810 I. R. Wilde, 956755 R. J. Reed, 908905 W. H. M. Stephens, 933544 C. C. N. Smith.  
To A/CE El Mech  
949718 G. T. Barrett.  
To Ch R EI  
950139 R. Holden, 937138 R. E. Scotton.  
To A/Ch R EI Mech  
961690 P. G. Appleyard, 895817 F. J. McKenzie.  
To CRS  
818133 A. A. Weaver, 865750 J. E. Barnes, 865302 J. N. Saunders, 889947 J. A. Farley, 912101 R. J. Edwards.  
To CCY  
923502 R. Galloway.  
To A/Ch Mech Tech  
879007 P. A. Bardlett, 873045 G. W. Hampton.  
To CPO MA  
904571 R. G. Shilling.

## Exchanges of ships

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

A. Rowley, PO, MA, H.M.S. Glamorgan now on Far East leg of General Service Commission, and due to return to Portsmouth in March, 1969, wishes to exchange for Home Shore Service, Portsmouth Area. As soon as possible.

F. Searle, AB (RP2), H.M.S. Lochinvar at South Queensferry, being drafted to H.M.S. Galatea in January, destined for Far East late next year, will exchange for foreign service (married accompanied) anywhere in world.

D. J. Whitte, CEM 1, H.M.S. Neptune, on draft to H.M.S. Cavalier at Plymouth in December, for service in the Mediterranean and West Indies, will exchange for married accompanied foreign job.

V. Bell, L Std, H.M.S. Jaguar, will exchange for shore-based draft, over six months, any area.

R. F. Davidson, Sht. 1/c, who is on draft to A.T.U.R.M. Poole (over six months) on November 7, will exchange for similar draft in Portsmouth area. Contact above at 3 Keyhaven Close, Rowner Road, Gosport.

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# They made rings round madame

As part of her scientific trials programme H.M.S. Penelope has docked 10 times since commissioning in June, 1967, and has spent a sixth of her commission so far on dry land. Quite incidentally she has steamed 30,000 miles in the 14 months.

This summer the trials have been in the Mediterranean. For a week at the Le Brus noise range near Toulon, the ship performed spectacular high-speed circles at the whim of a French lady scientist, Madame Ursula Pacaud-Meindl.

It was a popular fishing spot before Penelope arrived.

The ship's antics, sometimes as close as two cables under a steep cliff, left little room for doubt in the minds of seaborne spectators. Most gave her a wide berth, though one intrepid canoeist ended up in the middle of a particularly violent set of circles.

Madame Pacaud-Meindl spent a night on board at sea viewing propellers, before the Penelope left Toulon, and she took the opportunity to present Francoise Hardy's record "Les Rondes dans l'eau" to the ship for the efforts over the noise range.

At Gibraltar the Penelope became as well established as the guardship. When not in dock she ran day and night for trials during the week, and during the day trips combined pleasure with business.

Teachers, nurses, local R.N.R. personnel, soldiers and service families have all been welcome guests on a number of occasions at sea.

A most unwelcome guest at one midday "hands to bathe" was a ten-foot shark. Water

polo training ended abruptly with the coach taking advantage of the situation to spot new sprinting talent.

The shark, approaching slowly, offered a poor target for AB John Fraser, the rifleman of the watch, but it soon departed after a number of well-aimed long-range shots.

At the end of July the ship carried out turning trials off Plymouth, which included a "Families Day" at sea. Fine weather encouraged the tougher members of the ship's company to bathe, recalling Mediterranean days, especially when a number of basking sharks appeared on the scene.

H.M.S. Penelope, commanded by Cdr. C. J. Sherman, is a Leander class general purpose frigate, built by Vickers-Armstrongs, on the Tyne, being laid down on March 14, 1961, launched on August 17, 1962, and completed on October 31, 1963.

Of 2,800 tons (full load) displacement, the ship is 372 ft. in length (o.a.) and has a beam of 41 ft. Armed with two 4.5 in. guns and two 40 m.m. A.A. guns and a Limbo three-barrelled depth charge mortar, the Penelope has a Wasp helicopter armed with homing torpedoes.

The ship's company of some 17 officers and 246 ratings have air conditioning in all living spaces.



Wren Sian Cubitt, from H.M.S. Rooke, spending a day at sea in H.M.S. Penelope, joined in "hands to bathe." Below: Those high-speed circles

## Extra job for Flag Officer Carriers

The Flag Officer Aircraft Carriers (Rear-Admiral M. F. Fell) has been given certain additional responsibilities for amphibious warfare ships.

From September 1 he assumed responsibilities for amphibious matters previously exercised by Commander Far East Fleet and Commander-in-Chief, Plymouth.

Admiral Fell will in future use the title Flag Officer Carriers and Amphibious Ships. The Commodore Amphibious Forces will remain in the Far East to advise on amphibious matters arising East of Suez.

The Navy has four major amphibious warfare ships—the two commando ships, Albion and Bulwark, and the two assault ships, Fearless and Intrepid.

## SURVEYORS SEE NAVY SHIPS

When the International Federation of Surveyors held their 12th congress in London from September 4 to 11, three of the Navy's most modern survey ships made a special visit to the Pool of London.

The ships were H.M.S. Hydra, an ocean-going survey vessel completed in 1966, and the coastal survey ships H.M.S. Beagle and H.M.S. Bulldog, which were both completed this year.

Delegates to the congress visited the ships. Other visitors included the Chairman of the Port of London Authority, the Governor of the Tower of London, Elder Brethren of Trinity House, and members of the Admiralty Board.

The Royal Navy Hydrographic Department contribution included a paper by Cdr. H. R. Hatfield on "Electronic Measurement in Surveying."



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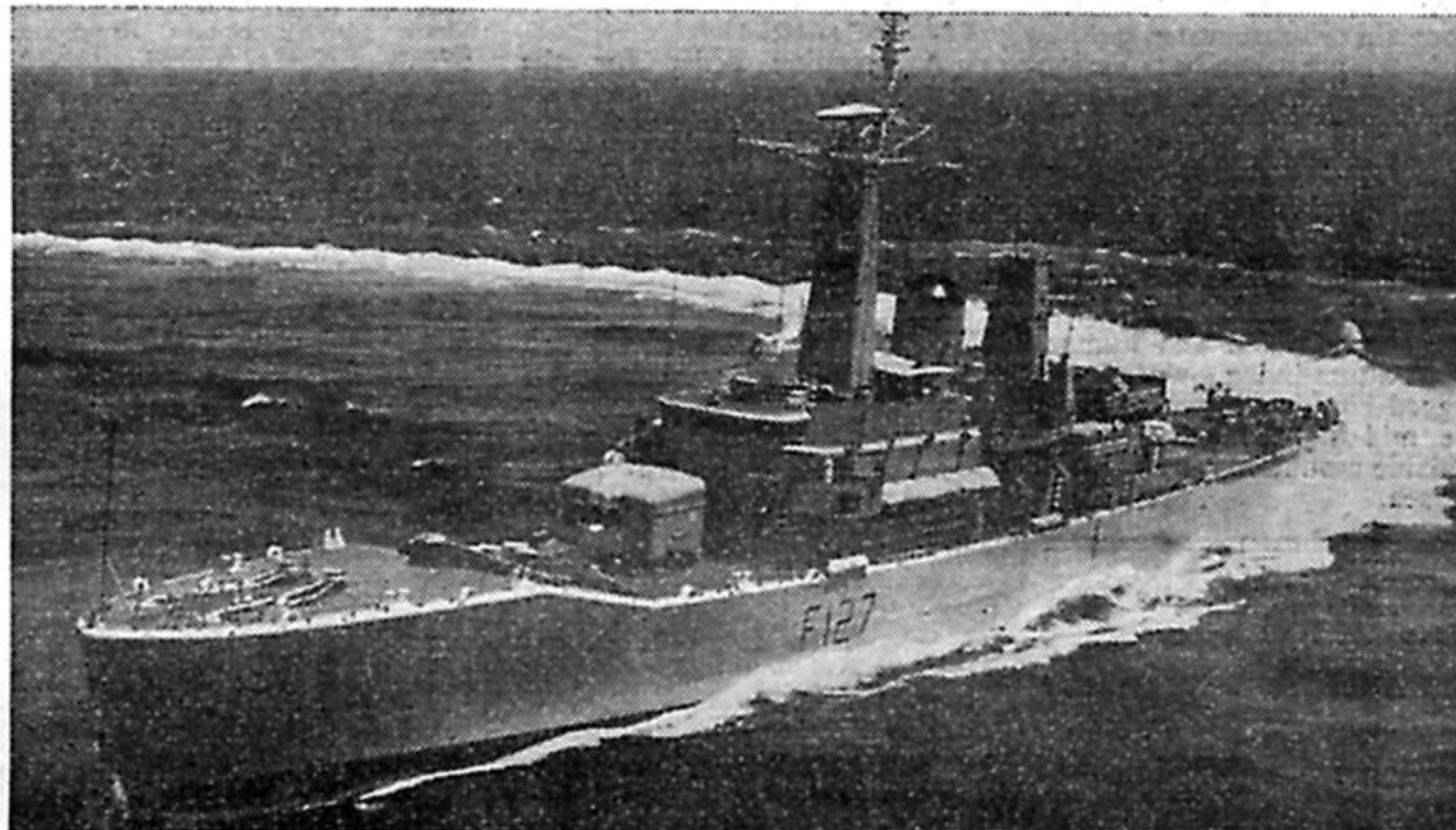
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# Tartar's patrols had compensation

Although our correspondent in H.M.S. Tartar says "The lack of exciting or unusual events is regretted," his story of the ship's activities from February to July, 1968, reveals experiences that would suffice most people for a lifetime.

It is, of course, true that not much can be said about the seemingly interminable Beira patrols, but visits to the Seychelles, Mauritius and various places in the Gulf would seem, to most people, to make up for the patrolling.

In a brief but enjoyable visit to the Seychelles a soccer match was played on Praslin Island, and several of the team returned with the famous "Coco

de Mer" (double coconut) as souvenirs.

H.M.S. Tartar was present at Mauritius for the Independence celebrations, Vice-Admiral W. D. O'Brien, the Commander Far East Fleet, flying his flag in the frigate.

An interesting sidelight on the visit was the presence of the I.N.S. Delhi—the old H.M.S. Achilles of the Battle of the River Plate fame.

The inevitable Beira patrol followed the Mauritius visit, and then, after a two-day call at Mombasa, the ship proceeded to Bahrain for a three and a half month tour of duty in the Persian Gulf.

On passage in the Arabian Sea a signal was received giving information of a Greek ship which was on fire off the island of Masira, and the R.A.F. had requested the assistance of an officer to give advice on the salvage aspect.

### CRAYFISH PAYMENT

The Supply Officer was landed, and the ship received 300 crayfish tails for his services.

Following a period alongside in Bahrain the ship paid brief visits to Kuwait and Doha in Qatar before joining H.M.S. Eagle in the Arabian Sea.

On the passage down, R.F.A. Fort Sandusky was taken in

tow because of a major engine defect. The tow was maintained for two days while repairs were carried out.

### GOODWILL CRUISE

The Commander Naval Forces Gulf (Commodore T. E. Fanshawe) embarked in H.M.S. Tartar in the middle of June for a 10-day goodwill cruise along the Batinah coast.

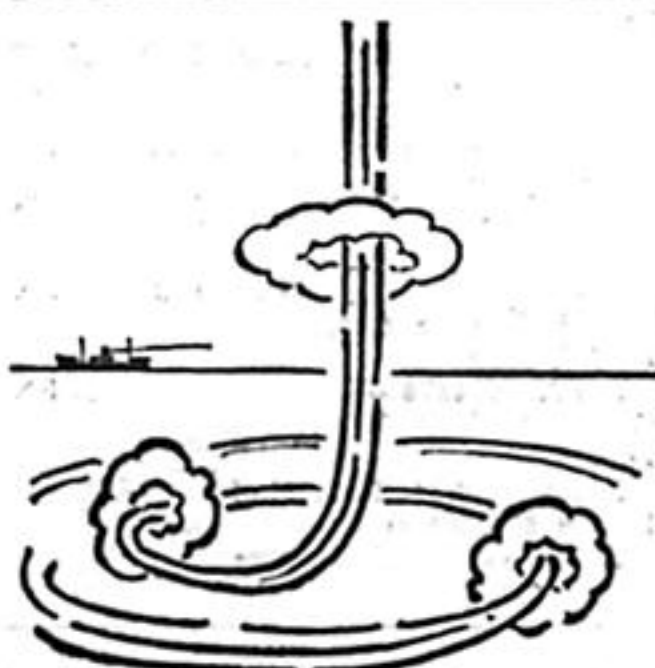
The ship stopped long enough at Khor Kuwait to enable the now traditional name-painting to be done on the rocky cliffs. Elphinstone Inlet, allegedly the hottest place on earth, was also visited.

Muscat, Sur, Barka, the Dalmaniyat Islands and Sohan were also visited. At Khor Fakkan 15 members of the ship's company were invited to a "mutton grab" by the deputy Wali—an unusual experience for most of the party.

After a fleeting check on the islands of Tunb and Bu Musa the ship returned to Bahrain, leaving the Gulf in the middle of July.

### HOMEWARD BOUND

As was to be expected, the next job was another Beira patrol, but this was made more or less bearable by the fact that everyone was looking forward to the return to the United Kingdom in October.



"The ship! It was going round in ever-decreasing circles and suddenly . . . poof! It was gone . . ."

## PROXY WEDDING FOR DIDO MAN

Instead of a kiss from his bride, LME James Kenton, of H.M.S. Dido, had to be content with a "horse's neck"—brandy and ginger ale—with his captain, Capt. A. R. Rawbone, when he got married on board the ship in the South Atlantic.

The bride was more than 3,000 miles away in Auckland, New Zealand, in the town's register office, being married by proxy, the bridegroom being represented by a friend of the bride's family.

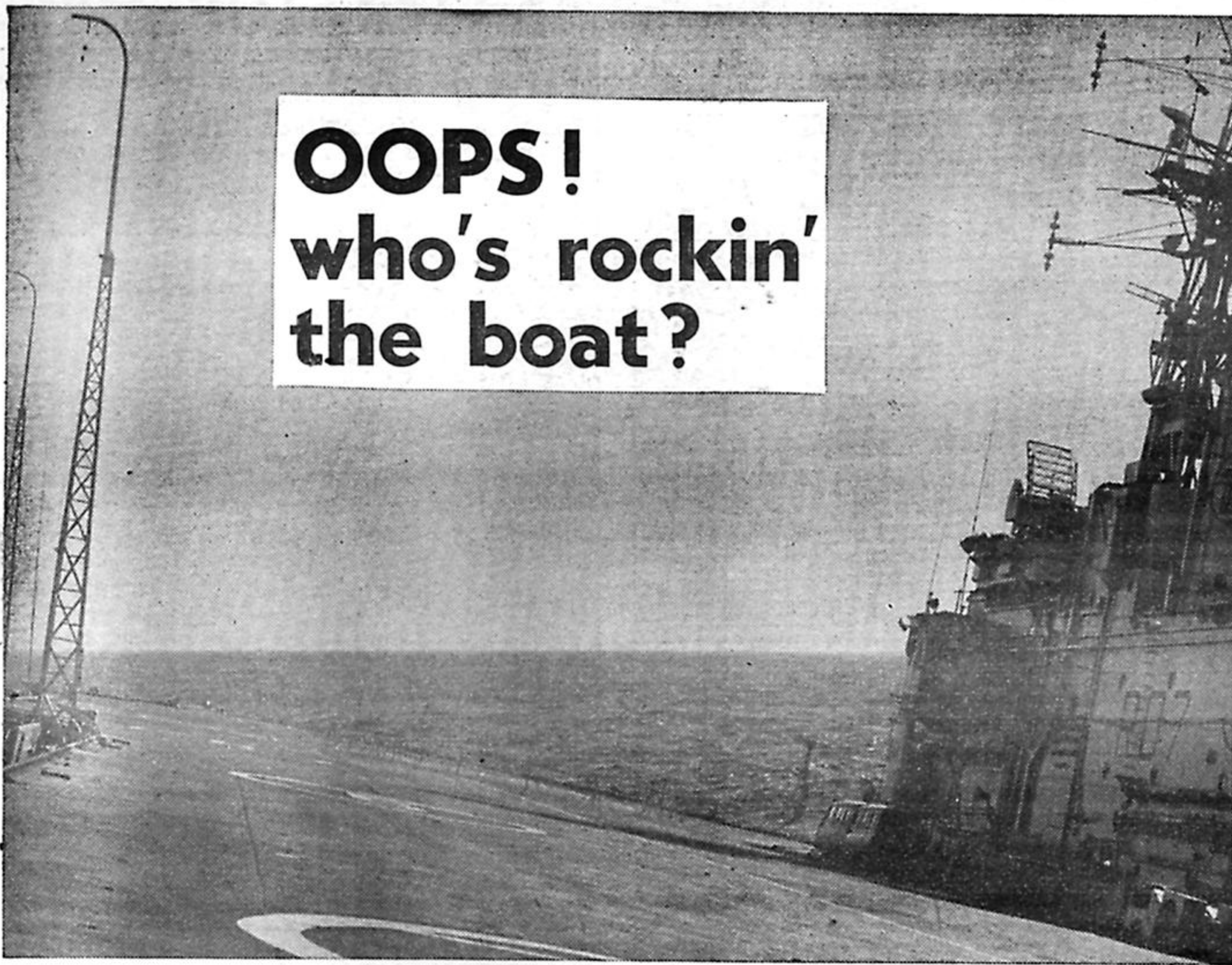
He met his bride when he was in the Britannia during the Queen Mother's tour of New Zealand in 1966, and they had hoped to be married last Febru-

ary when the Dido visited Australia, but it was not possible.

LME Kenton, who has applied for transfer to the New Zealand Navy, says: "I have not seen Maureen for 18 months—and shall not see her again until my transfer comes through. It may take a week . . . or six months.

**AUSSI WELCOME**

**OOPS!  
who's rockin'  
the boat?**



Life became a trifle uncomfortable as H.M.S. Albion rolled in a goodly south-westerly swell, generated in the Roaring Forties



Looks like a candidate for transfer to the R.A.N. as IS Owen gets acquainted with Miss Geraldine Hills at the Albion ship's dance at Perth

Below: A well-satisfied guest at the children's party



**SEEING THE BIRDS**



**ALBION DANCE—700 GIRLS**

After a hot and sticky 10 days at Hong Kong, largely devoted to chipping, painting and making the Old Lady as presentable as possible for the Admiral's inspection (this took place at Singapore), H.M.S. Albion sailed for Western Australia.

Western Australian hospitality lived up to its high reputation, and the ship struggled hard to return as much as it could.

The wardroom produced a cocktail party and a ball, the chief petty officers' mess gave a cheese and wine party, and the ship's company held a dance ashore in Perth.

To the dance came 700 Australian girls, who were only just outnumbered by their hosts.

**POPULAR PUNCH**

Some 16,000 visited the ship during the two week-ends she was "open" and every day had its quota of official and private touring parties.

A children's party was given with its usual ration of pirates, rides, and boat trips, but, without a doubt, its most popular feature was an excellent old-fashioned Punch and Judy show with live puppets.

The Commander, Far East Fleet, lent his Royal Marine Band for the visit, and they ably demonstrated once again how much a band can contribute to the favourable impression a ship visit can give.

Their only dubious success was a concert at the Immigration Hostel, which went so well and was such a nostalgic occasion that we should not be surprised if half of them returned to the U.K.

**BUSY CHOPPERS**

One week-end while alongside was spent initiating units of the Australian Citizens' Military Force (Territorials) into the drills for moving assault troops around by helicopter, and 848 Squadron the ship's Air Department had two busy forenoons flying.

A diary such as this would not be complete without mention of the Flying Angel Club, hard by the ship's Fremantle berth, presided over by the only parson in Western Australia with a liquor licence.

There cannot have been many

officers or men who did not visit the club at some time or other, and its splendid facilities and friendly atmosphere were much appreciated.

Back in Singapore once more, and the end of the commission just one exercise and one visit

away — no grand homecoming for the Albion this time but, instead, 1,200 men each vainly trying to pack up his commission's worth of "rabbits," and waiting patiently for the R.A.F. to bring out his pale-skinned relief from the U.K.

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 207. 2 Diamonds. 1st payment 41/- and 8 payments 40/- or Cash price £18-5-0	 502. 5 Diamonds. 1st payment 45/- and 8 payments 42/- or Cash price £19-5-0	 431. Ruby Cluster. 1st payment 87/- and 8 payments 73/- or Cash price £33-15-0

It really WAS the feathered kind. Having heard so much about black swans, they had to see one

# Banging the drum for CALEDONIA



Part of Caledonia's brass and pipe bands

Although H.M.S. Caledonia, the Royal Navy Engineering School, remains firmly fixed on the hillside at Rosyth, there are smiles when she sees the claims of various ships of the Fleet to have steamed more and more miles each commission, for the Fleet could go nowhere without her products—the ERA and the shipwright artificers.

Apprentices are still doing the major part of their three and a half years' training there and in the past year nearly 200 have gone out to the Fleet to help change the sea/shore ratio of the artificer.

Though the artificer apprentices' course is being reduced to 10 terms, one term is now in a seagoing ship, H.M.S. Rapid, so it is hoped that the end-product going to the Fleet will be more and more ready to take on responsibility.

Slowly Caledonia is becoming a true "stone frigate" with the

## Fleet's artificer training ground

corrugated huts being replaced by permanent buildings. Six new concrete accommodation blocks have been occupied for over a year and they form the home for the divisions of Anson, Benbow, Churchill, Drake, Exmouth and Fisher, around which the establishment is organised—the last named of these divisions at present being the OE Mechanician candidates.

More new buildings providing new messes for senior ratings and the junior ship's company, recreation spaces, N.A.A.F.I. facilities, etc., are now rising.

The next phase, involving re-building of the administrative offices, teaching classrooms, and the assembly hall should soon be on the drawing boards.

Even the officers should have a new wardroom in the early 1970s.

### WESTERN FLEET

Unfortunately, few operational ships come to Rosyth, so the recent visit of the Western Fleet, consisting of some 50 ships, was perhaps the highlight

of the term's activities.

The Flag Officer Flotillas Western Fleet, Rear-Admiral Lewis, accompanied by 36 of his commanding officers, attended a presentation on the training task in Caledonia, which was followed by an "activities of our voluntary clubs display."

Caledonia aims to provide activities which offer a physical challenge or the opportunity to gain a sense of personal achievement. The activities demonstration on the parade ground contained representatives from 16 conventional sports which are played as a matter of routine, and as many clubs.

These clubs involve sailing, diving, canoeing, electrical models, judo, cycling, ski-ing, motor-cycling, mountaineering, mechanical hobbies and skeet and rifle shooting.

In case anyone should think that Caledonia is an "intellectual desert," the amateur theatrical, art, chess and the astronomical society were also represented.

The presence of the Western Fleet also afforded an opportunity to "clear lower deck of MUT" to spend a day at sea in DLG's, frigates, destroyers and submarines. This came as a welcome break in routine training for the majority of apprentices, who do not go to sea until they have been in the Navy for over three years.

### 'FOREIGN VISITS'

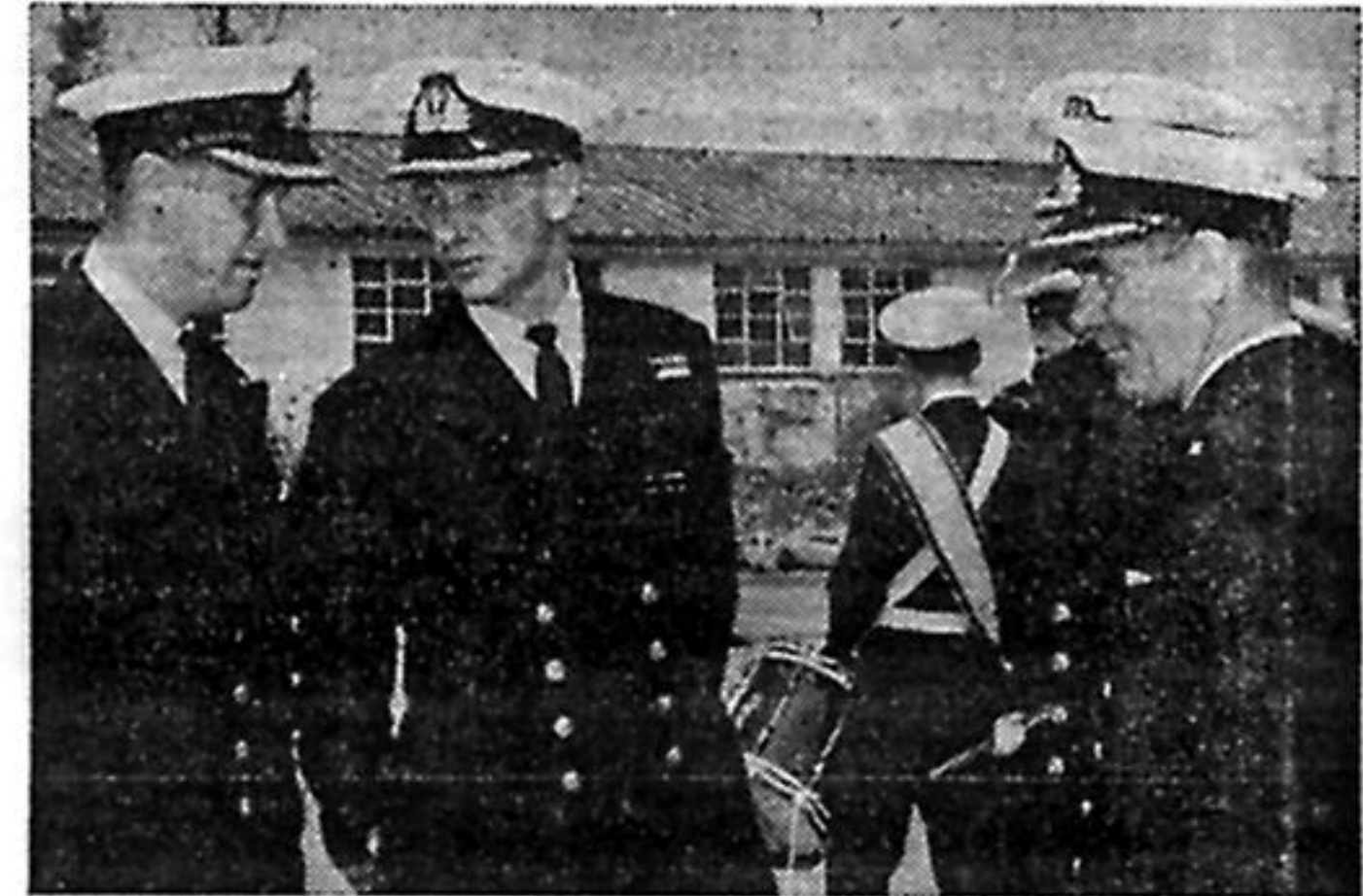
Although Caledonia is geographically isolated, the establishment has been represented whenever possible at service and civilian functions, south of the border as well as in Scotland. This has been especially so in the summer term which has just ended.

At the beginning of the term, a new event appeared in the Scottish sporting calendar, namely the "Highland Pentath-

App. Power explains a machinery model to Admiral Lewis



H.M.S. Caledonia's highest-paid "apprentice"—Rear-Admiral Lewis, Flag Officer Flotillas—tries his hand during his visit



The executive officer, H.M.S. Caledonia, Cdr. P. J. Greenwood, a gunnery officer, has a Royal Naval Tactical School "old boys" reunion talk with Cdr. D. M. Eckersley-Maslin (H.M.S. Eastbourne) and Cdr. R. M. Burgoyne (H.M.S. Cleopatra)

lon" organised by the Aviemore Sports Centre.

Twenty service and civilian teams from all parts of the country took part in the competition, which involved swimming, cross-country running, shooting, ski-ing and target curling.

Caledonia's team consisting of Lieut.-Cdr. Austin, Lieut. Bruce and App. Osmond were the eventual winners, and are now the proud possessors of gold medals.

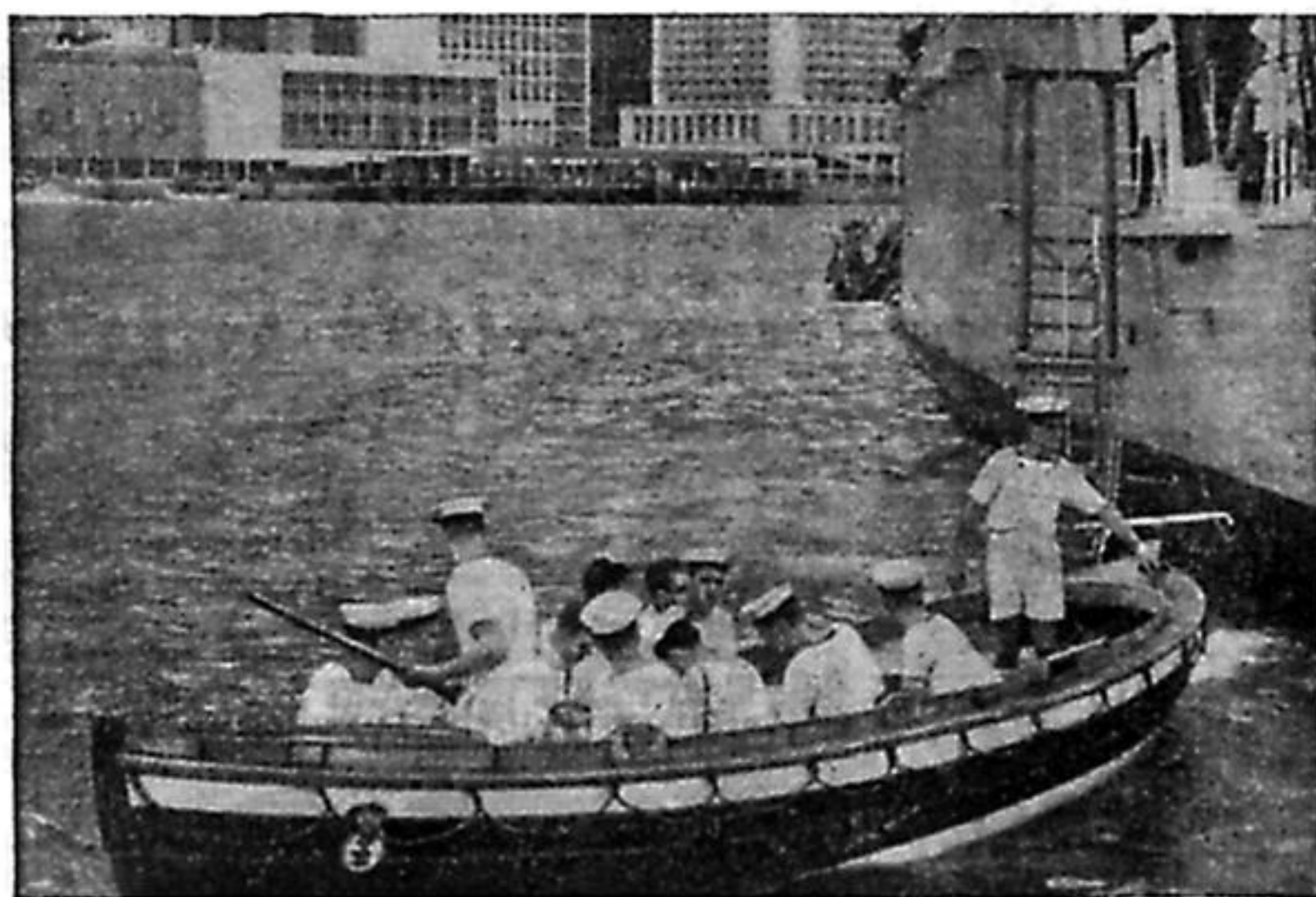
After a gap of several years, a gymnastic display team, consisting mainly of apprentices, has been re-formed. They have given a number of performances before the public, including a visit to St. Peter's High School in Sheffield for their Open Day.

The Canoe Club has had a good season as well, the Scottish waters having been a little warmer this year for the less experienced members. Expeditions have taken place at the week-ends, and numerous competitions have been entered.

Apprentices Crane, Wood and Sharpe all did well in the R.N. championships, and Crane was selected for the R.N. team in the Inter-Services championships.

From the Cycling Club, App. Jeffcoat had a highly successful season, being a member of the R.N. team in the Inter-Services 25-mile race and the five-mile point-to-point event.

In the R.N. Young Athletes' (Continued on page 7)



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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## 'WHIPPING SPOON'

Some time ago we acquired in my mess a rather splendid trophy known as "The Whipping Spoon."

This wooden spoon measures 39 inches overall, and is heavily clad with brass plates bearing the names of messes wherein it has resided, the first of them reading: "Stolen from 23rd (Gib) Battery by S S Mess, May, 1955."

A later one says: "Stolen from 1st Royal Warwickshires by the Rt. Hon. J. D. Profumo, Sec. of State for War, 20th Jan, 1961."

This is obviously a widely travelled trophy, as there is evidence of it having lodged in establishments in New Zealand, while we "whipped it" from the Barrosa in Nagasaki!

I wonder if any reader has knowledge of the origin of this wonderful piece of nonsense? It would be interesting to hear of its adventures, some of which I am given to understand have been hectic, and even led to blows!

H.M.S. Llandaff.

A. P. Bacon  
(P.O.M.A.)

## Trophy is now in Africa

Reading about H.M.S. Hampshire as "Cock of the Fleet" (September issue) sent my mind back to H.M.S. Conqueror, of the Second Battle Squadron, Grand Fleet, which I joined as a signal boy in January, 1916.

At the wartime regattas, the prize for the ship with the highest overall points was a magnificent bird in silver. "The Cock" was held for a year, and I wonder where the trophy is now?

Around 1935 I was a yeoman of signals in H.M.S. Nelson, flagship of the Home Fleet, and we had a wonderful concert party which produced a revue, "Sidelights," in the Victoria Theatre, Gibraltar.

Giving a brilliant performance of the then popular song, "I'm putting on my top hat," which he sang taking his bath on stage, was a young Lieut. Twiss. Is he the present Second Sea Lord?

A final word. The present-day Navy is still "tough." They must be, because on page 14 the bakery instructors are putting (I

quote) "the final touches to a wedding cake."

George Morris  
(ex-Ch. Yeo. Sigs.)  
Brixton, London.

The silver cock was transferred to Portsmouth "no longer required by Med. Fleet." It is now with the South African Navy.

## Tiffies are 'tops'

I feel sure that readers of "Navy News" would like to learn that the best of our young men leaving school today still consider the Artificer Apprentice Entry "tops" in their choice of career.

In Britain's number one seat of learning, Cambridge, the head boys in two of the city's schools have entered, and a third is about to follow in their footsteps.

Tiffany/C.A.  
Sawston, Cambs.

# Admiral's wave his big thrill

When the Western Fleet left Rosyth Dockyard to take part in manoeuvres I rose from my bed early that morning to get pictures of some of the ships as they passed under the Forth road bridge.

The climax of the morning came when the flagship, H.M.S. Kent, passed underneath, because somebody (probably the admiral) decked in gold braid, actually responded to my waving down at the ship by waving back at me.

If it was the admiral, then it was the first time I had seen one in real life.

The 10 days that the Fleet spent at Rosyth proved to be the

## Letters to the Editor

busiest of my school holidays, because I was round at the beach most of the time looking for warships coming up the Forth.

Cecil Grant  
Inverkeithing, Fife.

## Mother's thanks

I would like to thank all Navy personnel for their kind help in finding my son who got lost on September 2 during our visit to Portsmouth Navy Days.

(Mrs.) H. M. Carter,  
Wheatley Hill, Co. Durham.

## Malta cookery

On reading the August publication of "Navy News," I was surprised to learn from the article, "Portsmouth Cookery School's Last Class," that, inter alia, the Cookery School in Malta had been closed.

May I point out that the Cookery School here in Malta is still a going concern, and we run the following courses for ratings of the Malta Port Division:

Admiral Lewis, with the commanding officer of H.M.S. Caledonia, Capt. F. T. Healey, talking to members of the establishment's winning Plymouth Command rifle competition team

## NEW CALL —'PENS TO PAPER'?

Re Mr. Fox's letter for the lonely (September issue), he must be joking! I am having cards printed for my son before he leaves for the Gulf after the style of the wartime forces cards, so he just needs to strike out words, and post.

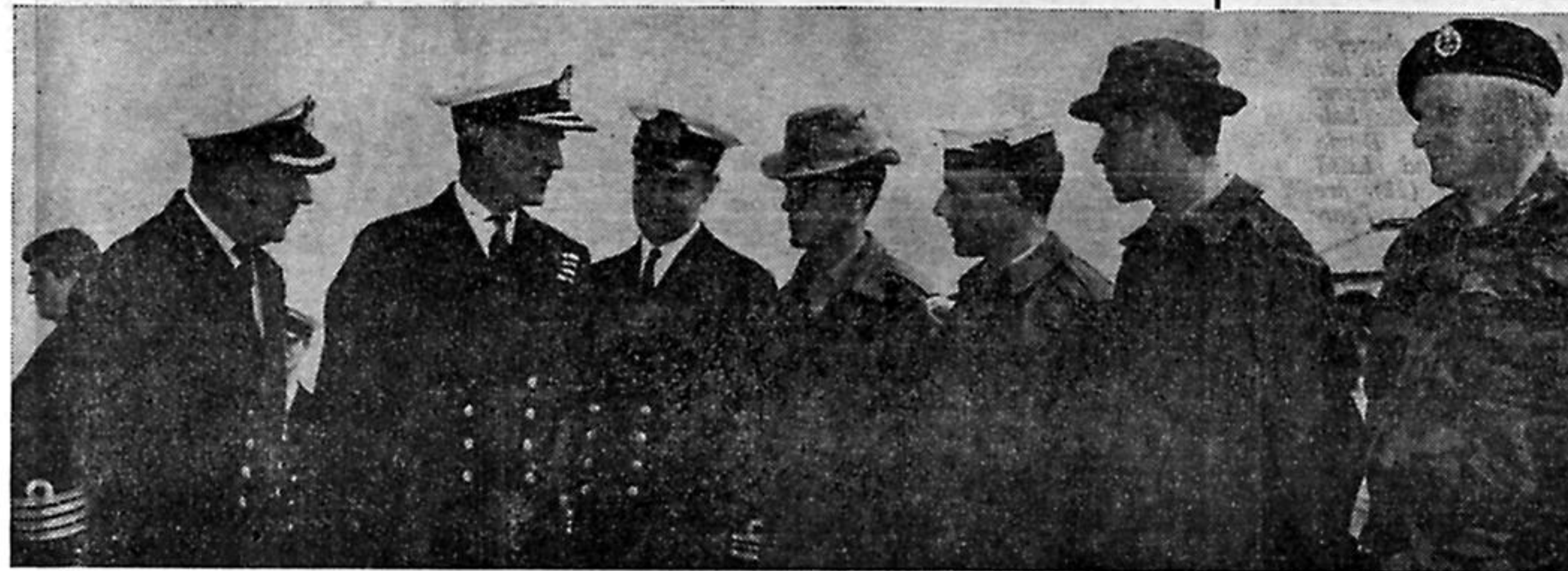
I think the Navy should change the old call "Make and mend" to "Please write," or "Pen to Paper." Perhaps the N.A.A.F.L. could give Green Shield stamps with every postage stamp purchased.

So to your correspondent may I say—sailors waiting for mail? Maybe. But will they write back? No.

Mrs. M.  
Sale, Cheshire.

## CALEDONIA

continued from page 6



## SPORTS FACILITIES FOR ALL

competition, held in Portsmouth. App. Travis won the 100 yds. and was second in the 220 yds.

The summer term, as usual, has been a very active one for Caledonia's voluntary brass and pipe bands. The highlight was undoubtedly their appearance at Earls Court on the last day of the Royal Tournament.

Many service and non-service engagements from Navy Days to charity functions have been met, and these undoubtedly do much to project the image of Caledonia and the artificer apprentice to the general public.

These bands are so strong, very nearly 100, that they can no longer be excused from the duty watch.

### CONDOR RIVALRY

Liaison with our nearest establishment, H.M.S. Condor, continues as ever. Caledonia won the Summer Olympiad after a very close contest. The athletes excelled themselves on this occasion and in winning their section of the competition avenged their defeat by Condor in the R.N. Scotland championships.

Facilities of the two establishments are now being swapped for the benefit of both. A pilot scheme to get Caledonia's apprentices airborne in Condor's gliders has started this term, while Condor has made use of Caledonia's excellent sailing facilities.

### WATER POLO

Caledonia's swimmers have been extremely powerful this year. The water polo team has provided the majority of players for the R.N. (Scotland) team.

App. Pearson, who completed his training in Caledonia this summer, left on a particularly high note. He was the general tactician of the establishment's water polo and swimming teams, and a member of the senior Royal Navy water polo and swimming teams. Recently he established a new Royal Navy record over the 880 yds. free style, and in the same championships he also won the 440 yds. He is representing the Royal Navy in the Inter-Services championships later this year.

Although overshadowed by Pearson's success, App. Clarke also did well this season, win-

ning the R.N. Junior 100 yds. event in a record time.

For the first time for several years, Caledonia competed in this summer's Plymouth Command Small Arms Meeting, and excelled themselves.

Somewhat to the embarrassment of the members of the team, and to the other teams taking part, they almost swept the board by returning with eight of the major team trophies and nine individual prizes.

Surg. Lieut. (D) Butters, the dental officer, and App. Robinson, were the outstanding members of an exceptionally good team.

### PUBLIC LIAISON

In the local area, Caledonia continues to play a full part in maintaining liaison with the public. The two most important events in the summer term were the Navy Fair, organised in aid of local and naval charities, and Navy Days.

The former, the first of its kind in the command, was a great success, and Caledonia made a significant contribution in the form of a bottle stall which raised well over £200.

In Navy Days, Caledonia supplied everything from "Guard and Band" to technical displays and more mundane parties such as programme sellers.

The establishment's excellent sporting facilities are lent to all and sundry. Such organisations as the Scouts' Association, Civil Service Sports Club, etc., have had the use of the athletics track and sports fields.

Standing allocations of the swimming bath have been given to local Scouts, Cadets, youth clubs and the Polio Association.

The Scottish Amateur Swimming Association has made use of the facilities for water polo and diving, and the Scottish Association of Boys' Clubs and the Scottish Area Sea Cadet Corps have had their swimming galas there.

Even members of the Navy ventured as far north as Caledonia to enter the R.N. diving and water polo championships.

### PRIMARY TASK

No mention has been made in this article of the routine training task of Caledonia, or of its success. This is up to the Fleet to assess.

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BRANCHES AT ALL PRINCIPAL PORTS

Social life in the Navy's married quarter estates is being transformed by community centres, community officers, wardens, supermarkets, and clubs and associations of all kinds, bringing a new interest, especially for wives whose husbands are away at sea.

# 'Homes with a view' at St. Budeaux

Nearly 900 families in the St. Budeaux and Bull Point married quarter estates in Plymouth have a "home with a view" — on a hill looking over the Tamar to Cornwall.

Husbands in ships returning up the Hamoaze can look up and see their homes perched on the slopes of the hill bordering the Tamar bridges.

The estates — among the largest and longest established in the Navy—are made up of three-bedroom houses and maisonettes and two-bedroom flats, the layout allowing plenty of wide roads and lawns between the houses and flats.

The Staff Married Quarters Officer, Cdr. Sidney Dennis, helped in the day-to-day running of the estates by two

recently appointed wardens: Mr. Ed Hillier, a retired chief joiner, who looks after Bull Point, and Mr. Jim Rennie, a retired chief shipwright, who cares for St. Budeaux.

The St. Budeaux and Bull Point wives have few complaints and seem content with life on a naval estate.

Mrs. Jean Pritchard (28), wife of Maurice Pritchard (31), a yeoman of signals serving in H.M.S. Tenby said: "This is the first time we have had a proper garden, and have been very lucky with the results."

"We are quite happy here, but have had to find and make our own friends."

Mrs. June Gasson (23), with two young daughters—Judy (six) and Tracy (two)—said: "Life here is pretty good."

Her husband, Terry (26), is an M(E)1 aboard H.M.S. Llandaff.



The Missioner, Mr. Robert O'Gorman—"Uncle Bob"—plays with children in the nursery at the Royal Sailors' Rest community centre while their mothers attend the Wives' Guild meeting.



"You can see for miles..."

Mrs. Pat Swan shares a morning tea break in her flat with Mrs. Margaret Proser. Both are 20. Their husbands—EM1 David Swan (22), and LEM David Proser (22), are serving in H.M.S. Fearless.

Margaret and Pat felt that the quarters were all right, but "a little too quiet—people seem to keep very much to themselves."

Pat also said that she would have liked a greater variety of shops.

## The amenities

The Navy has helped to make life within the estates more pleasant by encouraging all types of amenities, including a N.A.A.F.I. self-service shop, Families' Club, and a Royal Sailors' Rest community centre.

Mr. Norman St. C. Stivey, N.A.A.F.I. shop manager, said there were plans to build a supermarket alongside the community centre.

In October, 1959, the St. Budeaux Naval Families' Club was formed. Situated in the nearby Wrens' camp, it is open to all ratings' families living in the Plymouth area.

Its programme includes

ladies' activities, sports events, youth club, children's parties, coffee mornings, tombola and jumble sales, with social events in the evening.

Mr. Sid Davy, full-time bar steward, takes a keen interest in all the club activities.

Lieut. Terry Clinton, Chairman of the Club Committee, said: "The policy of the club is to provide amenities for the whole family. Rules are kept to a minimum, the main ones being—no uniforms allowed, no service titles used."

The Royal Naval Wives' Association also holds fortnightly meetings in the Families' Club.

The Royal Sailors' Rest com-

Below: The two wardens Jim Rennie and Ed Hillier pause on their rounds to chat with two wives of leading patrolmen from H.M.S. Drake—Mrs. Carole Osborn (25), and Mrs. Diana Servais (26).

Carole and Diana both said: "It is a lovely area. So nice and quiet."

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## A NIGHT AT THE CLUB

St. Budeaux and Bull Point residents can enjoy a cheerful evening at the Families' Club



Pictures by CPO (Phot) D. G. Wheatley



# Rowner gets into the swing

Rowner's newly erected community centre is now in full swing, with regular weekly features and an abundance of ideas coming forward.

**LIBRARY.** Thanks to a donation (with M.O.D. blessing) of almost 2,000 books by various establishments in the Portsmouth and Chatham commands, and the tireless energy of the librarians, Ruth Hobbs and Shirley Merrick, the library is fully operational. It is now all too apparent how sorely needed was this amenity. Plymouth Command has pledged a further 2,000 volumes.

**JUNIOR FOOTBALL.** Training is in the capable hands of Trevor Holder, and there is tremendous enthusiasm over the prospect of Rowner United boys' team.

**TEENAGERS' NIGHT.** Every Wednesday night, with enthusiastic supervision and direction from a number of younger tenants.

**JUNIOR CLUB.** Meets every Friday evening, and Mike Solomons never seems to run out of ideas on how to keep the youngsters happy.

**TOMBOLA.** There is play every Thursday, and John Lyth and his wife Elaine compare this popular event with charm and good humour, while Purser Keith Merrick makes the tedious cash calculations for paying out the lucky clients.

**SOCIAL EVENINGS.** Alternate Saturdays herald these

gatherings, with licensed bar. So far there has been a Tramps' Night and a Hawaiian Night.

**LADIES' DARTS.** Every Thursday, and there are hopes of a team to enter the crowded local league.

**SEWING CLASS.** Small but keen, and ably run by Sandy Heritage, wife of L/S Jim Heritage, presently serving in H.M.S. Hermes.

**MORNING COFFEE.** Popular event every Thursday morning when wives can "celebrate" drawing their allot-

ments. They are assured of a good "cuppa" laid on by Bunty Plowright and her team of ladies who cater for all other occasions too.

**IN THE OFFING.** Baby and welfare clinic; Sunday School; Friday Quiet Night with whist, beetle drive and other peaceful pursuits; ballet classes by the Elizabethan School of Dancing.

The community centre's artist-publicity man, John Allen, is churning out posters to keep tenants aware of what is available.



Mrs. Doris Wilson and her year-old daughter Dona take a tea-break with Mrs. Lyn Green during a St. Budeaux Naval Wives' Guild meeting. Mrs. Green and Mrs. Doris O'Gorman, the Missioner's wife, organise the Guild. On the left is Cdr. Sidney Dennis, the Staff Married Quarters Officer, Plymouth Command



(Continued from page 8)

munity centre in Poole Park Road is one of the focal points within the estates. There the Naval Wives' Guild provides a varied weekly programme of speakers and films.

Said Mrs. Lyn Green: "Once young wives come to us, we see a marked improvement in their attitude to life on the estates."

A typical comment was that of 23-year-old Mrs. Doris Wilson—"I had nothing to do until I joined the Naval Wives' Guild."

Her husband Bill is away in H.M.S. Puma.

## Families' Page

### Kept her 'perfect love letter'

The Ganges boys who were given advice on how NOT to write a love letter may get some hints on the real thing from a "Navy News" reader—a Wren stationed in Scotland.

"Regarding the perfect love letter," she writes, "I am enclosing one that I have kept. I think it is romantic..."

The letter says:  
My dearest darling—I am writing this with your photograph before me, as it helps me to get through each day by having it to look at, and the thought of writing to you each night.

My feelings for you are so deep that I am lost without you,

and longing for the time when we return to base and I will be able to see you again. I can imagine you waiting at the harbour for me, as pretty as ever.

I can't remember ever having felt so close to anyone, even though we're so far apart. I only wish time aboard would pass as quickly as it did ashore when I was with you for that last leave. It was only marred by the thought of leaving you darling.

One of the lads in the mess has got your favourite record, "This is dedicated to the one I love." Because it is so appropriate to my feelings for you it is now my favourite too. I'll think of you whenever I hear it.  
Goodnight now, my angel. It's getting near to pipe down, but you can be sure that I will dream about you.

### AT PORTLAND

On a visit to Portland, Mr. Evelyn King, M.P. for South Dorset, called at married quarters, and he is seen here being welcomed by Mrs. Margaret Sanger, wife of CPO M. R. Sanger (H.M.S. Minerva's helicopter flight)



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# Navy News

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

## Sea time rewards?

At no time has the Navy tried harder to keep the customers informed of changes and trends affecting their way of life, one of the best examples being the exhaustive explanations on drafting procedure. Particular attention may therefore be directed towards this month's article.

Obviously Drafty would not have written thus, unless he had felt obliged to do so. Historically there is nothing new about the Armed Forces going through lean times as civilian memories of war fade. Indeed the more effectively do fighting men deter war the greater their task of demonstrating a need for defence.

The bleak recruiting figures seem unlikely to show any early dramatic improvement. All over the world ordinary people are restless at the frustrating inability to influence events and the low intake could be yet another manifestation—a profound unease over the future of our defences.

A little more cheerful is the re-engagement rate—not as good as the Navy would like, but at least indicative of faith and dedication among men already committed. Sustaining and extending that loyalty is not only sound economics, but the main hope of quick results. Heaven knows they are needed. Redundancy talk tends to mask the Navy's heavy commitment until 1971—years yet, in which anything could happen.

## Quicker turns

In the coming months, men may be sent back to sea after a shorter spell ashore than expected. It would be fair to argue that joining the Navy means going to sea, and that perhaps nine months afloat in any year should be acceptable. But there would be need for recompense.

Time afloat should earn time ashore—free time—with monetary rewards brought into line. For shoreside sailors, both officers and ratings, the new pay scales will stand comparison with most of the nine-to-fivers on the other side of the gates, but it remains to be seen whether the modest improvement in separation allowance—regrettably denied to bachelors—will compensate the sailor for a disturbance of his private life that so far soldiers and airmen have not to suffer.



"Six months up the Gulf is no excuse for letting the end go. The Caliph—that is, the Captain—is going to take a very dim view of the Buffer swapping the ship's helicopter for that tatty old piece of carpet."

## Training ship trip for three Wrens

After a fortnight aboard the sail training schooner Sir Winston Churchill, Leading Wren Katie Postgate, of H.M.S. Pembroke, Chatham, has one big wish—to return.

"The trainees were divided into three," Katie told "Navy News," "and worked the watch system with a watch leader and officer in charge. It was their job to see that we heaved on the right rope, fed at the correct time, and were not adrift!"

"I joined the Churchill in Fowey Harbour on a Sunday evening. On the Monday we had exercises in hoisting and handling in sails, the helm, climbing the rigging and fire and abandon ship drills. At 0500 on Tuesday, we sailed, reaching Brest 24 hours later, and were given shore leave.

"There were two other Wrens on board—Babs Briggs, a watch leader, and Marianne Johnson, a trainee, both of whom I knew at H.M.S. Dauntless in Burghfield.

### WORKED HARD

"We all worked very hard, chipping, painting, cleaning, polishing, varnishing and, of course, holystoning to keep the maintenance work down to a minimum. The Merlin from H.M.S. Daedalus and a two-mast French naval training ship paid us visits.

"I had a lovely warm swim in the Channel after we had been out in the lifeboat taking photos of the Churchill.

"Many girls were sea-sick and missed a lot of the fun, but everybody enjoyed a sing-song on the half-deck to the accompaniment of the guitar and beer! Perhaps the best sight of all was seeing the Churchill as a ghostly form just visible through the drifting fog in Alderney Harbour, with the sound of ships bells ringing all over the island.

### LOVELY SUNRISE

"After a visit to Alderney, we sailed to Cowes and I saw the most beautiful sunrise over Portland Bill.

"I was on the helm as we went on towards Southampton, and we all realised then, how sad we were to be leaving. After a hot bath and a good kip, all I want now is to be back on the Sir Winston Churchill."

### M.P. IN SUBMARINE

Mr. R. W. Brown, Member of Parliament for Shoreham and Finsbury, spent a day at sea on board H.M. submarine Ambush on August 28. During his visit the submarine carried out surfaced and dived evolutions.

## SAFETY SUFFERS IN POOR ORGANISATION

# Is Navy sailing too casual?

Sail training, even in the Royal Navy, has by no means the unanimous support which might be expected, and tragedies serve only to strengthen the arm of those who argue that the art of propelling a vessel by force of nature has as much application to modern needs as teaching motoring executives on horses and carts.

The "professional" may well ponder on the sanity of a yacht's crew "taking it green" on a stormy Channel passage as he looks down from his double-glazed plush-seated bridge, but does he also wonder why his junior seamen look with horror at their first sight of waves breaking over a frigate's foc'sle? Or indeed why he may venture the comment that "these youngsters just haven't got the initiative or guts that they had in my day."

### Seamanship

The enormous increase in sailing as a sport and recreation has to some extent been reflected in the Navy, but the need remains and is growing for a recognition of the special significance of sailing to a maritime service.

In the service today, seamanship is rapidly becoming a subdivision of all those other specialisations which are so essential to a highly-technical service, yet seamanship is a

yardstick by which the Navy continues to be judged.

The public are totally "bafled by science" about Polaris, electronics, computers, and the like, but growing thousands of them are knowledgeable on tides, charts, shoals—and seamanship.

### Sense of purpose

Every yacht sailed by R.N. personnel represents the standards and efficiency of the Service, whether it has the White Ensign or the Red Duster. Such niceties are unlikely to be appreciated by onlookers, but an awful lot of them do understand about boat handling.

If there is still a challenge to the point of view that men and women afloat who deliberately accept discomfort, physical demands, fatigue, and sometimes danger, have a difference in character and sense of purpose from "feather-bedded" sections of the community, perhaps some consideration of the Navy's image may provoke renewed thought on the subject.

Is enough being done in the Navy today to encourage the essential alternative to seamanship training provided by sailing? Is there room for improvement, not only from the administrative point of view, but from the teaching and above all the SAFETY angle?

### Misfortunes

The result of poor training and hurried organisation by men with other work on their minds is bound to show itself first in the lowering of safety standards.

The writer has no detailed knowledge of recent misfortunes, but how many times have we all seen safety harness hanging clipped to a guard rail, or stowed beneath the gash bucket?

Inflatable liferafts are usually secured in accordance with good yachting practice. But are they always? Who has not seen one bundled under all the heavy sails in the forepeak?

Only experience and teaching crossing the Channel in a Force 7 can impress upon a potential

skipper why sailing is indeed such splendid training in alertness and in meticulous observance of safety requirements.

The last thing that is required is to surround the sport with a maze of regulations, but there should be the time and senior men—ratings and officers—available to encourage interest, to train and select, so that a true sense of responsibility can create its own discipline.

Having so much to offer, and especially to a Navy becoming more and more bound for long periods to the desks of its "stone frigates," sailing may well be regarded as deserving a renewed study both of potential and organisation.

### Basic need

More time? Everybody wants more time, but if the Navy is to retain the basic need of sailors knowing the sea—at close quarters—the standard of

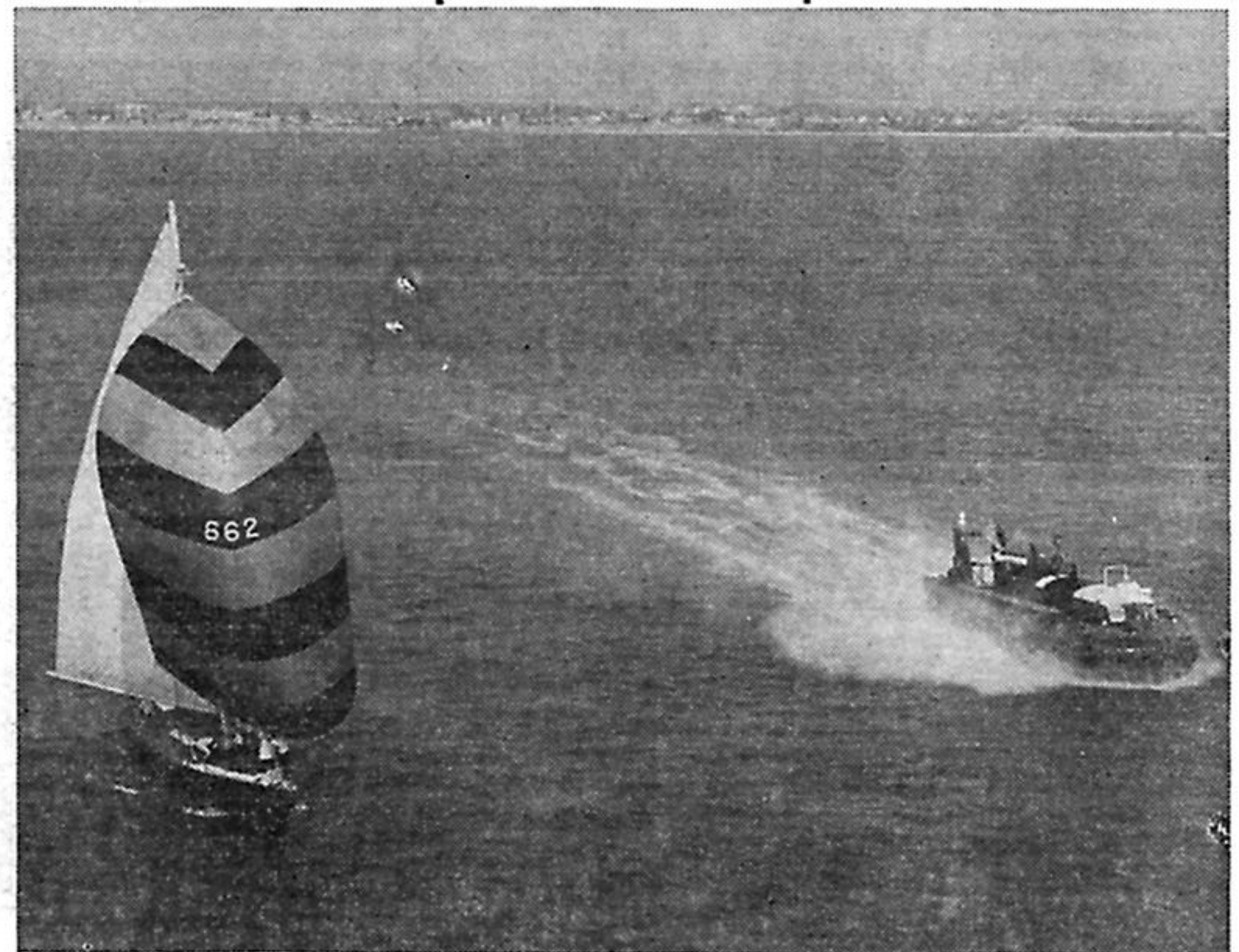
seamanship should not be allowed to degenerate into a recreational pastime of no higher importance than a knowledge of the offside rules.

## IN THE TALL SHIPS RACE

The Fleet Air Arm's entrant, Merlin, in the 1968 Tall Ships Race, seen overtaken by a hovercraft while on "shake-down" in the Solent. The yacht's crew came from naval air stations in the U.K.

Merlin is among the splendid craft now available for naval personnel, and the writer of this article discusses the present organisation and potential of sailing in the Service.

For the race, the Merlin had special M.O.D. approval to wear the White Ensign.



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# The Navy in Bahrain

The Leander class frigate H.M.S. Aurora (left) which has newly arrived in the Persian Gulf, leads four minesweepers of the 9th M.C.M. Squadron, based on Bahrain, during a recent "Sea Day" in the Gulf.

On board was the Commander Naval Forces Gulf, Commodore T. E. Fanshawe.

On the right, cleaning a Bofors gun, is 18-year-old Pat Haverty, of H.M.S. Appleton, a "Ton" class coastal minesweeper.

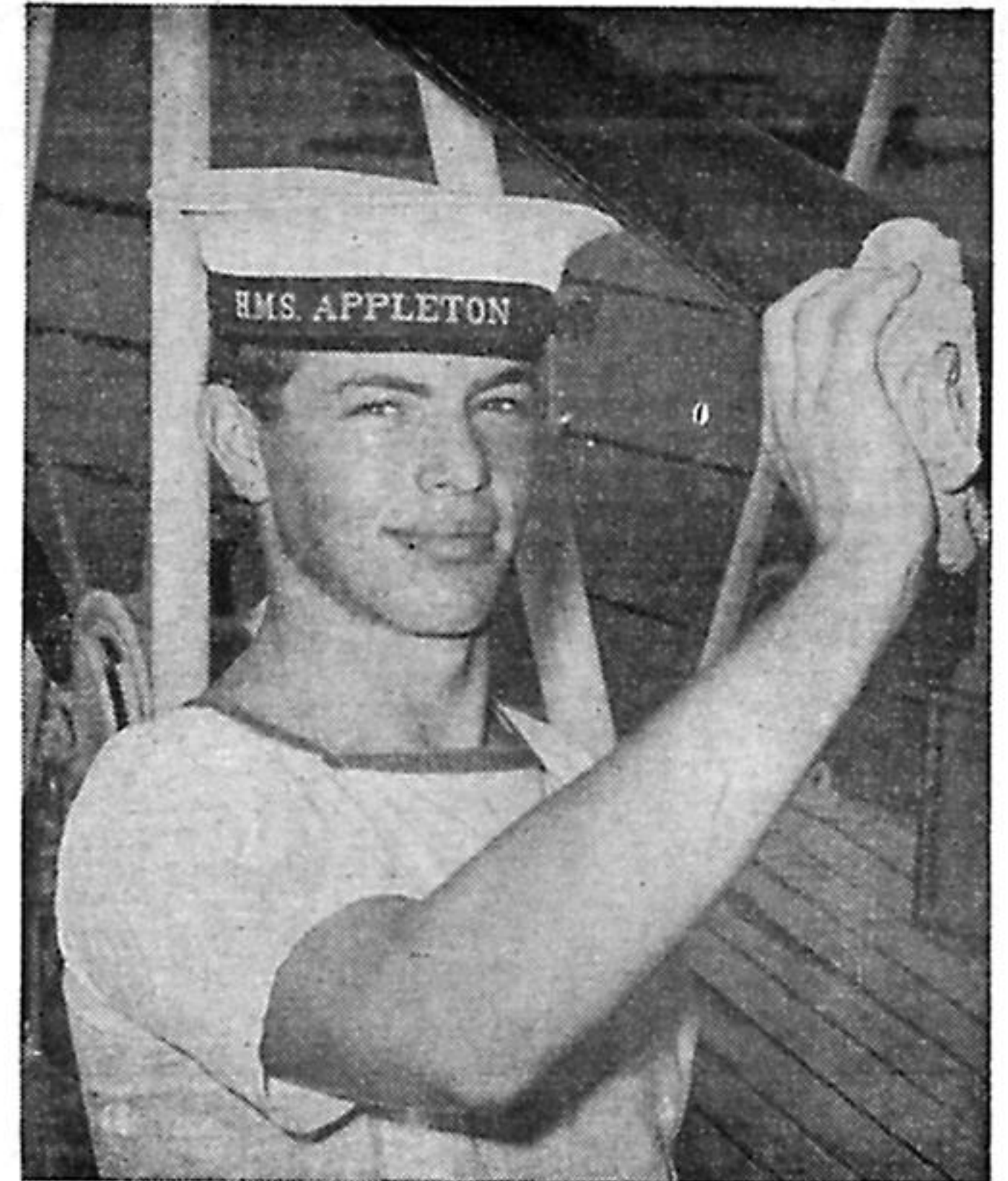
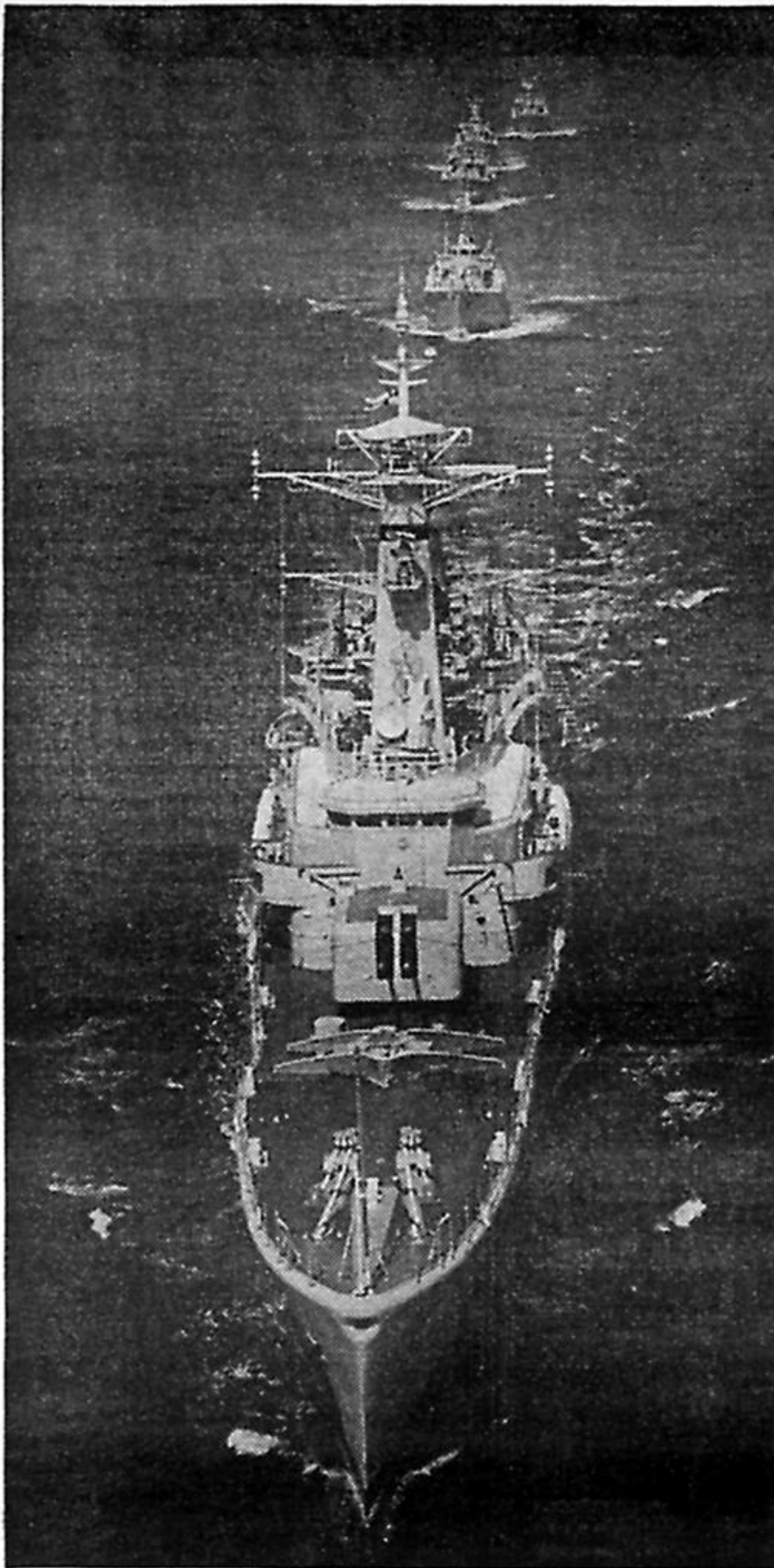
Pat, who comes from Hounslow, has been in the Gulf for five months. He expects to return to the United Kingdom early next year.

The picture below shows AB Thomas Weir, of Dundee, who has just returned home after a commission in H.M.S. Wiston in the Gulf. Before that he had served in the Far East and the Mediterranean.

He is talking to Lieut.-General Bhagat, who won the Victoria Cross with the Indian Army. The General had been to London and he stopped off for a day in Bahrain, going to sea in the Wiston.

A visitor to Bahrain last month was the Chaplain of the Fleet, the Ven. Archdeacon Christopher Prior. He dedicated a new church, Holy Trinity, in H.M.S. Jufair.

The new church, built and sponsored by the Royal Navy, is for the use of all three Services.



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Work started on the centre in July, 1967. The cost is £120,000.

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**TOP DRIVER**



In the Inter-Service Driver of the Year competition, H.M.S. Dauntless entered a team and competed against the R.A.F., Army, M.P.B.W., and other Service organisations. Although no team trophy was won, Wren Judith Blewitt (above) gained the Royal Navy Cup for the best R.N. driver, and an award of the best heavy vehicle driver

**H.M.S. London to recommission**

H.M.S. London, 10th of her name in the Royal Navy, recommissions at Portsmouth on October 11. The ceremony will be conducted by the Rev. J. Fulton, and an address will be given by the Bishop of London.

Among the London's crew is a folk singing group who last year assisted the naval publicity drive by performing in schools and youth clubs throughout the country.

H.M. Ships Daring, Cleopatra, Narwhal and Ambush visited Stockholm for the British Week—September 27 to October 5.

## Faslane's finest Naafi in U.K.

Faslane's latest amenity, the Drumfork Club—largest and most comprehensive social club and NAAFI unit yet provided in the United Kingdom—was formally opened on August 13 when the Provost of Helensburgh cut a ribbon across the entrance to the supermarket.

Though having a gastronomic sound, the Drumfork Club is in fact named after a stream which runs nearby.

The club is situated in the "town centre" of the Churchill Estate, which, when finally completed next year, will house 730 naval ratings' families, occupied by the wives and children of sailors whose submarines are at the Clyde Submarine Base.

The centre comprises three main elements: the Drumfork

Club social wing, NAAFI shopping and welfare facilities.

Everything from cans to caravans can be bought at the supermarket, and there is also a hairdressing shop and sub-post office.

The club, which is for, and run by, naval ratings and their families, includes a large social

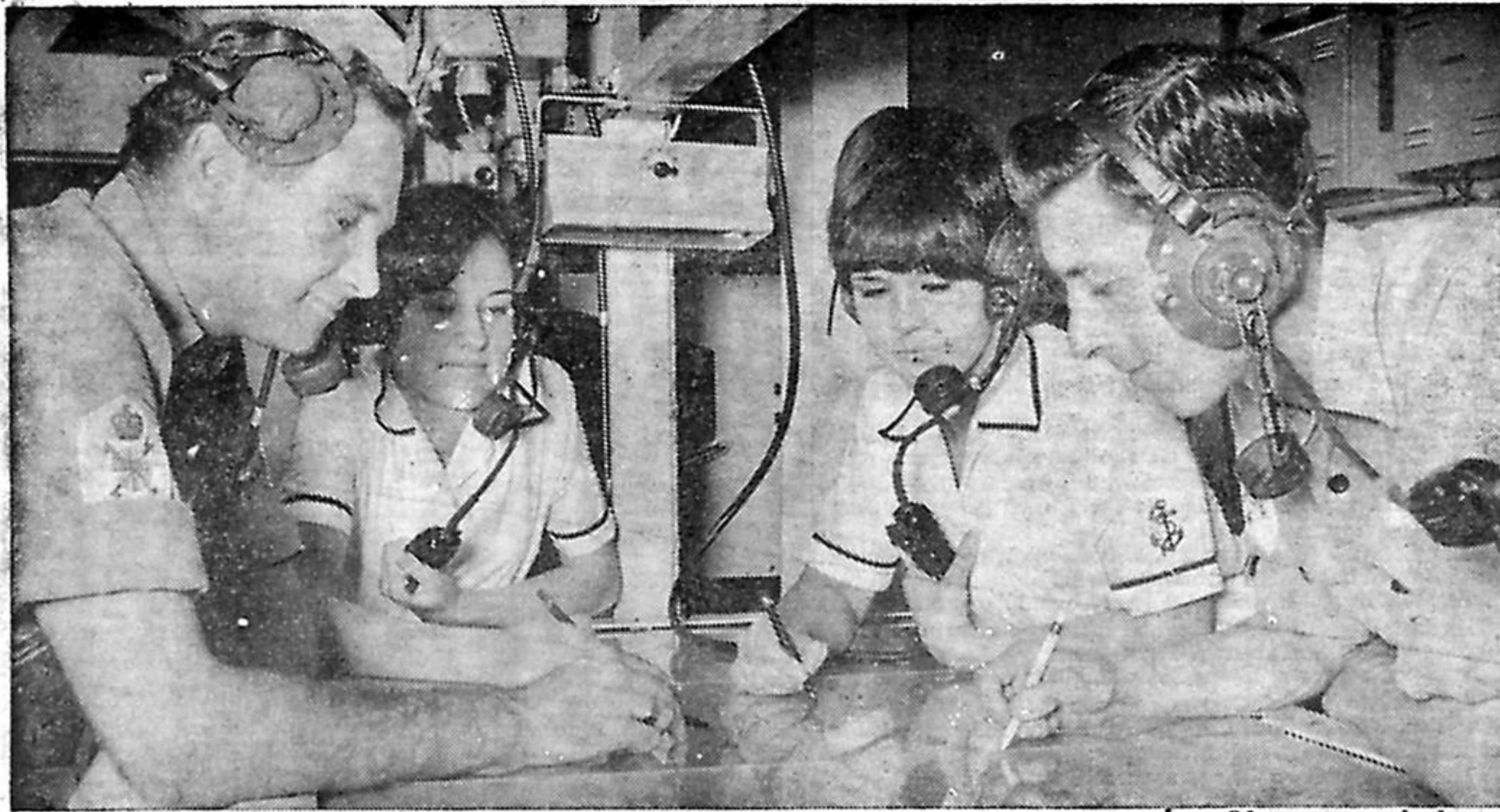
activities room, games room, lounge with a bar, snack bar, and offices.

The welfare block accommodates among others the Family Welfare Officer, Chaplain, and Estate Management Officer.

Work started on the centre in July, 1967. The cost is £120,000.

AB Anthony Sheaf (21), serving aboard the minesweeper Burnaston based in the Persian Gulf, talking to a soldier of the Abu Dhabi Defence Force in the Trucial States of Arabia





## FINEST RECREATION FACILITIES?

Those who find themselves on draft to H.M.S. Dryad, the Royal Navy's Navigation and Direction School at Southwick, near Fareham, can count themselves as fortunate indeed.

This rapidly expanding establishment, set in 300 acres of Hampshire's most lovely countryside, can now offer recreational facilities equal to, if not better than any other naval establishment.

Although surrounded on three sides by buildings of modern construction, the old Southwick House, now used as the officers' mess, still dominates the scene, and the adjacent lawns and ornamental gardens remind one of an era now past.

Officers are normally accommodated in Lake House which adjoins the old house, while senior ratings live in Park House, which was completed in 1960.

Junior ratings have their home in Flint or Priory blocks, completed in 1966, while the Wrens are housed in Pinsley House opened in 1966 by the late Princess Marina.

A new ratings' dining hall and galley came into service early this year, and on September 20 the new Dryad Club and Cinemasium, with an open-air swimming pool nearby, was formally opened by Lady Twiss,

wife of the Second Sea Lord and Chief of Naval Personnel.

This attractive building is designed to be the focal point of recreational, social, and shopping facilities for the establishment, and replaces an assembly of dilapidated Nissen huts which have had to serve this purpose since 1946.

### CLUB FACILITIES

The new Club, open to both ratings and their families and members of the W.R.N.S., is sited on the western end of the sports ground. In addition to the usual facilities of N.A.A.F.I. shop and staff quarters, indoor games room and a "men only" bar, it has a large lounge/bar commanding an excellent view over the games field.

Adjoining the club proper and entered through a common foyer is a large general purpose hall and stage, which will serve the needs of the physical training, cinema, pantomime and drama enthusiasts.

Those who enjoy riding can make use of the Saddle Club, which caters for the expert and the novice. Up to 10 ponies of

Of course, work does have to fit fairly prominently into life at H.M.S. Dryad. Here are L/Sea Eric Searle, Wren (RP) Lynn Lawrence, L/Wren (RP) Gloria Ward, and A/B Dave Wilson absorbed in a Tribal trainer.

varying sizes form the normal complement.

Fishing enthusiasts can pit their wits against the wily carp which frequent the lake; and for those who like to take it easy, there are many enjoyable walks both in and out of the park.

### RIFLE RANGE

A thriving Rifle Club makes good use of a magnificent .22 indoor range.

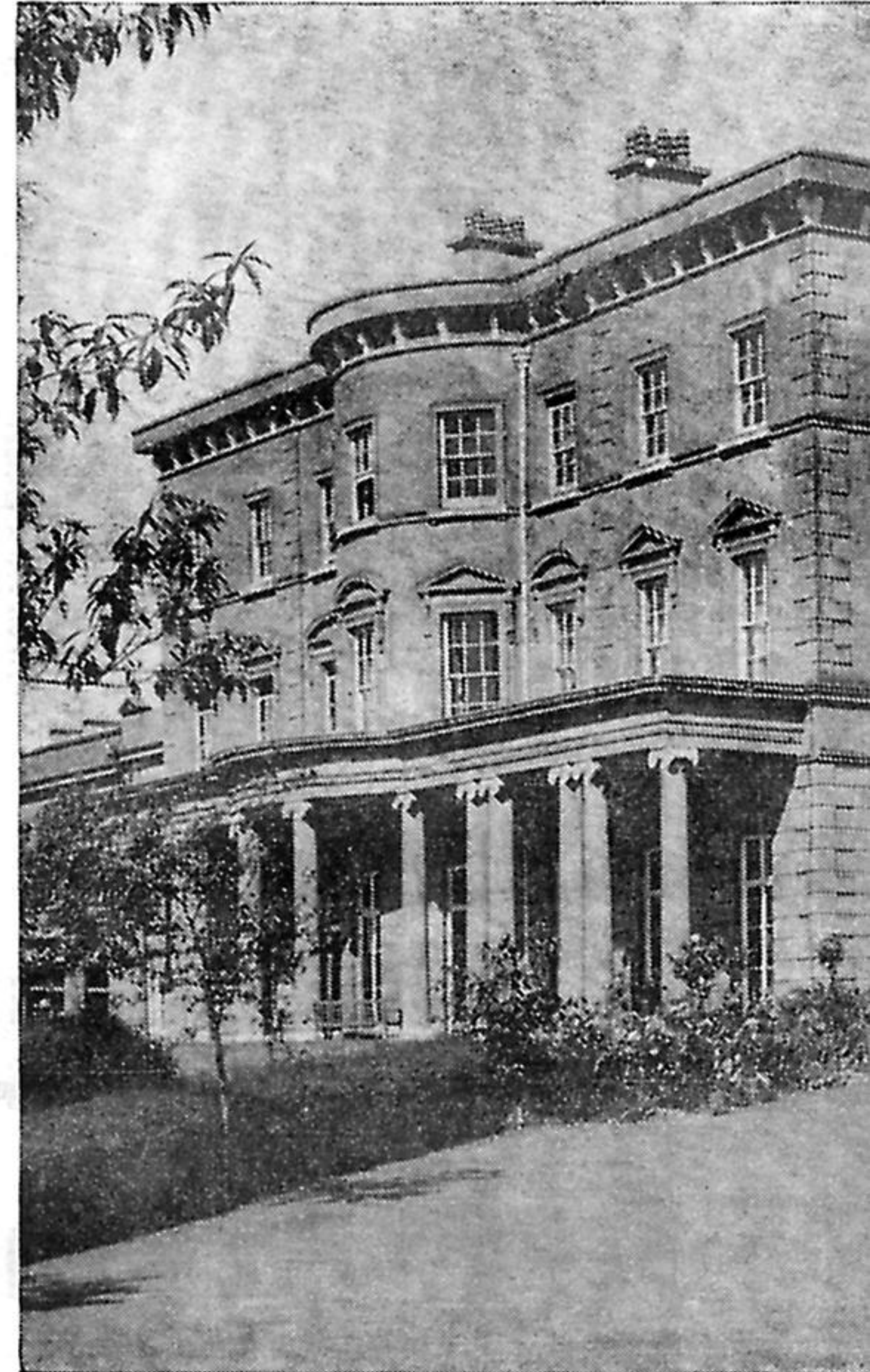
H.M.S. Dryad possesses 74 ratings' and 20 officers' married quarters which are administered by its own Married Quarters Officer. Three additional officers' and six additional ratings' quarters are expected to be completed in 1970.

In the past, waiting time has not been very long, and it is hoped this happy state of affairs will continue.

The administrative offices are contained in Oliver Block which together with the Purbrook Block also provides many modern classrooms and demonstration rooms.

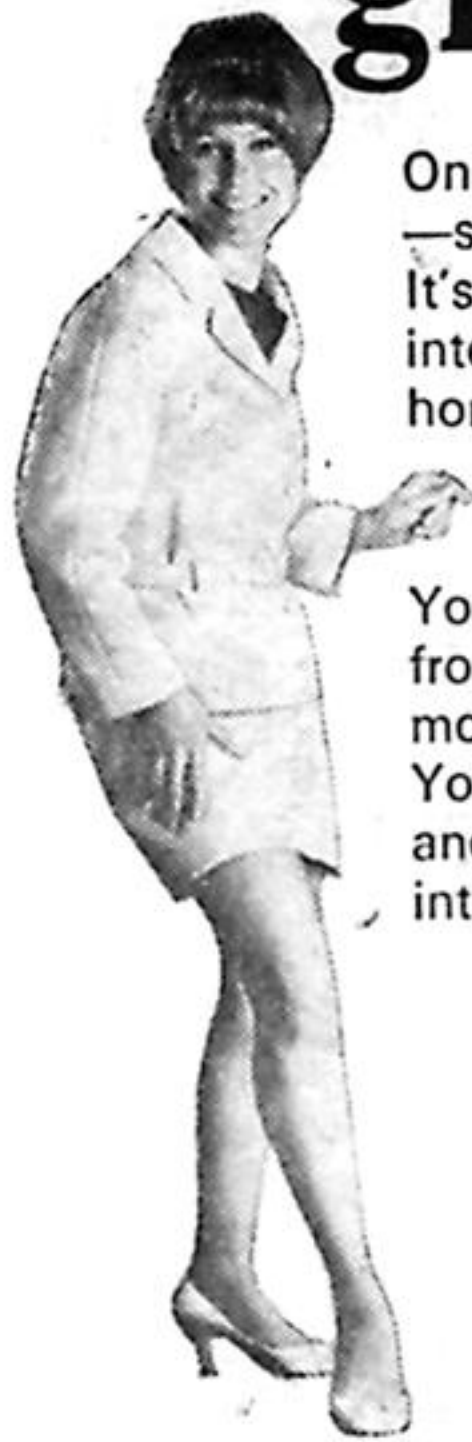
The former block was named after Admiral of the Fleet Sir Henry Oliver, who founded the Navigation School in 1903.

# So you to Dryad



The imposing mansion around which the new Dryad is being built. The house was the Allied headquarters for the D-Day invasion, the famous wall map being preserved there

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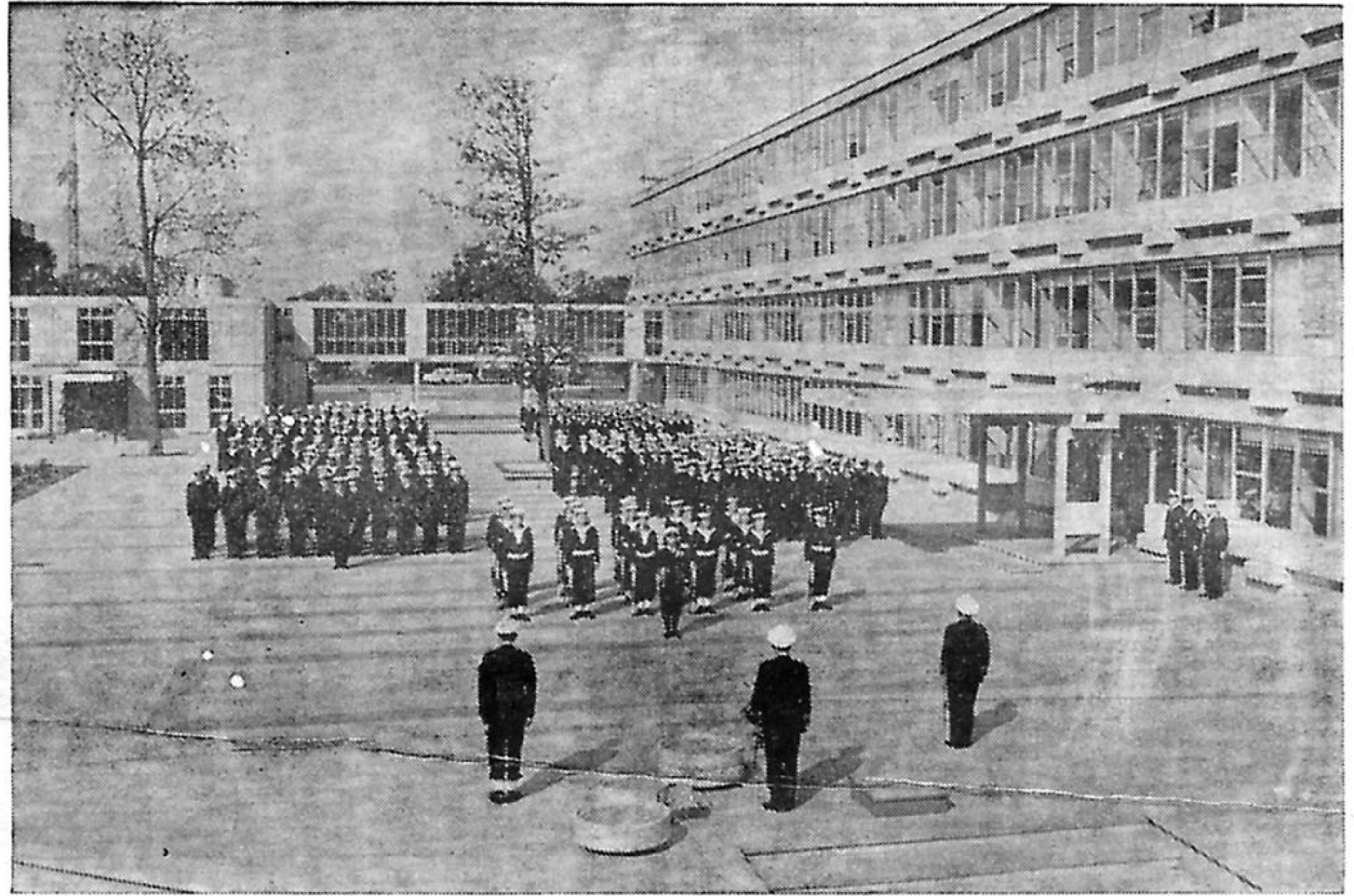
## THERE'S THE SWIMMING . . .



Wrens and ratings relax in the sunshine at the swimming pool

Pictures by CPO (PR1) B. P. Gregory (Southwick House) and PO (Phot) D. Morris

# re off ad (lucky fellow)



The "new look" Dryad forms a handsome setting for Divisions

## Dryad's new club has 'cinemasium'

A "cinemasium"—a dual purpose hall designed as a gymnasium and equipped as a cinema-cum-theatre—is only a small part of the new Dryad Club, a club which will be the focal point for the ship's company's off-duty hours.

Part of H.M.S. Dryad's £2½ million rebuilding programme, the club was opened on September 20 by Lady Twiss, who was accompanied by her husband, Sir Frank Twiss, the Second Sea Lord and Chief of Naval Personnel.

The club has many facilities—lounge bar, men-only bar, billiards room, table tennis room, NAAFI shop and staff quarters and, from the long bar, there is a superb view across the sports field and down north of Portsdown Hill.

After the opening ceremony, Lady Twiss was presented with a bouquet by L/Wren R. Waters. She then toured the club with Capt. R. D. Butt, Captain of the establishment.



Lady Twiss cuts the tape to open the new Dryad Club and Cinemasium

## ... SOME FISHING ...



ifford Amis, of West Row, East Anglia, a prominent member of the Dryad Fishing Club

## ... AND HORSE RIDING, TOO



In charge of the riding stables is PO Ray Wolfe, of Cowplain, Portsmouth. He has dealt with horses for seven years in the Navy

## Calliope hurricane recalled

A reminder of the epic escape from Samoa of H.M.S. Calliope in a hurricane 79 years ago took place at the Tyne Division R.N.R., the headquarters of which are the third to bear the name Calliope.

The insignia of the Order of the Bath, with other decorations which belonged to Admiral Sir Henry Kane (as Capt. Kane he commanded Calliope on the occasion of the hurricane), were presented to the R.N.R. by Lieut.-Cdr. and Mrs. Read, who are descendants of Admiral Kane.

Lieut.-Cdr. Read is at present serving in H.M.S. Glamorgan, which was built on the Tyne.

### TRAFALGAR RELIC

Visitors to Nelson's flagship Victory, at Portsmouth, can now see one of the sails worn at the Battle of Trafalgar.

The Fairey Swordfish is probably the best known and most famous aircraft to see action with the Fleet Air Arm in World War II. Although obsolescent in appearance, its superb handling qualities throughout its speed range made it ideal for its torpedo/bomber role, particularly at night or in bad weather conditions.

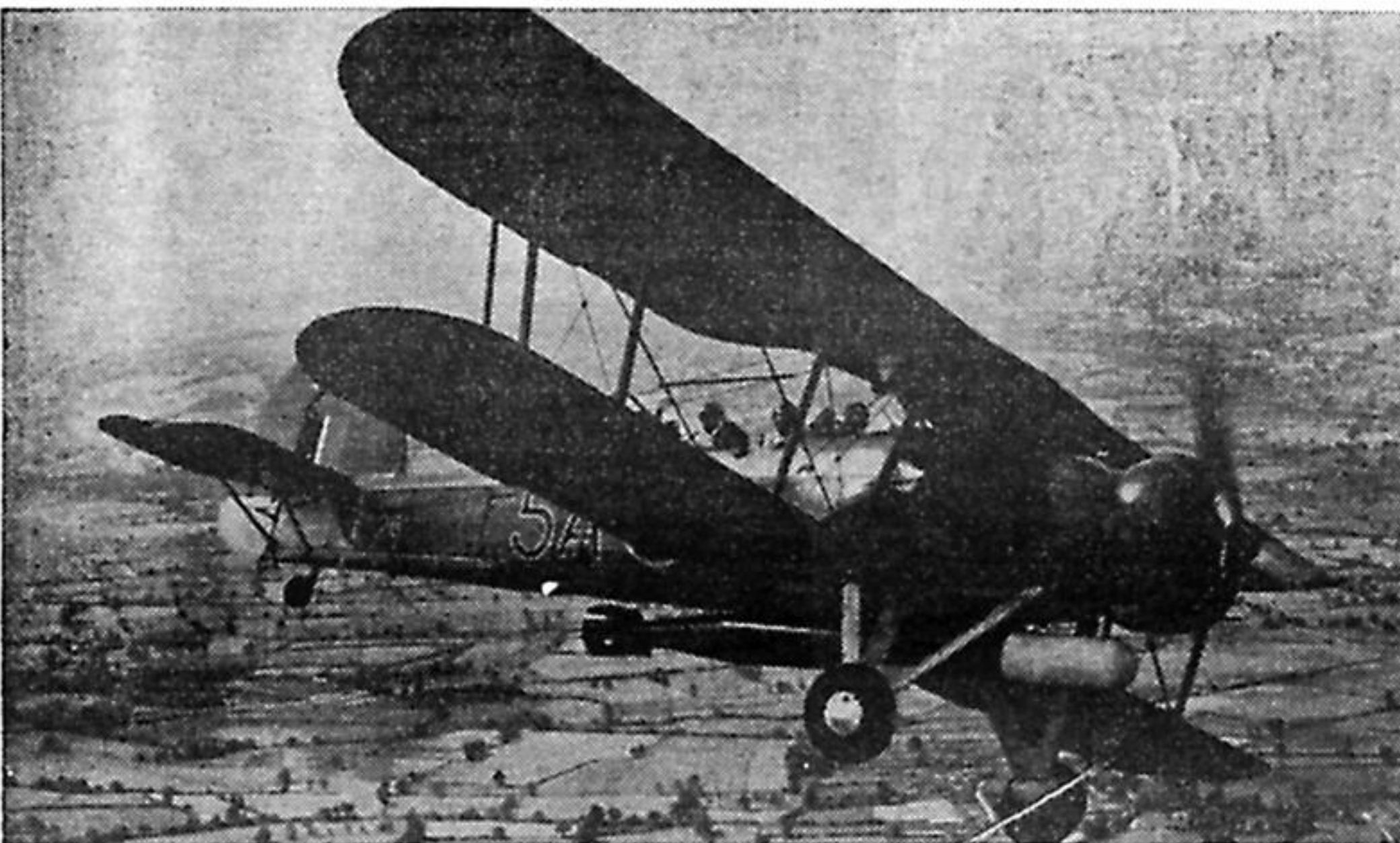
Affectionately known as the "Stringbag," it came into service in 1936 and covered itself with glory during the Fleet Air Arm's most important operations.

The prototype Swordfish first flew in April, 1934, and in November of that year the seaplane conversion made its first flight. The early Mk. I aircraft could be operated in the land-plane or seaplane role by an easily interchangeable undercarriage.

This was followed in 1943 by the Mk. II version which had strengthened lower wings to take rocket rails.

## ROYAL NAVY'S AIRCRAFT

# When 'Stringbags' crippled a fleet



The Fairey Swordfish

Later in the year a Mk. III version appeared with a radar scanner under the fuselage. The final version was the Mk. IV, which had enclosed cockpits for crew protection when operating in Canada.

To document fully the wartime exploits of the Swordfish would merit a book in itself, but a brief mention of some of its feats should prove of interest.

Throughout the war there were 25 Swordfish squadrons, in addition to the seaplane version flown from battleships and

cruisers. This fine aircraft bore the brunt of convoy and escort duties throughout the war, and was the first Fleet Air Arm aircraft to sink a U-boat. Its many other tasks included mine laying, anti-shipping strikes, and bombing of enemy-held ports.

### AT TARANTO

Perhaps its best known exploit was carried out in November, 1940, when Swordfish from Illustrious and Eagle carried out

a devastating attack on the Italian Fleet in Taranto harbour.

The attack was carried out at night, and in spite of the intense "flak," the balloon barrage, and the anti-torpedo nets, the Swordfish succeeded in severely damaging three battleships, a cruiser, two destroyers, and an oil storage depot. Not bad for an "Old Stringbag."

A less successful but equally meritorious attack occurred when Lieut.-Cdr. Esmonde led a flight of six Swordfish against the Scharnhorst and Gneisenau making their Channel dash in February, 1942. The German ships were escorted by an armada of "flak" ships, and a huge umbrella of fighter aircraft.

### ALL SHOT DOWN

In the ensuing battle all six Swordfish were shot down, and no hits were claimed on the German ships. For his heroism in pressing home his attack against such tremendous odds,

Lieut.-Cdr. Esmonde was awarded a posthumous Victoria Cross.

In May, 1941, before this tragic event, Lieut.-Cdr. Esmonde had led a squadron of Swordfish from H.M.S. Victorious against the Bismarck, and was awarded the D.S.O. for his part in the action.

It was the timely attacks of Swordfish from the Ark Royal and Victorious that succeeded in slowing down the Bismarck and damaging her rudder, thus enabling the Battle Fleet to intercept and send her to her doom.

### ONLY FOUR LEFT

Only four examples of this great aircraft are known to have survived in this country. One is on show at the Imperial War Museum, another is held at R.N. Air Station, Lee-on-Solent.

The other two are at R.N.A.S., Yeovilton. One is kept in flying trim, attending many air displays throughout the country in the summer, and the other is on display at the Fleet Air Arm Museum.

### TECHNICAL DATA

**Description:** Carrier-based torpedo-spotter-reconnaissance aircraft, or twin-float seaplane for catapult operations aboard warships.

**Manufacturers:** Fairey Aviation Co. Ltd., Hayes, Middlesex. Sub-contracted by Blackburn Aircraft Co. Ltd., Brough.

**Power Plant:** One 690 h.p. Bristol Pegasus III M.3 or 750 h.p. Pegasus XXX.

**Dimensions:** Span, 45 ft. 6 in. (17 ft. 3 in. folded); Length, 36 ft. 4 in. (40 ft. 11 in. with floats); Height, 12 ft. 10 in. (14 ft. 7 in. on floats).

**Weights:** (Landplane) Empty, 5,200 lb.; Loaded, 9,250 lb.

**Performance:** Maximum speed, 139 m.p.h. Range, 546 miles with normal fuel and one 1,610 lb. torpedo. Maximum range for reconnaissance with no bomb-load and extra fuel (236 gal.), 1,030 miles. Service ceiling, 10,700 ft.

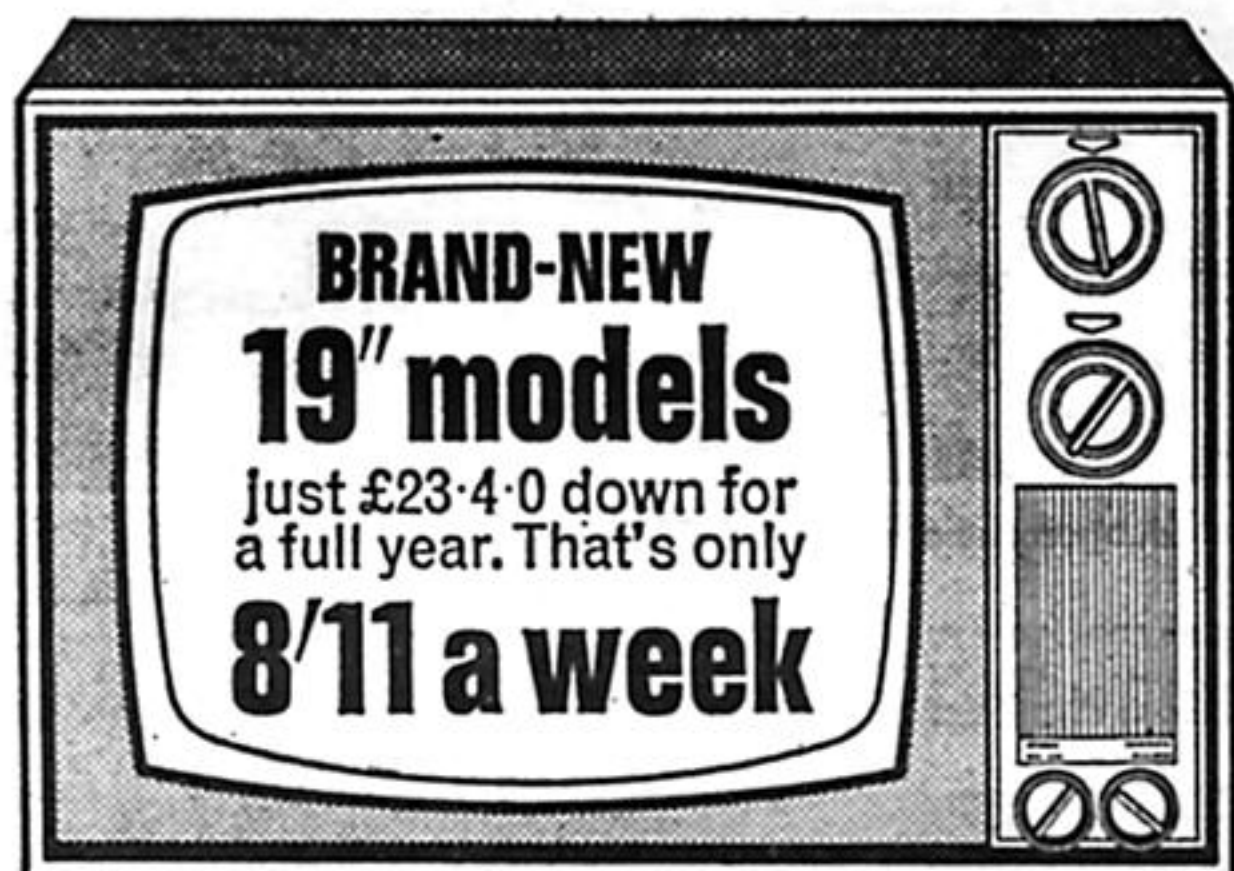
**Armament:** One fixed, synchronised Vickers gun forward, and one Lewis or Vickers "K" gun aft. Provision for one 18 in. 1,610 lb. torpedo or one 1,500 lb. mine below fuselage, or 1,500 lb. of bombs.

The Swordfish II could carry eight 60 lb. rocket-projectiles below the wings instead of torpedo or bombs.

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

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

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## LAST CONVENTIONAL SUB.

H.M.S. Onyx, the last conventionally powered patrol submarine planned for the Royal Navy, commanded by Lieut.-Cdr. Michael Everett, spent June with the Standing Naval Force, North Atlantic, in Norwegian waters.

The force was joined by H.M.S. Bulwark for Exercise "Polar Ice," the maritime part of the large-scale NATO exercise, "Polar Express," held in Northern Norway.

When the work was completed Onyx called at Tromsø and Harstad, both towns well above the Arctic Circle. The sun never set during the visit (the Norwegians seemed to take this as an excuse never to sleep!).

Midsummer's Night was celebrated in the proper fashion during the visit.

### ESCAPE TRIALS

Commissioned in November, 1967, the Onyx was selected to carry out a series of trials in submarine escape, which took place last April.

Trials in the Mediterranean had already proved that by using the new one-man escape tower and the new hooded escape immersion suit, escapes from depths of 500 feet and more presented no problems.

The trials Onyx carried out were to ensure that if the submarine lay in a tideway, the

effect of water gliding past the hull would not hinder the escaper.

The Submarine Command Escape Officer, Lieut.-Cdr. M. R. Todd, led a team of experienced divers from the Escape Training Tank in H.M.S. Dolphin.

With the Onyx slipping along at three knots 150 feet below the surface, the experienced divers made their escapes one

by one into the cold waters of Loch Fyne.

When sufficient escapes had been made and no difficulty at all experienced, it was the ship's company's turn to have a go.

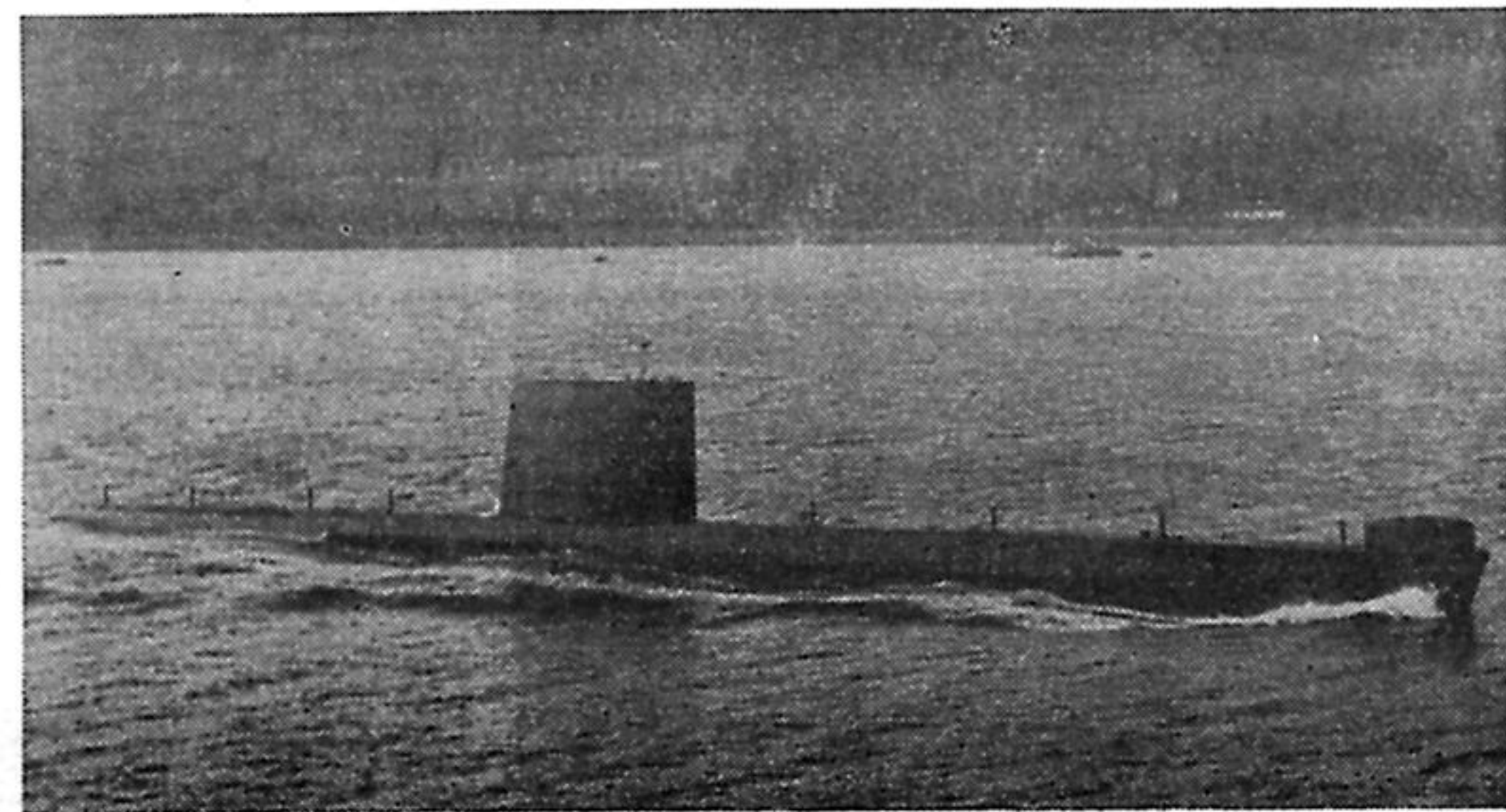
The submarine was bottomed in 130 feet, and 14 volunteers made their escape. It was an interesting experience, writes a correspondent.

As the tower flooded and the hatch opened, one popped out

at great speed and sped towards the surface. It was difficult to tell whether one's head or one's feet were winning, but, anyway, in no time at all, one broke surface with a "woosh," and lay gently bobbing in the bright sunlight of the loch.

Apart from work, there has been a fair amount of play, including visits to Lisbon and Newcastle. Admiral Sir Michael LeFanu, now the First Sea Lord, also spent four days in the submarine last January.

H.M.S. Onyx, the Royal Navy's newest submarine



# 'THEN, HEY PRESTO!'



"... and we can see mermaids coming out of the rum tub." It looked like a spot of abracadabra, but was only a pause for explanation as these Wrens from H.M.S. Mercury toured H.M.S. Galatea. Picture by L/A(Phot) Pogson

## To explore two Navy wrecks

Eight members of the R.A.F. St. Athan Sub-Aqua Club are to explore two Royal Navy shipwrecks and an aircraft lying in deep water off the coast of Malta this month.

One of the shipwrecks is believed to be a destroyer sunk by enemy action in about 1942 in Grand Harbour; the other is of an ammunition ship.

The aircraft is believed to be a Blenheim bomber. Apart from its tailplane, lying on the sand in 100 ft. of water a few yards away, the aircraft appears to be intact—"as though ready for take-off," says the expedition leader, Sgt. Brian Bertola.

moored to the seabed with six wires, the winches had to be manned day and night. In one 24-hour period H.M.S. Reclaim had to be re-positioned 70 times.

The first fragments of the wreckage were brought up by P.O. Robert Fraser, a 32-year-old Scot, on the evening of Thursday, June 6.

Thereafter H.M.S. Reclaim made another three visits to the location when tidal conditions were suitable for diving. During this period four engines, both wings, some fuselage framing, and smaller pieces of wreckage were recovered amounting to approximately eight tons.

The greater part of the recovery work was done by six divers: Lieut. Peter Cobby, the ship's diving officer, of Cornwall, Portsmouth; CPO Tom Norman, of Fareham; PO Robert Fraser, of Gosport; PO Charles Kempson, of Leicester; PO Dennis Williams, of Plymouth; and PO Leslie Woods, also of Plymouth.

## Leander 'chopper' on mercy trip

While on the Beira patrol in the Mozambique Channel, H.M.S. Leander received a call from the French tanker Astrolobe, saying she had a sick seaman on board.

The Leander's helicopter picked up the sick man and, after a midnight flight, landed him at a Mozambique hospital.

# '...and where do you think you've been?'

But it wasn't the wife waiting up for an erring husband. Sylvia Koscina, starring in "The Secret War of Harry Frigg," listens to the explanation of Paul Newman for an unexpected visit to her bedroom

## Films for the Fleet

The latest list of feature films released by the Royal Naval Film Corporation for showing to the Fleet is as follows:

**Day of the Evil Gun.**— Glenn Ford, Dean Jagger, Arthur Kennedy. An unusual story of two men searching for a white woman and two children kidnapped by Apaches. Effective story with an occasional flash of humour makes the film good Western fare. (M.G.M.). No. 690.

**Madigan.**— Richard Widmark, Henry Fonda, Inger Stevens. Tense drama of New York police activity. Powerful opening action is matched by an equally terrific gun-battle climax. (Rank Film Library). No. 691.

**For a Few Dollars More.**— Clint Eastwood, Lee van Cleef. A story which erupts regularly into violent excitement. Tough action sequences provide exciting fare for Western fans who like strong meat. (United Artists). No. 692.

**Charge of the Light Brigade.**— Trevor Howard, Vanessa Redgrave, John Gielgud. The first part of the picture presents a convincing glimpse of the Victorian social and military scene, leading to the spectacular battle climax. Good general entertainment. (United Artists). No. 693.

**The Secret War of Harry Frigg.**— Paul Newman, Sylvia Koscina. Prisoner-of-war comedy in which a private is assigned the task of arranging the escape of generals held prisoner. Delightful bit of fun providing light-hearted entertainment. (Rank Film Library). No. 694.



Royal Navy divers from H.M.S. Reclaim set up new endurance records during Operation Tuskar, the salvage of the Aer Lingus Viscount aircraft which crashed into the Irish Sea near Tuskar Rock Lighthouse on March 24.

Over a period totalling 26 days they carried out 91 dives at depths of around 250 feet. It was the most continuously difficult and dangerous underwater operation ever carried out by the Royal Navy, and it resulted in the recovery of over one-third of the aircraft, including sections required for detailed examination.

Cdr. Peter Messervy, commanding officer of the Reclaim, and an experienced diver him-

## Reclaim divers break records

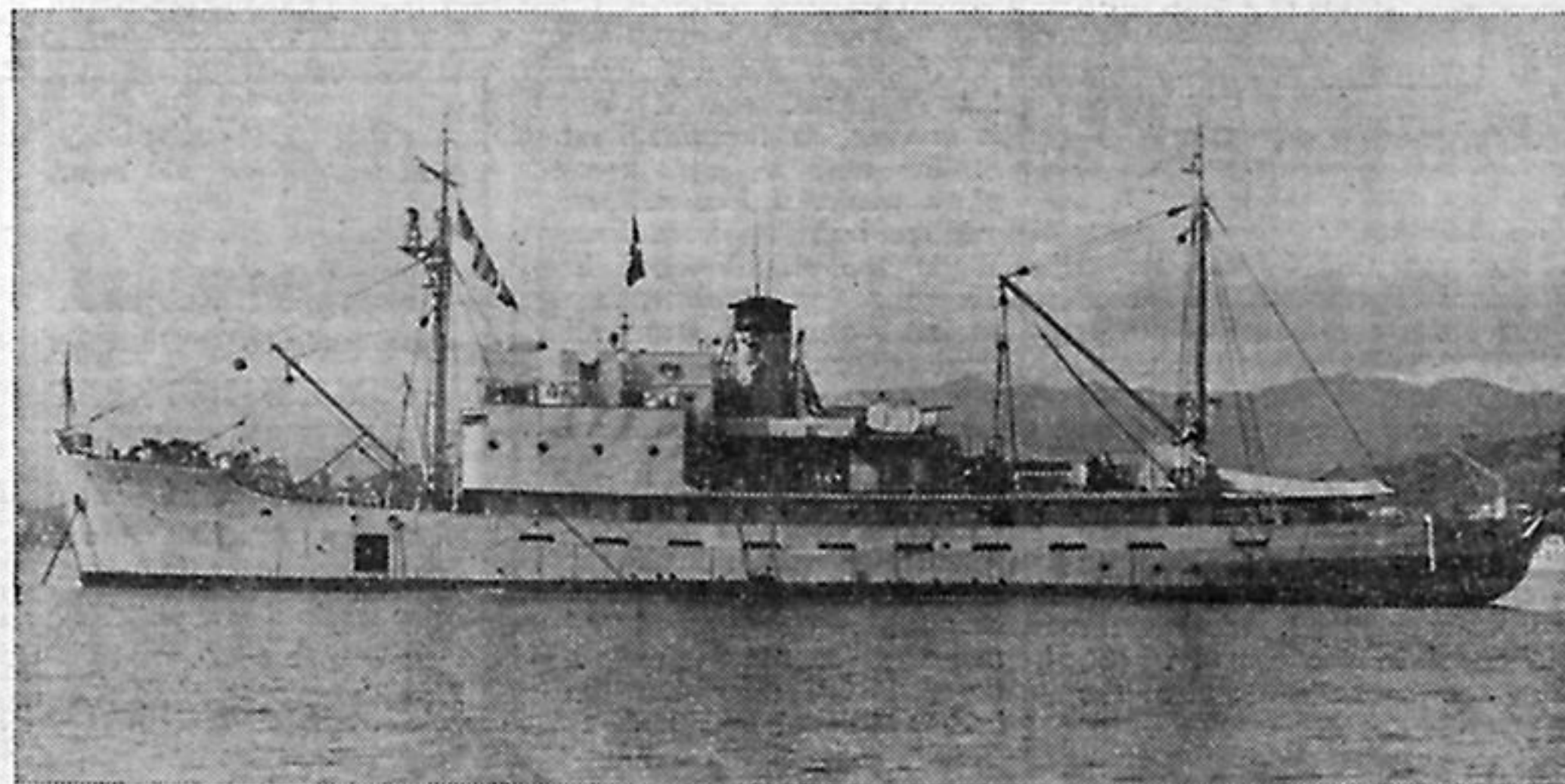
self, commented: "Our divers stretched themselves to the limits in terms of the depth which can be reached using compressed air, and in terms of physical endurance. It was a race to make three dives every tide and, to my knowledge, no other divers have ever attempted to sustain this pressure of work at such a deep depth."

At 250 feet the divers could only work on the bottom for

12-15 minutes. Visibility was so bad that they could only see a few feet in the beam of torches and lights on the diving chamber, and it was a constant struggle to remain in position against the tide while trying to fasten lifting wires round jagged wreckage to be raised by the salvage vessel Uplifter.

Everyone on the ship was engaged in the operation—tending to the divers and keeping the ship in position. Despite being

The 2,300-ton deep-diving ship Reclaim



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# 'BOMBERBATICS' BY THE NAVY

## Farnborough Air Show display

After all the effort which was put into Farnborough 1968, it would be wrong not to glance back and take stock on behalf of the Fleet Air Arm, writes Lieut.-Cdr. H. C. Lipscomb.

The decision of the S.B.A.C. Show organisers to relegate the Services to the three public days certainly diminished the impact of the Navy's last fixed-wing participation.

However, the pattern set up during the Trade Days of the short take-offs and minicraft aerobatics was the best curtain-raiser the Navy could have had.

The long yawn which had dragged on through the week was shaken off in one 15-minute bomb-burst of skill, excitement, and entertainment.

### SILENT SERVICE

It seemed that our commentator, Lieut.-Cdr. Pete Sheppard, drew the only humour of the day when he introduced the Fleet Air Arm's participation as the "Silent Service" over the roar of 16 jets striking the airfield.

The diving Vixens, Buccaneers, and Phantoms were followed by a mass of 845 Squadron helicopters bringing their Royal Marine assault troops.

All at once, the whole of Farnborough was buzzing. Even the engrossed reps. on the terraces came out to look. Yes, the Navy had brought life to the Show.

Then, suddenly, the jets had gone and choppers were everywhere. 845 revelled in smoke, bangs, parachute drops, and underslung hoists of Land-Rovers and guns, and finally hauled away a smoke-stricken Hiller, all in a scene which

could not have been staged better by J. Arthur Rank in his hey-day.

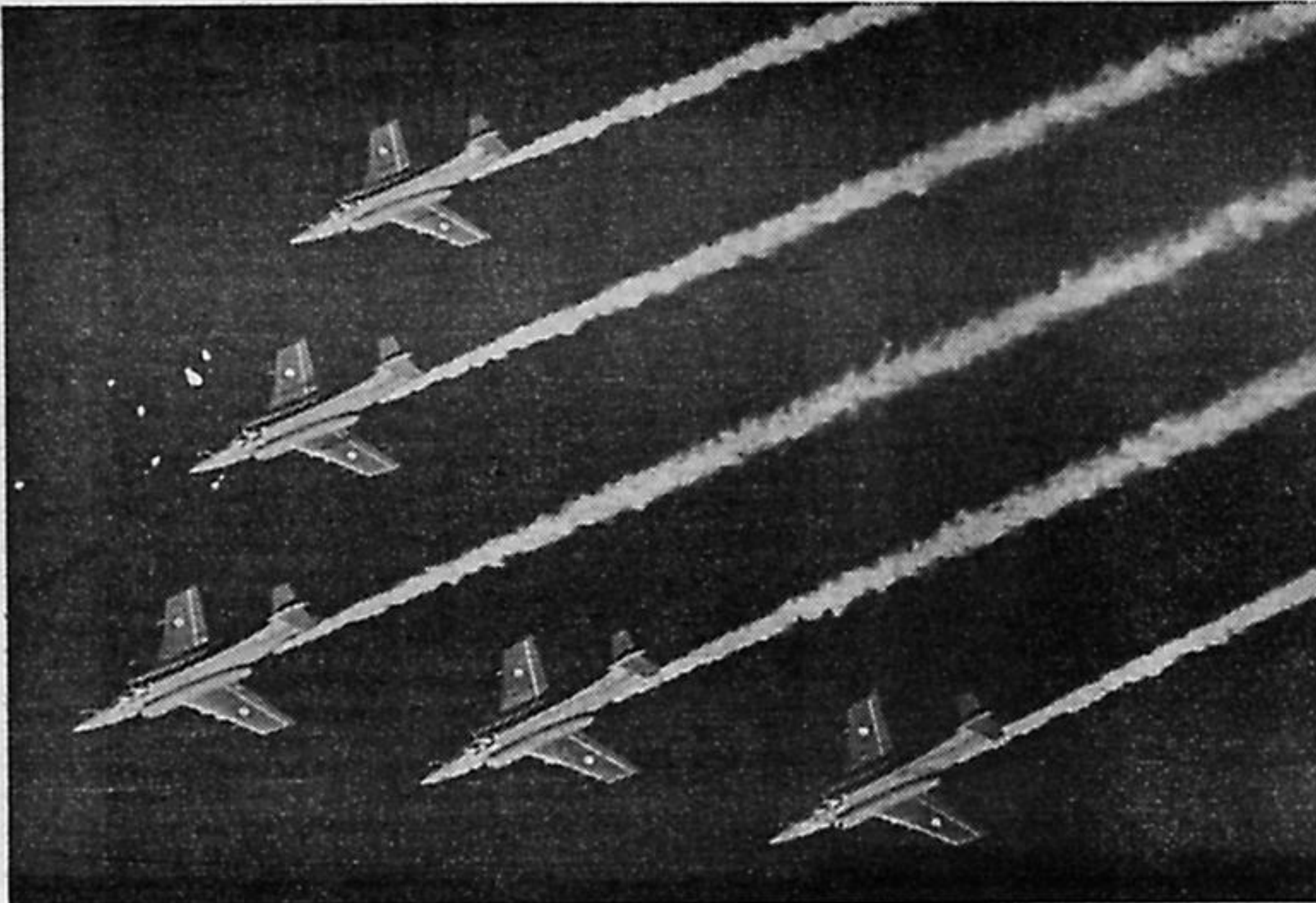
### SUPER ROCKET

The last objective of the assault, a super rocket made of brightly-painted oil drums seemed no deterrent as it was blown up in a mushroom cloud.

This obviously was the signal for Simon to lead in his "Circus" of Sea Vixens, with the 'Phoenix Five' Buccaneers in anchor formation, followed at a safe distance by Phantoms at the required sub-sonic speed.

Never before have the Navy joined two aerobatic teams in one routine. It undoubtedly

(Continued in column 4)



The "bomberbatic" Buccaneers



The Buccaneer crews. Left to right: Lieut.-Cdr. Arthur White (commanding officer of 809 Squadron), Lieut.-Cdr. Dave Eagles (senior pilot), Lieut. "Tommy" Thompson, Sub-Lieut. Robin Cox, Flt. Lieut. Peter Sturt (A.A.F. exchange), Lieut. Peter King, Lieut.-Cdr. Pete Matthews (senior observer), Lieut. "Paddy" Meiklejohn, Sub-Lieut. Dave Bedoe, and Sub-Lieut. "Twiggy" Cunningham

(Continued from column 2)

paid dividends, since there was always something for the public to see: if not the rolls of the Buccaneers, then the loops of the Vixens.

Although these aircraft will never equal the agility of the Gnats, the Fleet Air Arm pilots certainly matched the skill of the "Arrows," leaving behind an impression of excitement.

### VINTAGE YEAR

The four participating squadrons, 845, 892, 809 and 700P had their problems, yet, somehow, each squadron surpassed all difficulties, making it a vintage year for the Navy at Farnborough.

For those of us naval spectators who were watching, it gave us a great feeling of pride that "our guys" had stolen the show.

### ST. VINCENT VISITORS

Accompanied by the Royal Marines Band and a naval guard, the commanding officer of H.M.S. St. Vincent (Capt. M. H. Griffin) and a party of men from the establishment visited Stone (Staffs).

The object of the visit was to help to raise funds for the restoration of the mausoleum in Stone Parish Churchyard, in which is interred Admiral Sir John Jervis, the first Earl St. Vincent. Stone was also the birthplace of the Admiral.

The Navy is to restore and maintain the mausoleum.

## ROYAL NAVAL ASSOCIATION

### A circus at the ball

Forty members of the Newton Abbot branch attended the end-of-term ball in H.M.S. Raleigh, where the cinema had been decorated to give the effect of a circus. While supper was being served, llamas, monkeys and parrots took over the entertainment, much to the delight of everyone present.

This function completed the summer social programme, but no time was lost in starting the autumn round for, on August 31, 52 members visited the Plymouth branch for a social evening.

### STANDARD DEDICATED

The Northfield branch, inaugurated just over two years ago, now has 76 members, and on September 15 the branch standard was dedicated.

One who was missed at the dedication ceremony was the treasurer of the branch, Shipmate James Watkins, who died on August 17.

The branch meets every Thursday at the Bell Hotel, Northfield.

### FOUNDER'S DEATH

Founder member of Aldershot branch and first treasurer, the death has taken place of ex-Yeoman of Signals Albert Henry Atkins, who served throughout both world wars.

### OLD SHIPMATES

The Royal Naval Telegraphists (1918) Association are holding their 36th annual dinner and general meeting on board H.M.S. Chrysanthemum on October 19 at 6.30 p.m. Information may be obtained from Mr. A. Hoare, 152, Wellmeadow Road, Catford, S.E.16.

D. Shaw, 125 Grimsby Road, Cleethorpes, would like to contact any of the war-time complement of H.M.S. Arab, based at Grimsby, commanding officer Lieut. Stannard, R.N.R.

## COMBINED OP.



H.M.S. Intrepid, the Navy's newest assault ship, is serving on the Far East Station with a ship's company made up of sailors, soldiers, and Royal Marines. While the ship docked in Singapore for a maintenance period, volunteers from all three groups combined to work at the Cheshire Home for the Disabled in Johore Bahru.

New ditches were dug and cemented ready for the monsoon rains which last year flooded the home. The grounds were cleared of dense undergrowth, and a new coat of paint left the home looking as good as new.

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# Chief built a new bar

Naval senior rates who are based at Maritime Headquarters, Pitreavie, Rosyth, live in the sergeants' mess at R.A.F. Turnhouse. The bar there, situated in the main entrance hall, was considered inconvenient in many ways. Chief Shipwright Desmond Smith, who works in No. 17

Group Work Study Team based at M.H.Q. volunteered to design and build a new bar in his spare time. When the bar was formally

opened by the A.O.C. Scotland, Air Vice-Marshal A. Johnstone, he presented CPO Smith with a silver tankard in appreciation of his efforts.



A toast to the new bar by CPO Smith and Air Vice-Marshal Johnstone  
Picture by courtesy of "The Scotsman"

## The 'News' Diary

### Famous Musical Director retiring

The man who has led Britain's most famous military band for nearly 40 years is to retire at the end of this year, aged 60.

He is Lieut.-Colonel F. Vivian Dunn, Principal Director of Music Royal Marines.

Colonel Dunn joined the Royal Marines in September, 1931, as the Director of Music of the Band of Her Majesty's Royal Marines, Portsmouth Division. At the time of his appointment he was 22—the youngest Director of Music ever appointed.

He is the third generation to follow the tradition of military music in his family. His father, after being a Director of Music in the Indian Army, later became Director of Music in the Royal Horse Guards.

Colonel Dunn received his musical education at the Konservatorium der Musik, Cologne, and the Royal Academy, of which he is a Fellow.



Twenty-one-year-old Michael Thurstan, a sub-lieutenant at R.N. Air Station, Culdrose, was presented with his helicopter wings by his father. It is believed they are the only father-and-son helicopter pilots in the Fleet Air Arm

Before entering the Corps, he was one of the original members of the B.B.C. Symphony Orchestra and while studying at the academy was assistant choral conductor with Sir Henry Wood.

200 yards away from the aircraft, which was in danger of going up in flames. Both men were picked up.

Lieut. Madge, who was educated at Christ's Hospital, entered the Navy 12 years ago as a rating. He gained his commission after three years, and joined the Fleet Air Arm.

### Commendation for F.A.A. observer

For "courage, skill and initiative," Lieut. Paul Madge, of Helston (Cornwall), now serving in the carrier Hermes in the Far East, has been awarded the Queen's Commendation for Brave Conduct.

Lieut. Madge was flying as an observer in a Wessex helicopter of 737 Squadron, based at Portland, which was taking part in a night exercise. The helicopter had an engine failure and fell into the sea.

Finding the pilot unable to get out, Lieut. Madge released him from his harness, dragged him clear, and swam with him

### Channel rescue

For saving 23-year-old Mrs. Christina Walliman from a trimaran in heavy seas in the Channel, AB Keith Holliday, of H.M. submarine Grampus, has been presented with the Royal Humane Society's Testimonial on Vellum, the award being handed over at H.M.S. Dolphin by the Flag Officer Submarines (Vice-Admiral Michael Pollock).

Mrs. Walliman managed to jump on to the Grampus casing, and was carried to the safety of the conning tower by AB Holliday. He was swept off his feet several times by the constant wash.

## New Vicar is an ex-chief writer

Probably the only vicar in the country holding the Long Service and Good Conduct Medal, the Rev. Frederick L. Wood, B.E.M., was instituted as Vicar of Charles-with-St. Matthias, Plymouth, by the Bishop of Plymouth, on September 6.

An ex-chief writer, Mr. Wood served in the Navy from 1934 to 1962. Trained for the ministry at Worcester Ordination College, he served a curacy at St. Paul's Church, Preston, Paignton, and while there was padre to the British Legion, meeting many old friends.

The church was full for the institution, the congregation in-

cluding five coach loads from his former parish at Preston.

Walking ashore from Whale Island, Portsmouth, Musician Richard Perrett, R.M., heard cries from the water, and jumped fully-clothed to help an 18-year-old girl in danger of being swept away by the tide.



AB Keith Holliday with his Royal Humane Society's Testimonial on Vellum

## H.M.S. JUFAIR ALSO HAS A MOSQUE

The suggestion that Singapore is the only naval base with a mosque within its boundaries is corrected in a note from Commodore T. E. Fanshawe, the Commander Naval Forces Gulf.

He points out that at H.M.S. Jufair, in Bahrain, a mosque has stood for a considerable time. The land on which H.M.S. Jufair (and the mosque) stands was bought by the Government from the Ruler of Bahrain in 1934, and on April 13, 1935, the White Ensign was hoisted ashore there for the first time. One of the conditions of the sale was the establishment of a right-of-way through the land to the mosque, which is used to this day, mostly by Bahrainis employed within the confines of H.M.S. Jufair.

The Jufair site has seen many changes in the last 25 years. In 1946 the Political Residency moved from Bushire to Bahrain, and was built on naval land within Ras al Jufair.

More recently a large portion of the rest of the land granted has been built upon to house the joint service staffs now working there consequent upon the redeployment from Aden, and the Army Garrison headquarters.

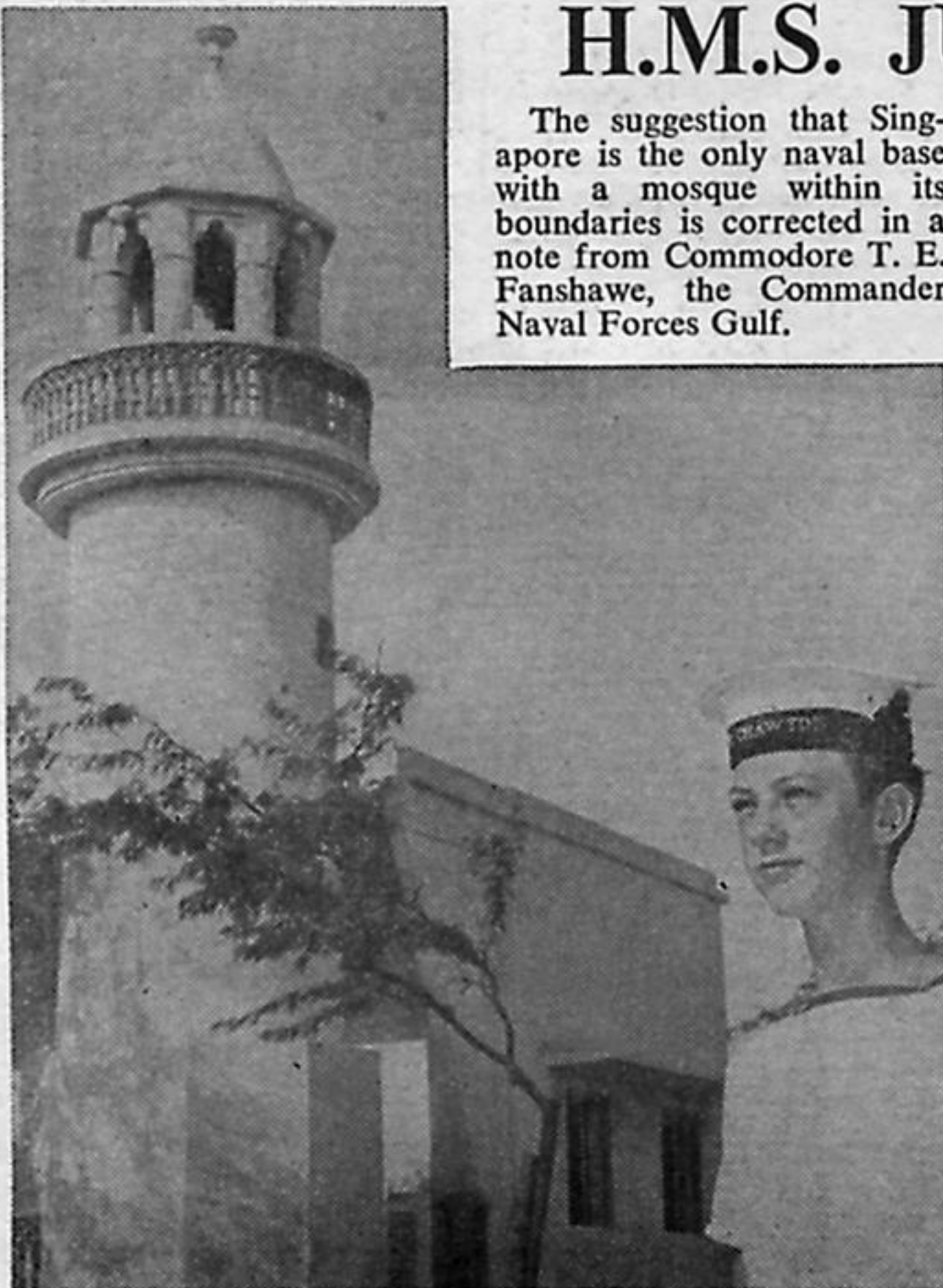
Photographed beside the mosque (left) is EM2 Stephen Hector Hartley, of Atherton,

who joined the Navy in April, 1966, on a 12-year engagement.

After training at H.M.S. Ganges and Collingwood, he joined his first seagoing ship, H.M.S. Chawton, in which he has visited Gibraltar, Freetown, Takoradi, Walvis Bay, Simons-town, Durban, Mombasa and Bahrain.



Capt. Jeremy Lee, R.M., who, as announced last month, has been awarded the Sultan of Oman's Bravery Medal



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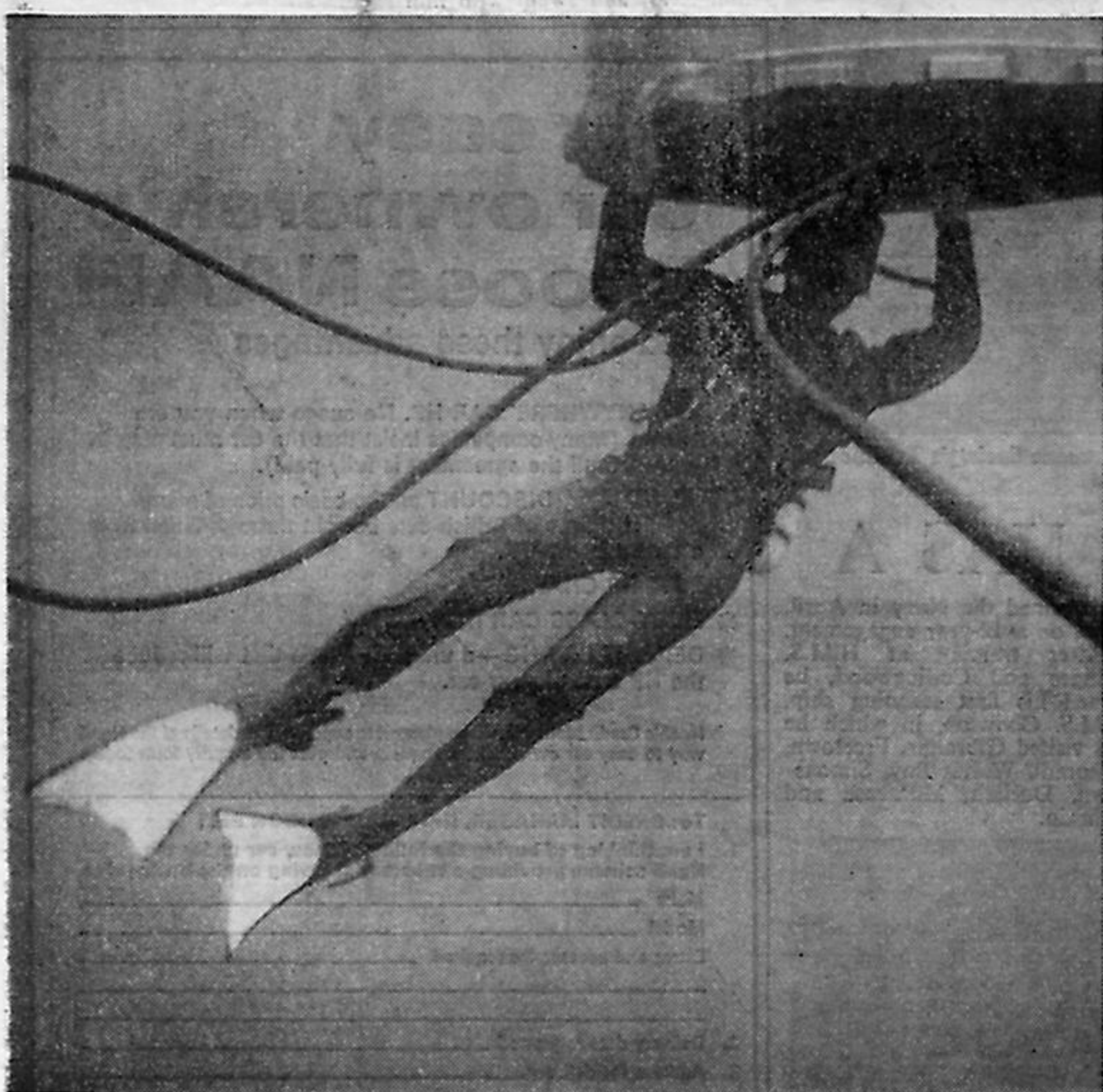
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7. Date \_\_\_\_\_

# Families day aboard Naiad



When families spent a day at sea aboard H.M.S. Naiad, a lunchtime concert was given by the band of the Queen's Own Hussars, watched with close attention by Sally Jane Cantello, daughter of Sub-Lieut. Cantello



"You're looking the wrong way son!" But it was too late — the camera had clicked. PO (R) Michael Warren, sister-in-law Maureen, daughter Susan, and son Paul were leaving the Naiad after their day afloat. Balloons and sweets were distributed to the children as parting gifts

## 'Awash' with the guests

By the time H.M.S. Naiad was approaching the end of the Home Leg of her General Service Commission, she had earned her reputation as a genial and accomplished hostess by entertaining a great variety of visitors.

It was, therefore, with considerable experience and renewed zest, that she undertook to hold a Families' Day on August 19.

It was not until the guest list was finalised and it was discovered that the guests would exceed the ship's company by more than two to one (more than half of them children) that the sheer magnitude of the event was fully appreciated.

Nothing daunted, however, the happening began to take shape.

Having embarked all the visitors, the brow was removed (and replaced no fewer than four times, to the intense delight of the guests, who thought it was all part of the show, and to the bitter chagrin of the gangway staff, who knew that it was not!).

### ONLY A RUMOUR

It was rumoured at this stage (departure time plus three minutes) that the Flight Commander's guests were going to arrive by helicopter or by some other, even more spectacular and Divine transportation.

However, both these alternatives were in the end disproved by a more practical and worldly last-minute dash along the jetty, followed by a flying leap over the disappearing brow.

Soon the Flag, Boat and Sea Cat decks were awash with well wrapped wives and girl friends, providing the ship with an instant list and causing the M.E.O. to wrestle furiously with stability diagrams, adding more iron grey to an already distinctively flecked "Players Please" set.

After lunch, an exhibition of mortar firing, with the launching of the seaboat to recover the projectiles, held the interest of the senior guests, while the children were rapt in the adventures of Tom and Jerry. Good old Fred!

On returning, having disgorged passengers to the strains of "A Life on the Ocean Wave," H.M.S. Naiad visibly wilting—but with spirit unbroken—relaxed into the peace and quiet of a Dockyard Maintenance Period.



"What's that thing on that ship there?" Five-year-old Anne (left) surveys the harbour with her father, Lieut.-Cdr. Woodman, commanding officer of H.M.S. Naiad. Pictures by N/A(Phot) Ball

Julie (18 months) had flaked out, but wideawake Shirley, aged three, had fun trying on dad's hat. They are the children of L/SA Peter Gwynn and his wife Janet



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When the Rothesay class anti-submarine frigate H.M.S. Yarmouth recommissioned at Portsmouth on October 1, the guest of honour was the Mayor of Great Yarmouth, Councillor Mrs. E. V. Fleet.

The present Yarmouth (2,600 tons full load) is the sixth of her name to serve in the Royal Navy. The first was built at Yarmouth in 1653.

Her immediate predecessor took part in the Battle of Jutland, and was the first light cruiser fitted with a "flying-off platform" for an aeroplane.

Completed in 1960, the present Yarmouth (commanded by Cdr. R. Gerken) has been in dockyard hands since May, 1966, undergoing a long refit and modernisation.

A hangar and flight deck for a Wasp anti-submarine helicopter has been built, and the ship has been altered so that she can fire Seacat guided weapons.

Dining halls have been built for both senior and junior ratings, and hammocks have been entirely replaced by bunks.



H.M.S. Yarmouth, showing the reconstructed after works to include a helicopter hangar

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### BY AIR TO SUBMARINE

Mr. G. Reynolds, Minister of Defence (Administration) and Deputy Defence Secretary, with the Second Sea Lord, Admiral Sir Frank Twiss, visited H.M.S. Ocelot on July 24, joining the submarine by helicopter from H.M.S. Sirius

## Carysfort's two months in New Zealand

It is rare for a ship on the foreign leg of a General Service Commission to spend two months in Australia and New Zealand, but H.M.S. Carysfort, commanded by Cdr. D. J. R. Chapman, has managed it.

After her visit to Tonga for the signing of "The Treaty of Friendship," the destroyer steamed via Fiji to Nelson in New Zealand's South Island.

Nelson, known throughout New Zealand as "Sleepy Hollow," really came up trumps. The inhabitants took members of the ship's company to their homes, organised visits to trotting races, ski-ing, wine tasting, hunting and fishing, as well as sight-seeing tours.

The duty party on board dined off oysters provided by a local tradesman at two shillings a dozen.

### ENSIGN CEREMONY

The Carysfort was at Auckland for the Royal New Zealand Navy's new Ensign ceremony, and then sailed for Sydney across the Tasman Sea.

The wind was at force 7 for the crossing, with a nasty cross swell. Two freak waves damaged the whaler and removed several lockers and other deck fittings.

Those on board "felt for" Sir Francis Chichester and Sir Alec Rose crossing, single-handed, these same waters.

Sydney was exciting—a big city, "full of beautiful girls"—was host for a fortnight's self maintenance period. The ship's berth could not have been better, dominated as it was by the towering bridge and the remarkable new Opera House.

### MANY FRIENDS

From Sydney the Carysfort sailed with units of the Australian fleet back across a much subdued Tasman to Auckland for three weeks of exercises.

Such a long visit enabled the ship's company to make many firm friends and really get established at week-ends. Hosts of places were visited by the ship's company.

When the whole fleet was assembled, the Navy League of New Zealand gave a dance for 1,000 in Auckland Town Hall and, with amazing facility, produced 500 pretty partners.

"Our Creation," the Carysfort's pop group, was asked to assist the R.N.Z.N. dance band and their audience of 1,000 was the largest they have had so far. They were described in a local paper as "a first class and excellent group whom it has been our outstanding pleasure to hear."

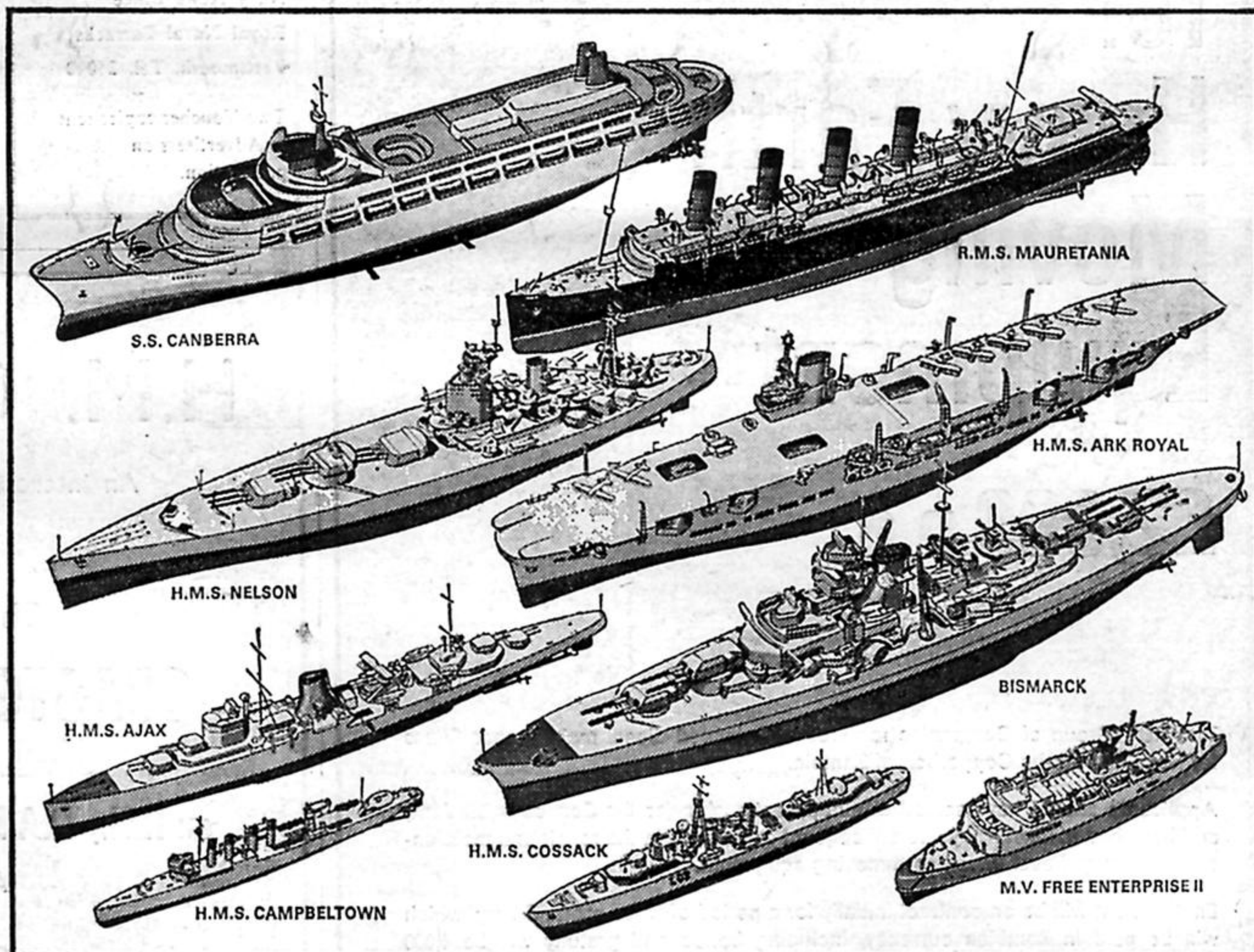
### 'UNIQUE OCCASION'

When the Carysfort finally sailed from the R.N.Z.N. base at Devonport, in company with H.M.S. Llandaff, the captain sent the following signal—"Surely this is a unique occasion. Two Guzz ships sail from Devonport to Devonport, the one east, the other west about."

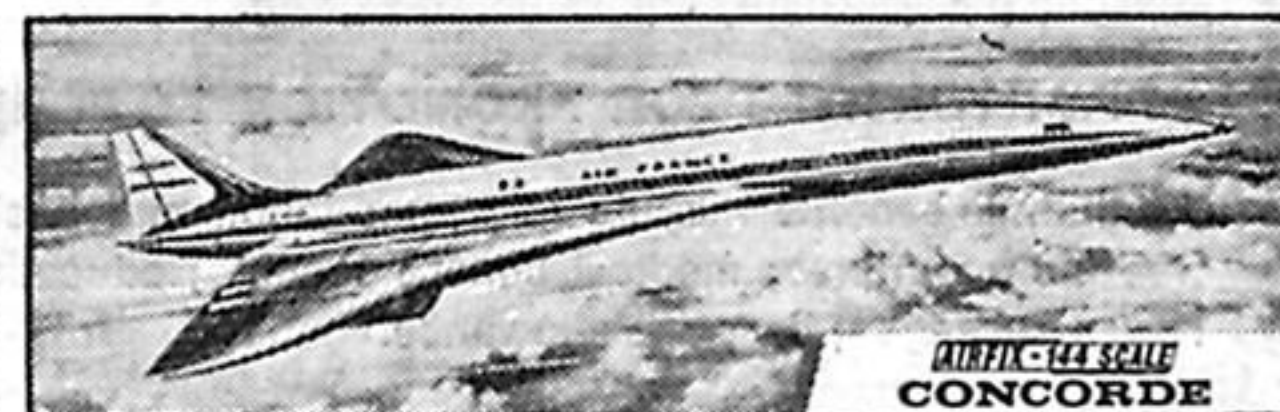
### 'Nelson' Scabbard?

Part of a diamond-studded gold scabbard, recovered from the River Wey and believed to have belonged to Lord Nelson, has been decreed as not treasure trove and belongs, therefore, to the finder—Mr. Frederick Besh, a Weybridge (Surrey) engineer.

It is possible that the sword may have been a gift by the Sultan of Turkey to Admiral Nelson. If this could be proved, the find could fetch several thousand pounds. The "scrap" value of the enamel and gold and of the 633 small diamonds is said to be between £700 and £800.



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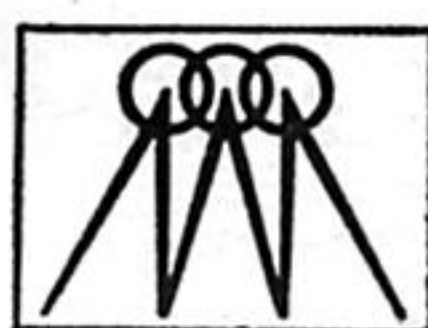
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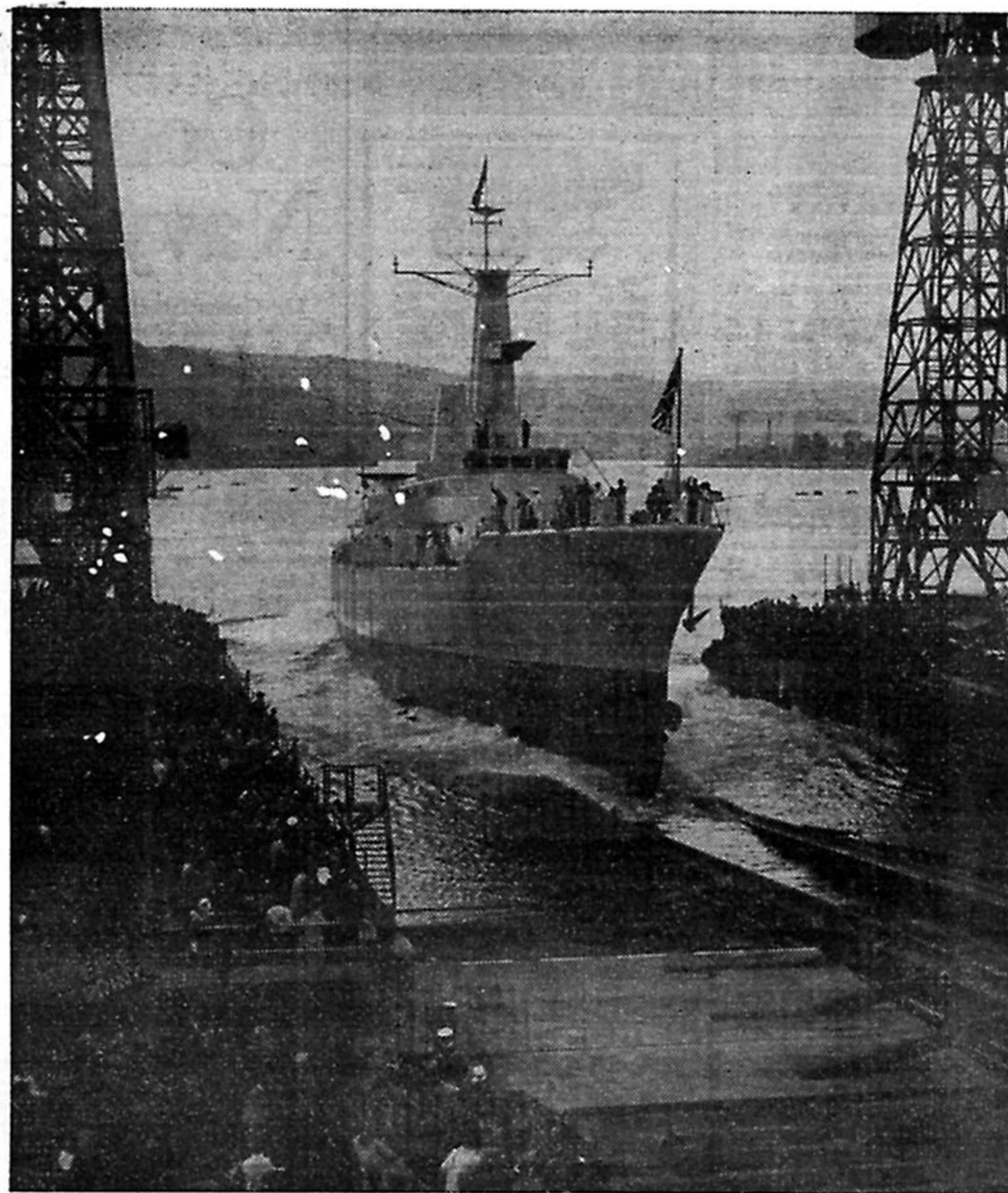
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After seeing the ship Mr. Coote said that men were not sailors today—they were technicians.

When he joined the Navy as a teenager at Plymouth in 1903, one of the first things every morning was to shin up to the mast-head of H.M.S. Impregnable.

He said that bunks were unheard of, fit only for land-lubbers. His pay was 3s 6d. a week.

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Mr. Coote had served in a previous Scylla—the third of the name, a cruiser of 1892 which was sold in 1914. He joined that ship at Chatham about 61 years ago and spent most of the time in her in the West Indies.

The present Scylla (seen left at the launching) is the fifth of the name. The fourth one to bear the name was the 1940 cruiser which was broken up in 1950.

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# APPOINTMENTS

## Controller of Navy promoted



Admiral Sir Horace R. Law

The Controller of the Navy, Sir Horace Law, was promoted to admiral to date September 17.

A gunnery specialist, Admiral Law is related to Admiral Lord Nelson through Charlotte Nelson, Duchess of Bronte, who was his great grandmother.

A former Flag Officer Sea Training at Portland, and Flag Officer Submarines, Admiral Law was promoted to vice-admiral on assuming his present post in 1965.

Two new vice-admirals have been announced. Rear-Admiral (Acting Vice-Admiral) Peter Compston, Deputy Supreme Allied Commander Atlantic, and Rear-Admiral A. M. Lewis, the Flag Officer Flotillas, Western Fleet, were promoted to vice-admiral to date September 20.

The Rev. Ambrose Weekes is to succeed the Ven. Archdeacon Christopher Prior as Chaplain of the Fleet on April, 1969.

Appointments recently announced include the following:

Capt. K. Lee-White, Jufair as Commander, Naval Forces Gulf. To serve as Commodore.  
Capt. J. S. Saunders, Forth in command, and as Capt. 7th S/M Squadron, November 18.

Capt. A. S. Morton, Sea Eagle in command and as Senior Naval Officer Northern Ireland, and Naval Director Joint A/S School, Londonderry, November 29.

Capt. B. C. G. Hutchings, Undaunted in command and as Capt. (D), Portland Squadron, December 6.

Capt. D. B. Morison, Mohawk, December 8, and in command, d.t.b.r.

Capt. P. Maslen, Arethusa, January 4, and in command, d.t.b.r.

Capt. H. P. Janlon, Aurora, November 18, and in command, d.t.b.r.

Capt. D. E. P. George, Danae, December 16 and in command, d.t.b.r.

Cdr. J. G. Wemyss, Terror as Commander Inshore Flotilla (Far East), September 10.

Cdr. R. W. F. Gerken, Yarmouth in command, October 1.

Cdr. F. D. Nichol, Juno in command, January, d.t.b.r.

Cdr. C. E. K. Robinson, Fawn, September 10, and in command, d.t.b.r.

Cdr. J. N. Humphry-Baker, Ganges as Executive Officer, December 10.

Leut.-Cdr. J. J. Black, Decoy, January 7, and in command, d.t.b.r.

Leut.-Cdr. T. J. F. Sez, Chichester, November 5.

Leut.-Cdr. J. Gratton, Reclaim in command, August 30.

Leut.-Cdr. J. P. Speller, Ambush in command, October 16.

Leut.-Cdr. J. A. McPhee, Wasperton in command, December 16.

Leut.-Cdr. J. P. Gunning, Chawton in command and as S.O. 9th M.C.M. Squadron, January 7.

Leut.-Cdr. J. T. Saunders, Chilcompton in command, October 1.

Leut.-Cdr. J. Hall, Dartington, November, and in command.

Leut.-Cdr. M. J. Bateman, Heron for L.S.O. School in command, January 20.

Leut.-Cdr. M. J. Holmes, Osprey for 737 Squadron in command, December 11.

Leut.-Cdr. J. D. H. B. Howard, Fulmar for 809 Squadron in command, December 4.

Royal Marines  
Col. J. J. Day, R.M. Assistant Adjutant General, January 27.

# THE HISTORY OF THE DREADNOUGHT

Some books appeal by their subject, their content, some by their pictures or typography, and some, perhaps by their binding.

The second edition of Richard Hough's "Dreadnought. A History of the Modern Battleship" (George Allen and Unwin Ltd., 80s.) appeals on all counts.

The book is dedicated to the late Dr. Oscar Parkes, "who should have written this book" says the author. No greater praise for it can be given than to say that the eminent Dr. Parkes would have been proud to have produced it.

Tracing the history of the battleship from the first Dreadnought, built at Portsmouth in record time (she was only 100 days on the stocks) to the Vanguard and other leviathans, this edition tells of the birth, the work, and the death of the battleships of the world.

The 1906 Dreadnought gave her name to the last generations of the battleship (including the battlecruisers.) Every class of the 175 Dreadnoughts which were completed is discussed in the book, which has over 180 photographs and 69 beam diagrams.

This delightful and informative book is well worthy of a place on the bookshelves of all who are interested in warships.

### Underwater Book

"Almost every day fresh discoveries are being made by divers around the coasts of Britain. Treasure is found in the Scillies, bronze cannon off Brighton, a sunken Roman fortress near Selsey Bill . . ."

So runs the "blurb" on the jacket of "The Underwater Book," edited by Kendall McDonald for the British Sub-

## NEW ON THE BOOKSHELF

Aqua Club. (Pelham Books Ltd., 35s.), a book which demonstrates admirably the appeal of sea-bed exploration and sub-aqua activities.

This is a book written by the divers themselves. All amateurs, they are still experts in their underwater fields.

With five colour illustrations and 32 in black and white, the beauty of the under-the-sea world is shown to advantage.

This is an excellent book which will, I am sure, lead many to the wonders only a few feet from the surface of the sea.

### The U.S. Navy

The United States Navy of 1968—a flexible, complicated structure of seagoing forces, shore bases, and command echelons—consists of almost 1,000 ships, 7,000 aircraft and some 750,000 trained people.

Capt. Daniel J. Carrison, U.S.N. (ret.), in his book "The United States Navy" (The Pall Mall Press Ltd., 50s.), traces in a lucid, concise manner, the history of the United States Navy from its inception in 1775 (at its peak in 1777, there were 34 ships and 5,000 men) to the present day.

The main developments throughout nearly 200 years are clearly demonstrated.

This is a first-class book by a man who knows his navy, and is proud of its exploits and work. H.R.B.

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### In Memoriam

Charles J. S. Kemp, Supt. Art. 1/c. P/MX 801456. H.M.S. Dolphin. July 29.  
Michael J. Luker. LS. D/O 63934. H.M.S. Pellew. August 2.  
Terence Quartermaine. REM 1/c. P/O 71479. H.M.S. Neptune. August 5.  
James W. Lyness, CAF(O). L/FX 837488. H.M.S. Eagle. August 10.  
Collin T. Kirby, RPO. P/JX 830683. H.M.S. Victory. August 13.  
Collin Abbott, A/PO. D/J 966460. R.N. Hospital, Haslar. August 15.  
Valerie J. A. Walrond, SNN. QARNNS 0579. H.M.S. Dryad. August 16.  
Eric Southworth. AB. P/O 81477. H.M.S. Safeguard. August 16.  
Frederick J. Sammons, Mech'n 1/c. P/K 941949. R.N. Hospital, Haslar. August 17.  
John Halligan. L MA. D/MX 887545. R.N. Hospital, Plymouth. September 8.  
Alan D. Hurst. Mnc 2/c. RM. 25075. I.T.C.R.M. Lymington. September 15.



**THE CHAMPIONS.** Standing: Ellis, Elliott, Anderson, Jones, Welch, Titchener, Pugh, Woodward, Higgins, Scott. Kneeling: McKenna, Best, Murray, Fleming, Johnson, Freeman

# Colts hope to avenge defeat

Last season was the first full one for the R.N. under-19 rugby team—and a very successful one it was. Eight out of nine games were won, 160 points to 37 being scored in the process. A sweet victory against the Army by 9-8 was achieved in the last few minutes.

Every Home Command was represented. The team captain, NA Bob Harper came from R.N. Air Station, Lossiemouth; three of the five junior officers in the side were under training at Lympstone, and the Number eight has since returned home to New Zealand.

Plymouth Albion Juniors in Plymouth.

Games to be held at the U.S. Portsmouth ground include Highbury Technical College on December 7 and Hampshire 19 Group on December 9 and March 9.

The Army game this season is at Aldershot on March 8.

If last season's performance is repeated, anyone interested in watching clean, fast, open football will find it rewarding to come and see this side play.

Further details may be obtained from Lieut. H. J. Brickwood, Apprentices Group, H.M.S. Collingwood.

## PROSPECTS

Several of last year's players are still eligible by age but their availability will not be known until after the Inter-Command Under 19 tournament. This has become a regular feature of the Navy season and is being held at the United Services Portsmouth ground this year.

The preliminary rounds will be played on October 17 and 18, with the final on Saturday 19th, immediately before the U.S. Portsmouth Devonport Services game.

The current holders of the championship, Royal Marines, will be defending it against Portsmouth, Plymouth, Scotland and Naval Air Commands.

## OUT TO AVENGE

The first Royal Navy Under 19 game is against Cornwall Colts at Cudrose on November 2, in which we hope to avenge last season's only defeat. The following day the team play

## 6,000 mile trip

Three and a half months after leaving Chichester on a 6,000-mile round voyage across the Atlantic, the Rev. Stephen Pakenham arrived back in his ketch Rob Roy on September 8.

Mr. Pakenham, who spent 11 years in the Royal Navy before leaving to study for the ministry, is a member of the Royal Naval Sailing Association. He took only 21 days 15 hours seven minutes for the single-handed west to east crossing of the Atlantic, thought to be a record for a solo trip.

# Navy are the tops in Singapore

With the impending withdrawal from Singapore of the approximately 70,000 servicemen, the recent inter-services soccer matches could well be the last of any real standard to be played on the island.

Capt. Morton (chairman), Lieut. Blacker and Col. Sgt. Stevens have given two excellent years service to the Royal Navy and joint service football administration. Nothing was more fitting than that the Royal Navy should win the tournament before they returned to the United Kingdom.

For the inter-service contest a Royal Navy squad of 20 players was formed. Fitness was lacking at first, but due to good team work this was quickly improved.

The first match for the Navy was against the favourites, the Royal Air Force at Seletar. It was the first time that the Navy men had played a match together, and for many of them it was their first representative match.

Everyone gave of their very best and the R.A.F. were held to a goal-less draw.

In the finest game seen in Singapore this season, the Royal Navy beat the Army by five goals to one. The ground in H.M.S. Terror was packed, the spectators having excellent value. The fifth goal came just five minutes before the end of the match.

As winners, the Royal Navy played a combined Army and Royal Air Force team in H.M.S. Terror. The Navy netted five goals, but only had two allowed. This was one more than was needed, for the opposition could not break the Navy defence.

The tremendous support given by men from H.M.S. Terror and ships in harbour was a great encouragement to the Navy side, and it is to be hoped that similar support will be given to the Royal Navy team at home this coming season.

## VISITING MEXICO



Sub-Lieut. Andrew Trentham, who comes of a family of hockey players is one of the 18 players to represent Great Britain in the sport at the Olympic Games



Lieut. Rodney Pattison, of H.M.S. Tiptoe, who is taking part in the sailing events for Great Britain in the Mexico Olympics

## BRAWDY 'SURFERS' SAVE CANOEIST

The usual Wednesday afternoon training period at Newgale beach of the R.N. Air Station Brawdy's Surf Life Saving Club became the real thing on August 28.

With the exception of POAF Dansie the club members were about to leave the beach, when Dr. S. D. Chowdhury, of Haverfordwest, capsized his canoe 350 yards from the shore. POAF Dansie was on a surf board about 50 yards away and, seeing the incident, swam to the canoe.

### RELEASED MAN

The canoeist was still trapped inside the capsized canoe, but diving under it, Dansie, with great difficulty, released the man. After calming him down he proceeded to swim ashore with him.

Leaving the rescued man in capable hands, POAF Dansie, together with M(E) Archer and POAF Ball, swam out to try and recover the Malibu surf board, the canoe and the paddles.

Archer reached the canoe and the other two the paddles, but the surf board had been swept out to sea.

At this point the S.A.R. helicopter from Brawdy arrived. The winch line was lowered and, securing the canoe and himself, Archer was towed about one mile into shore by the 'chopper, which then covered Dansie and Ball until they had reached the shore.

### SAVED LIFE

There is no doubt that POAF Dansie, by his quick action and thinking, saved the canoeist's life. The doctor had never been in a canoe before, could not swim, and had no lifejacket on.

The Brawdy Surf Life Saving Club, consisting of 14 members, four of whom are Wrens, have rescued three people this year, including the canoeist. The other two were from the rocks and caves. Three rescues were also carried out last year.



POAF Dansie

All the men and one of the Wrens hold the Bronze Medallion—the surf life saving association's highest award for belt, line and resuscitation drill.

Two of the men also hold instructor's certificates.

The three other Wrens hold the Qualifying Certificate—the same as the Bronze Medallion award, but without the belt swim of 200-300 yards in under 10 minutes.

The Bronze Medallion award became open to women for the first time this year. Wren Angus is one of only half a dozen women in the country to pass this test.

The club has taken part in various competitions, achieving very creditable results.

### Far East record

H.M.S. Intrepid's LM(E) de Looze, who reached a distance of 42 ft. 10½ in. in the triple jump during the R.N. Singapore Athletics championships, created a Navy Far East record.

The Royal Navy record is held by AA R. E. Ellis who, in 1963, cleared 48 ft. 2½ in.

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**SPORTSMAN OF THE MONTH**

**Missed Mexico by inches**

Seventeen - and - a - half stone Sgt. John Watts, of the Depot, Royal Marines, Deal, the holder of the United Kingdom national record for the discus, has had a most remarkable season.

Up to last year the Navy record for the discus stood at 151 ft. 11 in. (set up by Sgt. Savidge in 1954), but Watts has made a steady advance on this distance this year. He has broken the old record six times, culminating in a throw of 189 ft. 6 in.—the new national record.

His best distance last season was 170 ft. 6 in., but this year he won the Royal Navy championship with a throw of 170 ft. 8 in.

In the Inter-Services championships he managed 175 ft. and in the match, Combined Services versus the Amateur Athletic Association versus British University Sports Federation, Sgt. Watts threw the 4 2/5 lb. weight 175 ft. 8 in.

**MISSED DEAD LINE**

This throw was just over 4 ft. less than that required to qualify for the Mexico Olympics. The dead line to qualify for Mexico was August 4, and the British selected man, Sgt. W. Tancred of the Army, had managed a throw of 187 ft. 10 in. by that date.

In the international match against Poland Sgt. Watts achieved the Olympic distance with a throw of 189 ft. 10 in.—a new British record for the event.

Watts is, naturally, very disappointed that he cannot go to Mexico, particularly so as he has beaten Tancred four times this season, and his disappointment is shared by the Service.

John Watts, who joined the Royal Marines from Durham in 1956, did not take up the discus until two years ago.

At school he had played football but in the Royal Marines he took up athletics, his best event being the shot, in which event he took part in four internationals in 1967.

**SHOT CHAMPION**

When serving in Singapore he won the allcomers shot event with a throw of 49 ft. 5 in. This year, at home, he has heaved the shot 55 ft. 3 1/2 in.

Sgt. Watts is probably the country's leading Highland Games exponent. In the Edinburgh Highland Games in 1967 he was the caber champion.

Other Highland Games successes have been at Corby (Northants), where there is said to be about 85 per cent. Scots in the population, he was the Games champion, and at Harpenden he was champion for three years running.

In another event, peculiar to Highland Games apparently, putting the weight over the bar, Sgt. Watts was champion in 1966.

**COACH**

An all-round sportsman, Watts is a coach for the shot,



Sgt. John Watts, R.M.

the hammer, the discus and the triple jump and, despite his size, he reckons he can still manage about 5 ft. 5 in. in the high jump. His best height is 5 ft. 7 in.—but that was when he wasn't quite as heavy as he is today!

**PLENTY OF ROOM FOR NEW BLOOD**

The Navy rugby selector, who has to pick a side to play against Devon at Exeter on October 16, would be very happy if he could see brand-new young players forcing themselves into the limelight by their keenness and brilliance, presenting him with the headaches of having to choose between players of outstanding ability, none of whom he wants to leave out of the team, says "Nimrod."

But so far these new youngsters have not shown up and he will have to rely largely on last season's players. Not that this will be a bad thing, as last season's team was a very good one—probably the most promising we have had for some time.

The ambitious young player must realise, however, that the road to a Navy cap is a hard one and entails much self-discipline, regular training, cutting down on beer and

**A NUFFIELD DINGHY FOR DUNDAS**

When a one-man, glass fibre mini-sail dinghy was handed over by the Nuffield Trust to H.M.S. Dundas at Portsmouth on September 9, Mrs. M. S. Robinson (Secretary of the Trust for 29 years) seen here with some of ship's company, made the presentation.

The £140 dinghy was received by the first lieutenant (Lieut. J. Bradbury) on behalf of the captain, Lieut.-Cdr. J. Garnier, who was on leave.

**GIBRALTAR REFIT**

Interest in sailing is strong in the frigate and there is no doubt that the dinghy will be well used in the forthcoming months, for the ship is to go to Gibraltar for a refit before recommissioning next June.

Another gift of the Nuffield Trust—a record player—will be handed over to the ship shortly.

This, like the dinghy, will provide much pleasure for the ship's company.



**HOCKEY HOPES**

What lies in store for Navy hockey? After the false hopes of some of the recent seasons, which were brought up with a sharp halt with the disappointments of 1967/8, Navy hockey enthusiasts are thinking of the months ahead with a certain amount of considered hope.

It is certain that the new selector and team manager, Lieut.-Cdr. Alan York is singularly well qualified for his task. As a most able inside forward, he played for a number of years for the Navy and Combined Services.

He knows all the problems and will no doubt attack the available one early on. Unless he gets the players he wants, when he wants, then he will face the uphill struggle that Cdr. Midgley faced last year.

**OLD CAPS**

The prospects are bright for this year, as there are a number of experienced players available,

to provide the foundation on which a winning side can be built.

Lieut. Bruce Trentham is in Mexico with the British team and should bring back considerable knowledge and experience to the centre half position. Capt. Simon Cook is still in the country and expects to be available for the entire programme, either in his best position as centre forward or in his Lancashire position on the wing. Lieut. David Wilson has had no further knee injuries and will be available for either inside forward position.

(Continued in column 4)

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**HOLDS TWO CYCLING RECORDS**

Marine "Mike" Parker, riding in the National 12-hour cycling time trial, completely shattered the existing Navy record.

Working his way through the field—he started off number 77 out of 85 riders—he completed his first 100 miles in 4 hr. 23 min.

He finished his 12 hours non-stop cycling (his liquid and food was handed to him by CPOs Carter and Peat without him having to reduce speed) with a mileage of 261 miles, and breaking the previous Navy record by nearly 20 miles.

Parker is now the holder of both the 100 miles and 12-hour Navy records. Next year he intends to attempt to break into the national place-to-place road racing records.

**Navy wins team decathlon**

The Royal Navy entrants in the R.A.F. Decathlon Championships at R.A.F. Cosford on September 10 and 11, distinguished themselves by winning the team event, and finishing second, third and fourth in the individual competition.

LREM L. Bovell, of H.M.S. Heron, was placed second in the individual competition with 5,288 points. Third place was taken by L Std C. J. Brooks, of H.M.S. Warrior, with 5,058 points.

The third Navy man was LREM T. Walhen, of H.M.S. Heron. He was fourth with 5,015 points.

cigarettes, and so on. But it's worth it in the end.

And now, you old sweats who have hung up your boots. What about refereeing? Why not join up with the referee's course being run at the P.T. School on October 30 and 31?

Another way ex-players can help is in committee work. Devonport Services are particularly short of officials and would welcome assistance from keen members.

The new touch-kicking law has had a far greater effect on the game than the law-makers imagined. Players will have to be fitter and faster to cover the ground.

There will be scope for new ideas in attack and also a new concept of defence where the safe full back, who can be relied on to clear the ball into touch to give the forwards a rest, is likely to become a thing of the past.

(Continued from column 6)

Other "old caps" who will be around are: Lieut. David Camplyn who is a more reliable goalkeeper than Sub-Lieut. Bruce Weeden who played last year and is still available, PO Harry Pimblett who is maturing late in life as a competent back, Lieut. Graham Fielding for back or half and lastly, the dashing Lieut. Des Little at wing half.

It all looks very promising and if one adds the powerful Lieut. Tony Dunlop, now fit after a PT course, and the skilful Lieut. Simon Petter to the forward line, it begins to look like a vintage year for the Navy.

**GAPS IN SIDE**

There are still gaps in the side and it is hoped that some new and younger blood will make it's mark during the season.

If no other talent appears, then your correspondent forecasts that something like the following team will win the Inter Services Tournament in 1969: Camplyn; Pimblett, Fielding; Little, Trentham, Dismore; Dunlop, Wilson, Cook, Petter, Hooper. This team could, incidentally, suit a 4-2-4 line up, with Trentham and Wilson as the link men and Cook and Dunlop as the strikers.

Whatever the formation, I think that the Navy will win the Indian Air Force Trophy this season, as the Service Champions.

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