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No. 171, 15th YEAR, SEPTEMBER, 1968

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"Your plane, Sir." Admiral LeFanu at Lossiemouth with the station's commanding officer, Capt. E. M. Brown

'Steady, More, steady!'



But actor Kenneth was not really "caught in the act," but put on an act for the benefit of the photographer when on a visit to R.N. Air Station, Culdrose. Wren officer is Janet Borough, of Grayshott

Last Leanders are ordered

Orders have been placed with Yarrow Shipbuilders Ltd. for the construction of two more Leander frigates.

These will be the 25th and 26th—and the last—of this successful class.

H.M.S. Scylla, another Leander, was launched at Devonport on August 8. Mrs. Maurice Foley, wife of the former Parliamentary Under-Secretary of Defence (Royal Navy) performing the naming ceremony.

The New Navy Minister (Dr. David Owen, M.P.), speaking at the reception, said:

"We are in danger, in our present mood of national introspection, of forgetting how formidable and effective our

own defence forces now are. "After 1971, though no longer operating regularly east of Suez, the Navy within the European and North Atlantic area will increasingly face a major challenge, for I break no secrets if I point to the rapid build-up in the size and sophistication of the Soviet Navy.

"Those of you who have doubts about the future size and shape of the Royal Navy need not worry, for the future role will offer as exacting and exciting a career as it has ever done in the past."

FIRST SEA LORD FLIES AS AN OBSERVER

Reinforcement — double quick

PLANES TO EAST

The Navy's new boss, Admiral Sir Michael LeFanu, flew as an aircraft observer in a surprise exercise to demonstrate the ability to undertake a rapid reinforcement of the Far East Fleet.

Wearing a flying suit without badges of rank, the First Sea Lord worked on navigation and refuelling tasks during the 8,000-mile trip, his pilot being Lieut.-Cdr. J. Nicholls, of Halesworth (Suffolk).

SOME ANXIOUS MOMENTS

Having such a high-level participant in the exercise would not be without some anxious moments, until the Vice-Chief of Naval Staff in London received the following laconic message from the Commander Far East Fleet:

1. Distinguished Chinese Buccaneer observer recovered on deck.
2. Being suitably refurbished.
3. Relax.

Admiral LeFanu first flew to Lossiemouth to join four Buccaneer strike aircraft of 803 Squadron, and was given some last-minute instruction in such useful bits of information as how to use his

ejector seat should he find he had to leave his plane in a hurry. The aircraft left Lossie in two flights. On the way they were refuelled five times by Victor tanker aircraft of Royal Air Force Strike Command, based on R.A.F. Marham.

They were serviced at Nicosia, Masirah, and Gan by Royal Navy ratings flown to these staging posts in a R.A.F. Hercules aircraft of Air Support Command.

After less than 18 hours' flying time, the four Buccaneers landed on H.M.S. Hermes while the carrier was operating in the Malacca Straits off the west coast of Malaysia.

INTER-SERVICE WORKING

The flight demanded close inter-Service co-operation to exercise the ability of the Navy to undertake a rapid reinforcement of the Far East Fleet without base support in that area.

Piloting the leading aircraft was the commanding officer of 803 Squadron, Lieut.-Cdr. G. Hoddinott.

Admiral LeFanu was welcomed on board the Hermes off Penang by the Commander Far East Fleet, Vice-Admiral W. D. O'Brien, and was remaining in the Far East until August 30.

His programme included visits to R.N. ships and establishments, and calls on members of the Singapore Government and on political and Service leaders in Kuala Lumpur.

Completion of the First Sea Lord's flying exercise ended with a message to the Fleet Air Arm in the U.K.:

"Super trip, enormously enjoyed. Your boys, air and ground, were ace. Many thanks to all in your command who contributed to the success of the novel and I hope useful excursion. Have thanked R.A.F. separately. They did very well."

FAMILIAR SIGNPOST ON THE LAST LAP



WELCOME ABOARD HERMES



Greeting for Admiral LeFanu from the Commander Far East Fleet, aboard H.M.S. Hermes

One of the four Buccaneers pictured at Gan near a signpost which tells its own story

A holiday date with the Navy

The summer bank holiday gives opportunities for the public to "Meet the Navy."

No fewer than three dozen ships will be open to visitors at Chatham, Plymouth, and Portsmouth, and there are numerous static and "action" displays at each port. (See page 19.)

At Portsmouth, however, possibly one of the biggest crowd-pullers will be a small ship, wearing the white ensign, but which is not a naval ship.

This is "Lively Lady"—the ketch in which Sir Alex Rose sailed single-handed round the world.

Amphitrite— Why pick on me?

"What's up with you—you look chokker?"

"I've got a — draft chit to the Amphitrite."

"It's not such a bad place, I spent a couple years there in '59-'61."

"It's O.K. for you with no kids and in a hiring, but I've got the boy taking the 11-plus, just bought that house 'cause I expected at least another 12 months here, and I've started evening classes at the Tech. Don't know what the wife will say. I could understand it if the draft was to sea or something like that, but I don't see the point of shifting me from here to that place—miles from anywhere and they can't even speak English. Old Dave and Mick have both been here longer than me, why weren't they chosen? And there must be dozens of others who'd like to go there."

Unpopular ones

If only there were dozens of volunteers for unpopular billets

"Men, I have a letter here from Drafty asking for a... men! Come back here... Men...!"

then Drafty's lot would be much easier, but the fact is that there are places in the United Kingdom that are liked only by a select few.

Nevertheless the billets have to be filled and it is not easy to choose the man who must go.

If there are men coming in from sea who have shown a preference for that particular area then there is no difficulty, or perhaps somewhere in the U.K. a rating has sent in a new Drafting Preference Card, wants a change of air, and has opted for the Amphitrite.

A short search will always find these men but if Drafty has no success there then he has to look elsewhere.

He will first look for men due or overdue for sea, but debarred from a sea draft for such reason as, say, looming time expiry, health, ineligibility for a long P.C.T. or, more usually, a combination of two or more such reasons.

The man who is drawing more shore service from the system than he has earned by sea service is a "natural" for the shore draft no-one wants. Drafty will then look at the men coming back from an accompanied job on shore abroad.

In some cases there are not enough billets at sea for them to go to and, having been with their families for the past two years or more, it is only fair on

DRAFTY'S CORNER

others that they should if necessary be required to fill the less popular shore billets in the U.K. when they return.

Next search

If he has no luck with accompanied shore-goers, the next search is for men who have served afloat abroad and accompanied.

The number of men coming home from abroad is never high in a single month, and indeed on one of 170 odd rosters is often nil. The one or two who may appear on the list may well be barred for one good reason or another from filling a particular vacancy.

Then it is that Drafty must begin a long slow process of elimination all through the Port Service roster.

In this particular case let us assume he is after a petty officer in a branch with about 200 names in Port Service.

He will have first checked that there are no leading rates due for advancement in the near future in the Amphitrite who could fill the billet or any others who show the Amphitrite as one of their preferences and who are due for advancement.

'Getting into line'—slightly out of step!

In last month's article "Getting into Line," Drafty's pen slipped when he referred to roster benefits for men returning from accompanied L.F.S. on shore.

Under the new rules effective from October 1, 1968, such men earn neither a new roster date nor an adjustment to an old one so they will be close to, or at the top of the roster for a sea draft.

For the time being this must be to a ship on H.S.S., as explained in the July article, "The Change Over."

Setting aside

Of these 200 cards he can immediately put some aside. These will be the men who have only a few months left to serve, or are stopped draft on compassionate grounds, or whose health temporarily prevents a draft seawards.

From those left he will also put to one side all who are due for sea service in the next six months or so (there would be little point in shifting a man who could not do a worthwhile stint).

To this pile must be added those who have recently come ashore from sea service, who do not want a move, and whose claim to a settled existence is just as strong.

Drafty now has only a few cards left and the draft chit to the Amphitrite will come to one of these men. He will look to see who has been in a popular preference area the longest; whether his past drafting cycle has been reasonable and he has had a fair share of his particular preferences—your drafting card will always show whether your service in H.M.S. Nonsuch six years ago was a result of volunteering, being detailed, or in one of your preference areas.

Obviously if there is only a matter of weeks to choose between two men and one, although in his preference area two months less than another, can get home every week-end from the Amphitrite while the other man could only do it during long leave, then the man with this slightly shorter time in his preference will get the draft chit.

But all things being equal the man who has been in his preference area the longest, has the least unsettled service over the past three or four years and is not "stopped draft" will receive the draft chit to the Amphitrite.

So if you do not get a draft chit to the Amphitrite ever, you will know that, over the years that you have been eligible, some hardworking Drafty has considered your case on many occasions and has found a good reason for your not going.

And alternatively, if you do get a job in the Amphitrite, remember a lot of thought has been put into it.

Rumour lied

Frequently the man, when he gets there, likes it, discovering that rumour lied about the weather and the attitude of the natives, and that the isolation was more than made up for by a wonderful ship spirit.

And to his delight he finds that if he keeps quiet about his discovery he can go on putting the Amphitrite as his first preference with a good chance that he'll always get it, and that once there he'll be safe until next due for sea.



During 1969 four more Leander class general purpose frigates and two County class guided missile destroyers will join the Fleet.

The Leanders are the Hermione, Jupiter, Bacchante and Charybdis. Another, the Scylla, will commission in January, 1970.

These five, together with the Achilles and the Diomedes now being built in Scotstoun, and the 25th and 26th of the class ordered in July this year from the same Upper Clyde Shipbuilders, will be the last of the Leanders to be built.

The two County class destroyers are the Antrim, due to complete in August next, and the Norfolk, in September, 1969.

The latest commissioning forecast received is as follows:

OCTOBER
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.)
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.)
DEVONSHIRE (G.M. Destroyer), October 14 at Portsmouth, L.R.P. complement, Port Service.
MINERVA (G.P. Frigate), October 24 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.
BILDSTON (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.)
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) U.K. Base Port, Portsmouth.
JUPITER FLIGHT, November 11 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.)
WHITBY (A/S Frigate), November 26 (tentative date) at Portsmouth, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Portsmouth.
PLYMOUTH (A/S Frigate), November 21 at Chatham for trials, Port Service, Commissions January 23, 1969.
BERRY HEAD (Maintenance Ship), November 5, at Portsmouth, Local Foreign Service, (Sea), (A.)

DECEMBER
MINERVA FLIGHT, December 9 at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.
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) 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.)
ANDROMEDA FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.

JANUARY, 1969
KEDLESTON (M/H), January 3 at Devonport, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.
SIRIUS (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
FIFE (G.M. Destroyer), January 14 at Chatham, General Service Commission, Home/East of Suez (FE)/Home (Phased), U.K. Base Port, Chatham.
PLYMOUTH (A/S Frigate), January 23 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport.

EAGLE (Carrier), January 6-20 at Devonport, General Service Commission (Phased), Home East of Suez (FE)/Home, U.K. Base Port, Devonport.
WOOLASTON (C.M.S.), January at Gibraltar, Ferry crew only.
HERMIONE (G.P. Frigate), January (tentative date) at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

FEBRUARY
ESKIMO (G.P. Frigate), February 1 at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME), U.K. Base Port, Portsmouth.
CAPRICE (Destroyer), February 6 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.
GALATEA (G.P. Frigate), February 1 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command), U.K. Base Port, Portsmouth.
JUPITER (G.P. Frigate), Mid-February at Devonport, General Service Commission, Home East of Suez (FE)/Home, U.K. Base Port, Devonport.
KELLINGTON (M/H), Mid-February at Chatham for trials, Port Service, Commissions mid-April.

MARCH
HARDY (A/S Frigate), March 14 at Gibraltar for trials, Home Sea Service.
CAVALIER (Destroyer), March 27 at Devonport, General Service Commission (Phased), Home/West Indies/Home, U.K. Base Port, Devonport.
ESKIMO FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
ASHANTI FLIGHT, March at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.

APRIL
GRENVILLE (A/S Frigate), April 24 at Portsmouth, Home Sea Service, U.K. Base Port, Portsmouth, (C.)
GLAMORGAN (G.M. Destroyer), April 21 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Devonport.
TARTAR (G.P. Frigate), April at Gibraltar, L.R.P. complement.
892 SQUADRON, ARK ROYAL, April at Yeovilton, General Service Commission, Phantoms, U.K. Base Port, Devonport.
KELLINGTON (M/H), Mid-April at Chatham, Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.
ASHANTI (G.P. Frigate), April 10 at Portsmouth for trials, Port Service, Commissions June 12.

MAY
ANTRIM FLIGHT, May 1 at Portland, General Service Commission, Wessex, U.K. Base Port, Portsmouth.
HARDY (A/S Frigate), May 9 at Gibraltar, Home Sea Service, Portland Squadron, U.K. Base Port, Chatham, (C.)

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 (Captain's Command), 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.
BACCHANTE FLIGHT, July at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
PUMA (G.P. Frigate), July 17 at Devonport, General Service Commission, Home/East of Suez (FE)/Home, (Phased), U.K. Base Port, Devonport.

AUGUST
ANTRIM (G.M. Destroyer), Mid-August at Glasgow (tentative), General Service Commission, Home East of Suez/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.)
RHYE (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 at Rosyth for trials, Port Service, Commissions October 23.

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

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.
LOWESTOFT (A/S Frigate), October 30 at Chatham for trials, Port Service, Commissions December 4.

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

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

Continued on page 3

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The Leander class frigate, H.M.S. Sirius, can rightly be called "Portsmouth's Own" for not only was she built in Portsmouth Dockyard, and has been "adopted" by the city, she also has the city's motto "Heaven's light our guide," in allusion to her badge—derived from the star called Sirius, the Dog Star, and the brightest in the heavens.

The seventh of her name to serve with the Royal Navy, the present Sirius was laid down on August 9, 1963, and launched on September 22, 1964, by Lady Woods, wife of the then Commander-in-Chief, Portsmouth, Admiral Sir Wilfrid Woods.

She was completed on June 15, 1966.

Seacat missiles

Of 2,800 tons displacement (full load), the Sirius is 372 ft. in length (o.a.) and has a beam of 41 ft. Fitted for Seacat quadruple launcher—the anti-aircraft guided missile—the ship has a twin 4.5-in. mounting and a Limbo three-barrelled depth charge mortar.

Complement is 17 officers and 246 ratings. The ship carries a Wasp helicopter armed with homing torpedoes, and is fitted with excellent anti-submarine detection equipment.

In her first commission, the ship spent a year in the Far East, including several weeks on patrol off Beira.

The highlight of that commission, which included visits to Australia, Hong Kong, and a cruise through the Indonesian Islands, was being present at the Coronation of

Started life with pageant

King Taufa'ahau Tupou IV of Tonga.

The five-day visit at the island was described by one of the ship's officers as "one long colourful pageant."

The ship, which will be open to visitors at Portsmouth's Navy Days, has been working with the Londonderry Squadron, but she is expected to recommission in January, 1969, for a General Service Commission in Home Waters and in the Far East.

The first Sirius in the Royal Navy was a 20-gun ship, originally named Berwick. Renamed Sirius in 1786 she was wrecked in 1790.

The second Sirius was a Fifth Rate of 1797, which was destroyed to avoid capture in 1810.

The third Sirius was also a Fifth Rate and was the last ship to be built at Bursledon. In 1860 she had her sides fitted with plates for gunnery experiments, and was broken up in 1862.

Then came a screw sloop of 1,268 tons and six guns, built at

Portsmouth in 1868. She was sold in 1885.

The next Sirius, a screw cruiser, second class, of 3,600 tons, was built at Newcastle-on-Tyne, being launched in October, 1890.

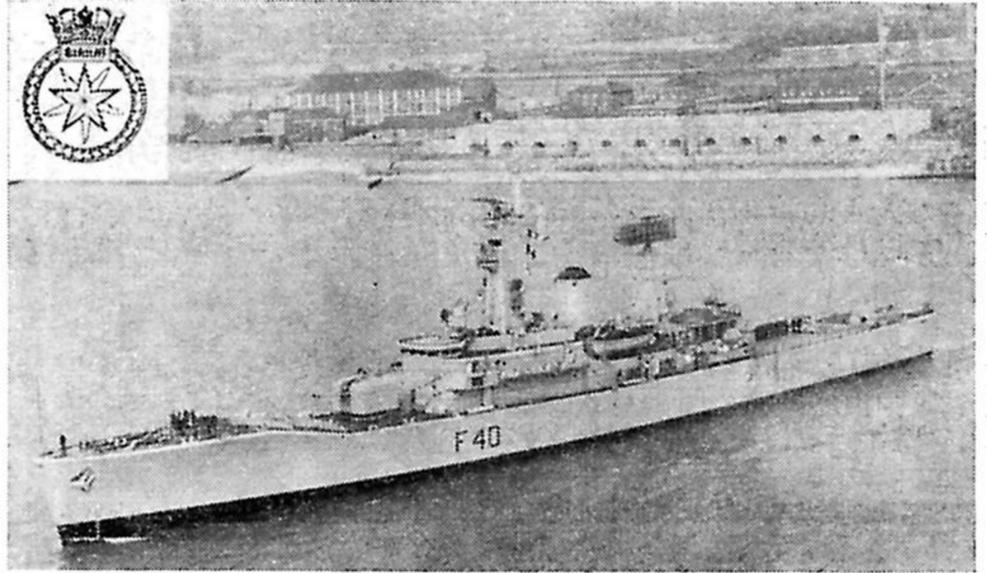
This ship was at Rear-Admiral Hood's bombardment of the Belgian coast in October, 1914, at the Cameroons in 1915, and finally sunk as a blockship at Ostend on April 23, 1918.

Battle honours

The sixth Sirius was the 1940 cruiser broken up in 1956. Her tonnage was 5,540 and she carried 10 5.25-in. guns.

Her battle honours—Mediterranean, 1942; Malta Convoys, 1942; Artic, 1942; North Africa, 1942-43; Sicily, 1943; Salerno, 1943; Aegean, 1943-44; Normandy, 1944; and South France, 1944—give a clear indication of her good work.

Like the present Sirius, the 1940 cruiser was also built at Portsmouth.



Leander class frigate Sirius

POSTCARD COLLECTIONS

Photo postcards of H.M.S. Sirius, or any other ship in this series, are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, 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, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Gidleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Coronna, Alamein, Vigo, Tynes, Jutland, Talent, Palliser, Explorer, Por-

poise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Liog, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhye, Camperdown, Oberon, Cachalot, Blackburn, Berwick, Diamond, Acheron, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidesurge, Striker, Plymouth, Barossa, Virago, Llandaff, Nubian, Hampshire, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Graffon, Orpheus, Ursa, Woolaston, Dundas, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ozelot, Galatea, Londonderry, and Abdul.

Exchanges of ships

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

G. Williams, SA(V), H.M.S. Ganges, in an "over six months" job, will exchange with an SA on similar service in either H.M.S. Neptune or Rosyth area.

A. Davies, AB (GL2) SCA, 9 The Parade, H.M. Dockyard, Portsmouth, on draft to H.M.S. Minerva in October at Chatham for general service commission, will exchange for general service, Portsmouth based.

D. Baird, PO Ck(S), R.N. Air Station, Lossiemouth, on draft to H.M.S. Tenby (Plymouth area) will exchange for any Portsmouth based ship, preferably County class or carrier, including one due for overseas service.

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Advancements

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

- To A/CEFA 943670 C. E. G. King.
- To A/Ch Mech 849378 T. J. Simons.
- To CHM(E) 769713 F. Marrett, 885396 D. Chanon, 769530 R. Patrick.
- To A/CCEA 902257 C. C. Dolmore.
- To A/Ch C EI Mech 895624 T. P. Spurling.
- To Ch C EI 933375 K. Taylor, 903796 G. A. Booth.
- To Ch O EI 915833 G. Oxley, 795783 J. E. Lawrence, 924068 T. Done.
- To Ch R EI 941435 C. J. Sanders, 937239 B. S. Reed, 927657 J. A. Riv.
- To CRS 661164 J. Turner.
- To CRS(W) 883069 J. S. Taylor.
- To CCY 818759 R. M. T. Walker.
- To A/Ch Med Tech 793196 A. Sparrow.
- To CPO 778044 E. M. Torrington, 246071 R. B. Froud, 818424 E. J. Greenlade, 159420 P. F. McSweeney.
- To MAA 869440 R. A. W. Jacobs.
- To CPO Wtr 897369 R. F. Treloar.
- To CPOSA 874476 E. Lewins.
- To CPO CA 890568 A. R. Dunmore.
- To CAF(AE) L/FX 814300 W. Speirs, L/FX 849818 D. J. Noonan, L/FX 838163 R. P. S. Capstick, L/FX 906252 J. J. Braybrook, L/FX 877608 J. Horwood, L/FX 871979 A. J. Gee, L/FX 814308 W. A. Whittingham, L/FX 816325 B. W. Fogg, L/FX 837945 E. B. R. Ingram.
- To A/CAM(AE) L/F 927357 R. Charlton.
- To CAF(O) L/FX 838277 C. R. Ayling.
- To CA(AH) L/FX 894986 N. R. Joyson, L/FX 884783 J. W. Johnston, L/FX 882148 W. A. Sarchet.
- To Ch EI (Air) L/FX 834043 R. Walker.
- To ChREI (Air) L/FX 878830 G. A. Wood.

Commissioning forecast

(Continued from page 2)

- JANUARY, 1970
- SCYLLA (G.P. Frigate), January at Devonport (tentative date and port). General Service Commission, Home/East of Suez (FE). U.K. Base Port, Devonport.
- JUNO (G.P. Frigate), January at Chatham, General Service Commission (Phased). Home/East of Suez (FE)/Home, U.K. Base Port, Chatham.
- 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.)
- ARK ROYAL (826 SQUADRON), Early 1970 at Culdrose, General Service Commission, U.K. Base Port, Devonport, Sea Kings.

NOTES.—It is emphasised 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 reit.

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

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

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

Ships in which locally entered Cooks (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.

POINTS LEADERS ON THE ROSTERS

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

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

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

CPO	PO	LS
1688	196	Int
Ch Smkr		
892		
CPO Wtr	PO Wtr	L Wtr
1616	319(3)	266
CPO SA	PO SA	L SA
1646	397	257
CPO Ck(S)	PO Ck(S)	L Ck(S)
1674	1268	337
CPO Std	PO Std	L Std
2073		Int
CPO Ck(O)	PO Ck(O)	L Ck(O)
2182	981	202
MAA	MAA	RPO
1368	(Ex-Cox'n)	574

CERA/Ch Mech 320/344	PO MEI	L MEI
Ch MEI 2112	83(2)	Int
Ch Supt Dry	CEA/Ch C EI Mech	COEA/Ch O EI Mech
Ch C EI/Ch O EI/PO O EI	Dry	Dry
1796	Ch REI	PO REI
CREA/Chr EI Mech	126(2)	Dry
Dry		
LREM		
Dry		
CPO MA 580(2)	PO MA	L MA
CCY 1326	443	350(2)
CRS 1584	420	395
CRS(W) Int	RS	L RO(G)
292	275	275
CAA(AE) Dry	RS(W)	L RO(W)
CAA(O) Dry	Dry	Dry
CAM(O) Dry	CAA(O)	CAM(AE)
Ch EI Mech (Air) Dry	CEA(Air)	CREA(Air)
Ch REI Mech (Air) Dry	Dry	Dry
CAF(AE) 2478	POAF(AE)	LAM(AE)
CAF(O) 3150	POAF(O)	LAM(O)
CA(AH) 2088	PO(AH)	LA(AH)
CA(SE) 1129	PO(ASE)	LA(SE)
CAI(Phot) 1248	1004	Int
CAI(Met) 1509	POAI(Phot)	LA(Phot)
Ch E(Air) 2186	470	334
Ch REI(Air) 2148	POAI(Met)	LA(Met)
Int	390	280
Dry	POE(Air)	LEM(Air)
	177	Int
	PORE(Air)	LREM(Air)
	Int	Dry

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ALBION HELPS TO FOIL TIGERS



CPO Hibbens (standing) and CPO Hibbard found that it did not take long to make friends with the grateful villagers

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

The small kampong (village) of Ulu Sat, deep in the North Malayan jungle, had no school, youngsters having a long walk along narrow jungle paths to the nearest one.

After two children had been savaged by tigers, the villagers petitioned for a school of their own, and were told a teacher was available but they would have to erect their own building.

Thanks to an Inter-Service operation in which the 59 Field Regiment, Royal Engineers, cleared a site, 66 Squadron R.A.F. took in building materials from 50 miles up country, and 848 Naval Air Squadron helicopters from H.M.S. Albion took in desks, chairs and even swings and roundabouts, Ulu Sat now has its own school.

Rugger side was the pride of Phoebe

H.M.S. Phoebe, the Leander class general purpose frigate, returned to Portsmouth on July 25 after 11 months in the Far East, to be met by wives, children and sweethearts.

During the period away, the ship, built by Alex Stephens at Glasgow and completed in April, 1966, visited the Persian Gulf, Singapore, Aden, and Simonstown.

The Phoebe spent the first part of her life in the West Indies, after working-up in home waters, but in June, 1967, she was sent to the Mediterranean at the time of the Israeli-Arab War.

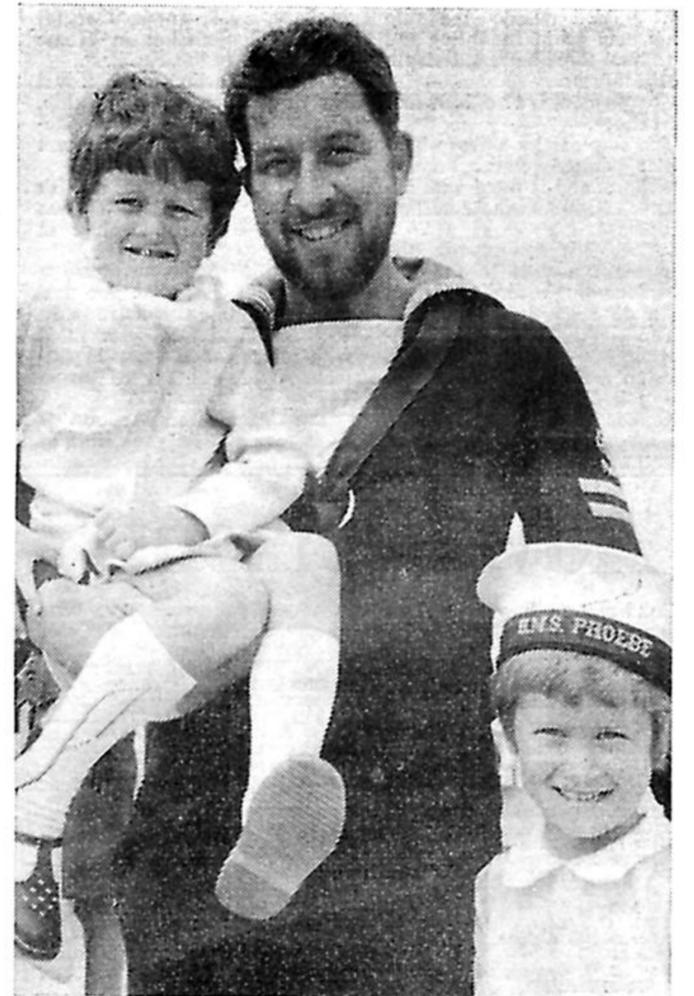
During the 11 months away, the ship covered the final withdrawal of the British from Aden, and a spokesman on board said

"it was the most boring and hot time we have ever had."

Of Simonstown the spokesman said: "We really enjoyed ourselves," adding that the Phoebe had one of the best rugby sides in the Navy.

During the stay in Simonstown the ship played several matches with local sides, and managed to win half of them.

H.M.S. Phoebe, commanded by Capt. P. E. C. Berger, has a complement of just over 260. She recommissioned at Chatham on August 22 for a further general service commission in home waters and East of Suez.

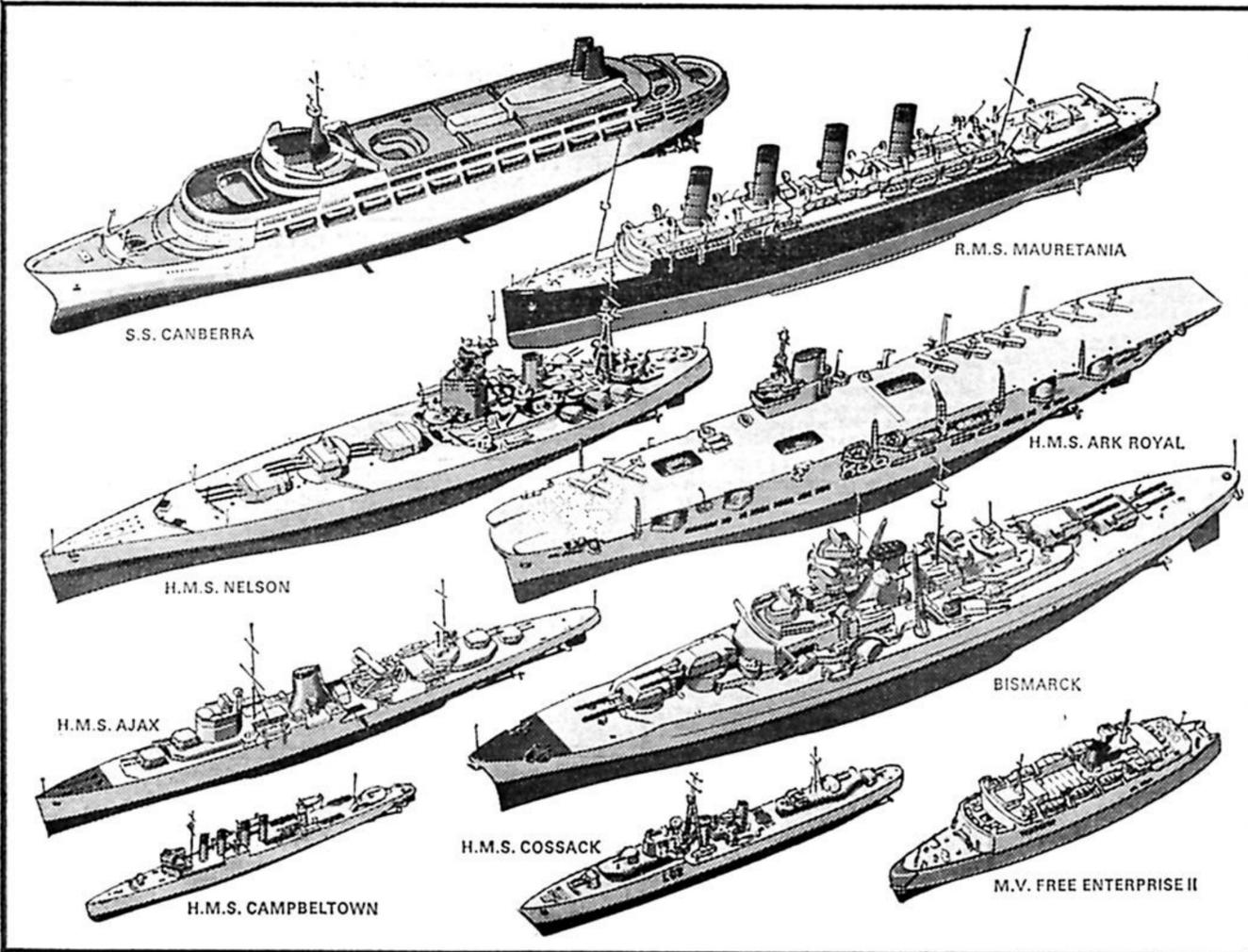


It is obvious that Caroline and Joanna were pleased to greet their father, Lt Roger Singleton, when the Phoebe berthed at South Railway Jetty, Portsmouth Dockyard

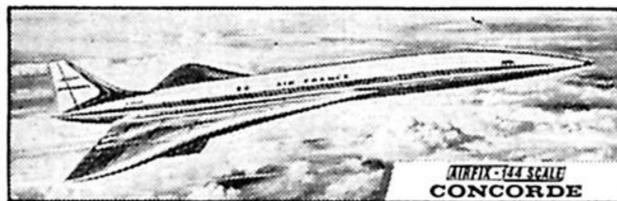
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NEW ADVANCEMENT RULES FOR SEAMEN

Defence Council Instruction (DCI 899/68) is of considerable importance to all in the Seaman branch and, in their own interest, ratings should make themselves conversant with the new regulations, which affect their advancement and scales of pay.

The fact that advancement in the Seaman branch is not clearly linked with the possession of specialist qualifications has caused drafting and complementing difficulties for a long time.

For instance, the manning of weapon systems requires that all but a very small number of petty officers need a 1st Class specialist qualification; all leading seamen need a 2nd Class S.Q. and some a 1st Class one; many ABs need a 2nd Class S.Q.

Already it is often very difficult when drafting men to sea to find those with particular substantive rates who possess the right level of S.Q.; similarly senior rates with a low S.Q. or no S.Q. at all can be hard to

place in billets which require men of their seniority.

The problem has become more serious as equipment has become more complex.

It has, therefore, been decided to take steps to help to ensure the supply of specialist qualified men, to match the demand for them in H.M. ships.

To this end, as from August 1, 1968, ratings in the Seaman branch will require a specialist qualification of the appropriate level as a condition for advancement.

The levels will be:
Able Seaman ... Star
Leading Seaman ... 2nd Class
Petty Officer ... 1st Class

Thus, for example, leading seamen will be required to obtain a 1st Class S.Q. before being rated petty officer.

The effect will be to improve prospects for advancement of capable men and to ease pressure on ratings currently possessing high S.Qs. It also accords with the policy of encouraging ratings to become as highly qualified as possible during their R.N. career.

MYNAH BIRD THINKS INTREPID IS STAYING

After an invigorating trip to Japan, the assault ship H.M.S. Intrepid is refitting in Singapore, and the local bird population seems to think the ship is staying for a long time. A mynah bird has built her nest in the starboard light, and is clearly planning to hatch two bright blue eggs.

The ship's company is taking a well-earned fortnight's leave. Some have gone up country in Malaysia and some are managing a trip home to England.

The ship's team did very well in the R.N. Singapore Athletics Championship, coming fourth to the land-based giants—42 Cdo, H.M.S. Terror, and 40 Cdo.

Intrepid scored more points than the rest of the sea-going Navy put together.

At this meeting LM(E) de Looze reached 42 ft. 10½ in. in the triple jump—if ratified, this will stand as a new Navy record.



Above: RO Watts, JS Warford, Spr Burrows, Wtr Champion, Cpl Henshaw, OEM Patrick and Mne Mardlin on a "shopping run." Below: LM(E) de Looze



Devonshire home this month

H.M.S. Devonshire is due back at Portsmouth in September after a busy seven months East of Suez.

She left the United Kingdom on December 1 and, after spending Christmas in Simonstown, joined the Far East Fleet on December 29.

Her first duty was to become part of the task force off the Aden area, but after 10 days the easing of the situation permitted a four-day visit to the Seychelles.

Next followed an exercise off the Gan area with the Flag Officer Second-in-Command, Far East Fleet embarked. After a rather strenuous period here, the majority of the Fleet headed for Australia, and the

Devonshire was fortunate to spend almost three weeks in Sydney, carrying out maintenance with the help of H.M.S. Triumph's Fleet Maintenance Unit.

Singapore was reached for the first time on March 19, but only ten days later the Devonshire was off north, with a quick visit to Hong Kong and then on to Tokyo, where the Commander, Far East Fleet (Vice Admiral W. D. O'Brien) joined and flew his flag during a crowded week's visit.

Slightly more informal were the three days in Kobe which followed, then back for another four days in Hong Kong.

The large SEATO exercise scheduled for May was cancelled, but a dozen or so ships took part in a fortnight's weapon training period instead, during which a few days were spent at Subic, the large American Base in the Philippines.

VISIT BY WIVES

A six-week maintenance period in Singapore enabled several officers and ratings to fly their wives out, while others took station leave in Malaya and even Australia.

The annual inspection was carried out by F.O.2.F.E.F. on July 24 and five days later the ship left Singapore for the long passage home to England.

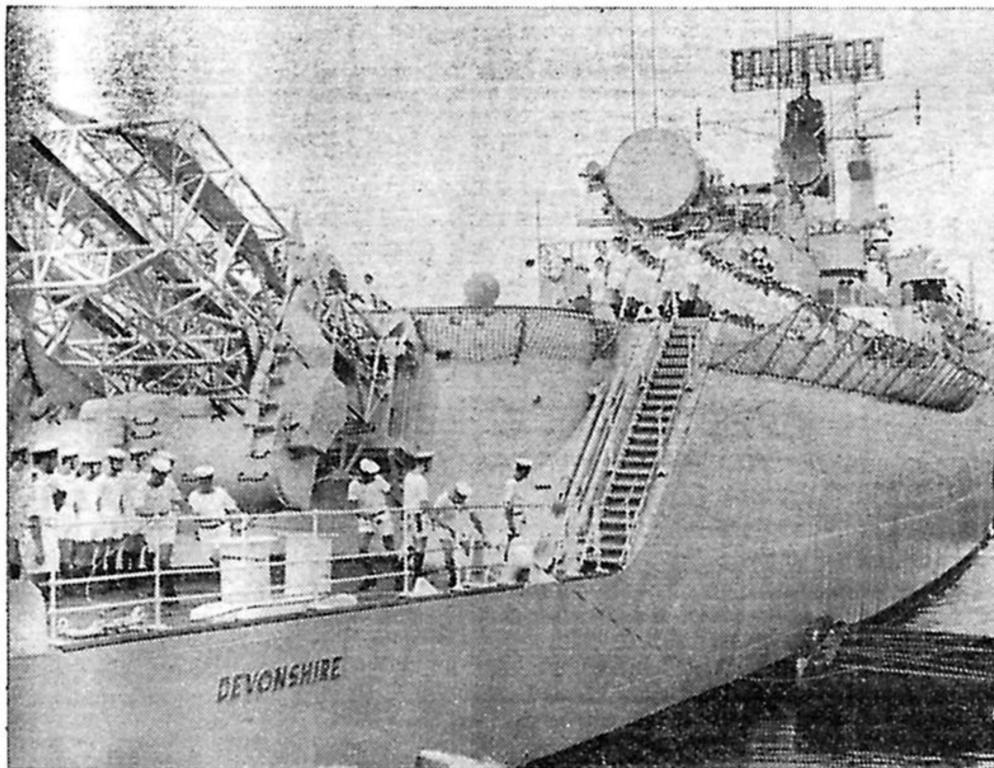
On route, calls are being made at Gan, Diego Suarez (to coincide with a visit by COMFEE), Simonstown, Dakar and Gibraltar.

The Devonshire, commanded by Capt. R. K. N. Emden, arrives at Portsmouth on September 12. After leave the ship will undergo a long refit at Portsmouth, the ship's complement being reduced considerably accordingly.

Brighton's gift to children's home

A salvage award, together with about £30 collected in 14 different foreign currencies donated by those on board, enabled the ship's company of H.M.S. Brighton to make a gift of £50 to the St. Gabriel's Children's Home in the "name-sake" town.

Some of the children took passage in the ship to Brighton from Portsmouth on July 9.



PELLEW'S C.O. VISITS HIS HOME TOWN

As a break from the routine of sonar training off Portland, H.M.S. Pellew paid an informal courtesy visit to Lyme Regis from July 12 to 15.

Local interest in the visit was heightened by the fact that the commanding officer, Cdr. A. J. Dunn, was born in the town.

The ship's company also included another Lyme man, AB Rattenbury, whose grandfather was a former Mayor of Lyme Regis.

Some 30 to 40 families were embarked for the journey from Portland to Lyme, during which the mortars were fired, the pro-

jectiles being recovered by sea-boat.

A special dance on the first evening got the visit off to an excellent start, the members of the opposite watch attending the regular Saturday evening "beat session."

Cricket, skittles and snooker

matches were also enjoyed.

At times during the week-end the sea and swell made it difficult to get boats alongside, but about 600 people, and several parties of schoolchildren did visit the ship on the Saturday.

At night the Pellew was floodlit.

ARMFUL OF CHARM



The actress Caron Gardner (22), who has been adopted as "Miss Leander," visited the frigate at Portsmouth on August 2 for a day at sea. She is seen here in the capable (and willing) arms of PO Philip Evans of Great Yarmouth (right) and PO El Thomas Stead of Swinton, Mexborough. The Leander sailed for Chatham on August 6 prior to service East of Suez.

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 Name (Block Letters) _____
 (b) Address for reply (Block Letters) _____
7. Date _____

Controller opens Chatham nuclear facilities

The formal opening by Vice-Admiral Sir Horace Law, Controller of the Navy, of the Nuclear Facilities base at Chatham Dockyard on June 29, marked the virtual completion of a development started two and a half years ago, and which has cost £4.5 million.

The large complex of specialised buildings and the provision of a highly sophisticated system for the supply of mechanical and electrical services has meant the largest construction job at the dockyard since it was first extended by French prisoners-of-war in the early 1800's.

AT THE BEGINNING

Chatham has had a long association with the Royal Navy, going back over some 400 years, with a special association with submarines.

As Admiral Law pointed out, it is "a mere 60 years ago that the first submarine was completed at Chatham, and when you consider that the submarine arm of the Navy is only 65 years old, you will see that Chatham was in at the beginning."

The new facilities provide the equipment essential to meet the challenging problems brought about by the latest developments in ship propulsion. The nuclear fleet submarines (non-Polaris vessels) will be refitted and re-fuelled at Chatham.

120-TON CRANE

Considerable problems had to be overcome in constructing the base. In certain areas it was

found necessary to drive piles to a depth of 80 ft. to ensure adequate bearing pressures.

The site is dominated by a 120-ton cantilever crane, the largest built in the United Kingdom for many years. It can lift 120 tons at a radius of 180 ft. from the centre line.

The crane is provided with duplicated control systems to ensure safety during the delicate operation for which it is primarily intended—the refuelling of the nuclear-powered submarines.

In addition to a 10-storey office block to house administrative staff and provide sleeping accommodation for submarine crews, etc., the site also incorporates a sub-station, boiler house, and diesel generator house.

There is a health physics building concerned with work carried out on the submarine reactor during refit, a refuelling equipment shop, pipe shop and nuclear store.

'NEW DIMENSION'

In his speech Admiral Law said: "Nuclear power has given submarines an entirely new dimension—something they have always wanted—the ability not to come to the surface for air."

"The Royal Navy is extremely proud of its nuclear fleet submarines. They are the capital ships of the future."

"It was an obvious choice to put the facilities on the Medway."

Vice-Admiral Law said the refitting of submarines had always been a highly skilled job, and the lives of submariners depended on the work done in dockyards.

Nuclear refitting was a new dimension again, and he was sure that submariners were happy that Chatham would be looking after them.

HIGHEST NAVAL RANK FOR SIR VARYL BEGG

The Chief of the Naval Staff and First Sea Lord, Sir Varyl Begg, was promoted to Admiral of the Fleet on August 12.

Sir Varyl's promotion to the Navy's highest rank is the first of such promotions since May, 1962, when Admiral Sir Caspar John, then First Sea Lord, was raised to that rank.

Admiral of the Fleet Sir Varyl Begg's honour came near the end of his active Service career (Admirals of the Fleet never retire) for he has now been succeeded as First Sea Lord by Admiral Sir Michael Le Fanu.

His war service included the Norwegian Campaign, the Battle of the Atlantic, and the Mediterranean theatre, where he took part in the Battle of Taranto and the Battle of Matapan, for which action he was awarded the D.S.O.

Promoted captain in 1947, he was appointed in 1950 to the new H.M.S. Cossack, the successor to the ship of that



With complete disregard for his own safety in entering a compartment containing lethal gas, LM(E) Michael Peter Wood, of H.M.S. Fox, undoubtedly saved a man's life, earning the commendation of the Commander-in-Chief, Portsmouth, Admiral Sir John Frewen.

Recognising the signs of a CO2 discharge, LM(E) Wood put on a breathing mask, searched the compartment, and found an unconscious man.

He dragged the man to the hatch, assisting as the casualty was hauled to safety.

LM(E) Wood, who comes from King's Lynn, was presented with the commendation on board H.M.S. Fox at Devonport, by the Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Mills.

The picture shows shipmates crowding around to get a look at LM(E) Wood's Commendation.

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



Sir Varyl Begg

name in which he served from 1938-39 in operations off the Spanish coast. During the Korean War from 1950 to 1952, he was Captain (D) of the 8th Destroyer Flotilla and for his

devotion to duty was awarded the D.S.O.

IN THE FAR EAST

In February, 1957, after his promotion to rear-admiral, he was appointed Chief of Staff to the Commander-in-Chief, Portsmouth, and from December, 1958, until the end of 1960, he was Flag Officer, Second-in-Command, Far East Station.

He was made a C.B. in the New Year Honours List, 1959, and promoted to vice-admiral in May, 1960.

He was appointed a Lord Commissioner of the Admiralty and Vice-Chief of Naval Staff in January, 1961. Promoted admiral in March, 1963, he became Commander-in-Chief, Far East from April that year, and Commander-in-Chief, Portsmouth, and Commander-in-Chief, U.K. Home Station, from August, 1965, until his appointment as Chief of the Naval Staff in August, 1966.

MANY DIFFICULTIES

His service as First Sea Lord has been fraught with difficulties. His predecessor, Admiral Sir David Luce, resigned over the phasing out of the aircraft carriers.

The many Defence Reviews over the past two years have entailed much heart searching in the Navy, but Sir Varyl's sense of purpose dominated the planning for the shape and role of the future Fleet.

ILFORD CADETS VISIT MALCOLM

When H.M.S. Malcolm visited London during the "Meet the Navy" cruise, the commanding officer, Lieut.-Cdr. R. Evans, inspected the Ilford Sea Cadets, whose training ship is named after the ship, on board the frigate.

Cups and plaques were exchanged and after touring the ship the cadets had dinner with the ship's company.

R.N. IN NATO CONTESTS

After the service Cdr. Powe laid a wreath from the Squadron at the central cross.



The sixth NATO Naval Communications competition was held at the Royal Norwegian Naval Communications School near Bergen between May 27 and 31.

Teams from 11 NATO countries entered the competition which was divided into four sections: Basic Communications skills, Communication quiz, Communication relay and a pistol shoot.

The R.N. team was placed fifth in the Basic Communication skills, fifth in the quiz, fourth in the pistol event and won the relay. These results were an improvement on last year's efforts.

IN THE GROUP

The Royal Navy team consisted of four junior ratings, seated left to right in the accompanying picture, with the Cap-

tain, H.M.S. Mercury (Capt. Sir Peter Anson, Bt.) in the centre, RO2 (W) R. W. Southall, LRO (G) M. C. Duane, LRO (G) M. J. Bee and RO2 (T) R. Palmer.

Also in the picture (standing) are CRS E. K. Perkins and Lieut. G. Reed, who accompanied the team and who had organised the short period of intense training in H.M.S. Mercury before setting off.

Malta squadron at Bari war cemetery

When ships of the Seventh Mine Countermeasures Squadron from Malta visited Bari, in southern Italy, 120 officers and men attended a remembrance service at the British War Cemetery, five miles outside the town.

Many hundreds of war dead from Britain and the Commonwealth are buried at Bari. They belonged to all branches of the armed services and the Merchant Navy.

The cemetery is beautifully tended, the straight lines of engraved headstones lying on sweeping lawns shaded by all kinds of English trees.

The Italian Navy provided coaches to transport the party and, on a sunny Sunday morning, some time was devoted to walking round this magnificent spot, "a moving experience in itself," says our correspondent.

Father B. S. O'Connor, Roman Catholic Chaplain to the Navy in Malta, then conducted a service, during which Cdr. I. W. Powe, Senior Officer of the Squadron, read a passage from Rupert Brooke's poem, "The Soldier."

This is always a moving work, but heard in the very surroundings for which it was intended, its poignancy was most touching.

FIRE IN VALIANT

Eight fire engines were called when a fire was reported on board the nuclear-powered submarine H.M.S. Valiant in Chatham dockyard on August 14. The fire was of a minor nature.

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Passing-out at S.D. School



TOP: Act.S/Lt A. J. Lanigan, of Dublin, showing his prize to his family, who made the trip to see him commissioned.

CENTRE: The elder daughter of Act.S/Lt J. C. L. Wright proudly holds the sword presented to him as the best candidate of the term. The family comes from Fareham, Hants. S/Lt Wright's marks were the highest given to a candidate since the S.D. School—H.M.S. St. George—opened five years ago.

BELOW: Act. Wardmaster S/Lt Sheridan, of Cowplain, Portsmouth, pictured with his family after being presented with his book prize.

Pictures by L. Air(Pho) Whalley

LETTERS TO THE EDITOR

Comfort when letters are slow

I have only been a keen reader of "Navy News" for a few months now, but I would like to compliment you on your—*to me*—vast coverage. It must be a great comfort to wives and mothers of men who are not very good letter writers to have an idea of where they are and what they are doing. I am going to compile an album of the places my son visits during his service, and hope to be able to get post-card views. (Mrs.) Patricia Hirstwood, York.

Taranto error?

The article about H.M.S. Abdiel (August issue) was a trifle incorrect in referring to H.M.S. King George V as being in charge at Taranto. In fact my ship, H.M.S. Howe, was in charge of the operation, and took the Fleet into Taranto. The K.G.V. did not enter Taranto, but took the Italians back to Malta. William Batters, Coleshill, Birmingham.

Barham history

Having served in H.M.S. Barham from April, 1939, until November, 1941, I delved into her history pretty well, but lost all my notes when the ship was sunk. I am now trying to collect details of her career, particularly the period 1915-1919. I am also collecting photographs of the ship, being most anxious to obtain, if possible, pictures of her launching and original trials. The builders supplied me with one of the Barham fitting out, and this is the earliest one I have of the ship. The aim is to preserve all the pictures in an album, and I hope to write a history of the ship. Help from readers would be most appreciated. A. S. Bines (Ex-PO LTO) 13 Knox Road, Cardiff.

His reply to Neptune

When the aircraft carrier H.M.S. Hermes "crossed the line" for the first time in this her fourth commission, members of the ship's company, in the traditional ceremony, stood accused of crimes against the sovereignty of His Oceanic Majesty King Neptune. The Ambassador (bearing an uncanny resemblance to CPO Humphreys, head of the P.T. staff) arrived on board with his entourage the night before His Majesty was due to hold court on the flight deck. Capt. D. G. Parker, commanding officer of the Hermes, received them, and is pictured here delivering a reply to the Ambassador's harangue.



REMEMBER BROWN?

I receive "Navy News" regularly from a pal of mine, and reading your boxing notes I wondered if any old-timers remember me? As an ordinary signalman in H.M.S. Bellerophon, I fought aboard the Emperor of India for the 4th B.S. championship, meeting Stoker Brown, Seaman Milligan, and finally Seaman Lampard. Leaving the Navy in April, 1918, I came to New Zealand two years later, fighting as a professional until 1924 when I got married. I am 70—a bit too old to box now!—but I enjoy reading "Navy News." As a Jutland veteran I am convenor for a Jutland reunion each year here. There are only 10 of us, but with wives and guests we get together a party of about 30. Our patron is Vice-Admiral Sir Peter Phipps. My ship at Jutland was the torpedo-boat destroyer Faulknor. Frank Brown Wellington, N.Z.

Sea rosters

Drafty's Corner of July explained how the roster system works under the new rules to be implemented in October. However, the following month the article concerned sea rosters, and the examples shown seemed to be under the old system (men on L.F.S. Accom-

panied getting 12 months adjustment—which after October 1 they will not get, was rather confusing). Perhaps a paragraph in the September issue would put everybody's mind at rest, as I feel sure that the sailor on L.F.S. Accompanied is now uncertain whether he will get adjustment or not. J. W. Hamond, (P.O. Writer) British Embassy, Moscow. An important correction appears on page 2 of this issue.

TEN YEARS' SUBSCRIPTION!

I am sending a cheque to pay for 10 years' subscription for "Navy News." I was born in Nicaragua, but as a small boy was sent to England (my father was French), and London was my home for 22 years. During the First World War I served in Scottish regiments, and after seven years' service returned to Corinto, later studying navigation and travelling the world aboard ships. In 1928 I was called to organise the Nicaraguan Coast Guard. Salvador d'Arbelles Corinto, Nicaragua.

Corsair pictures

At the end of the war in the Pacific I was a very junior H.O. rating serving in H.M.S. Formidable, and with reference to the appeal in your August issue, I still have quite a collection of photographs taken on board, including some Corsairs, but not unfortunately the specific one mentioned. As far as I can recall, and of course memory may be completely at fault, these aircraft were painted a very deep blue. With regard to these inquiries, I would draw attention to a book "A Formidable Commission" published soon after the war by Seeley Service and Co. Ltd., London. On page 114 there is a short account of the incident in which Lieut. Gray won the V.C., and the citation is set out at the end of the volume. Incidentally, the present C-in-C, Portsmouth, Admiral Sir John Frewen, was first Lieutenant of the Formidable during this campaign. R. Tovey, Gosport, Hants.

His happy days

Your article about H.M.S. Fox (August issue) interested me, because my father used to tell me that he was a signalman or telegraphist in H.M.S. Fox, a torpedo-boat destroyer, and was on convoys to Murmansk and Archangel during the First World War. Having served in the Navy from 1949 to 1959 I notice all the changes through reading "Navy News," and can't help feeling a bit envious of the visiting ports and places. For me now, no more "lash up and stow," "up spirits," or "cooks to the galley." Happy days. B. A. Crofts, Great Barr, Birmingham.

For the lonely

May I suggest that if there are any lonely sailors seeking someone to write to that they take a leaf from the book of the Ship Adoption Society, under whose scheme a merchant ship is adopted by a school. The children take turns each week in writing to the ship, and plot the movements on an atlas. Postcards and descriptive letters from the ports of call bring geography alive to the children, and in turn the weekly letter can be a source of pleasure and amusement to crew members. Richard E. Fox (Ex-chief air fitter) Sandringham, Norfolk.

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BORROWED PLUMES



Wearing cheeky grins (and borrowed hats) four-year-old Michelle and brother Andrew, four, had extra fun with the photographer on the occasion of families day aboard H.M.S. Falmouth. Their mother, Mrs. Esmeralda Barret had taken them to see dad—LREM David Barret. The family come from Fareham, Hants.

SEPARATION

Sometimes the worry is needless

For naval wives, and especially the younger ones, coping with separation is the most demanding of their problems, often leading to an exaggeration of fears and heavy pressures on the husbands.

An example of this came in a letter to "Navy News" asking if any information could be given about one of the larger units of the Navy, due to recommission overseas later this year.

"My son has been drafted to the ship for 18 months," continued the letter. "My daughter-in-law is making herself ill with the thought of a separation of 18 months."

Any hope?

"Surely the Navy in this day and age are not going to keep a couple apart for that length of time, so could you please tell us if there is any hope of the ship coming back to England before 18 months. My son doesn't seem able to find out anything."

"When separation is for so long it would be fairer to make a draft married accompanied. Is the ship to be at sea for a long time? Otherwise why can't wives go?"

Suspense can be almost as hard to bear as the actual sep-

aration, but somehow it has to be faced until the husband actually joins the ship.

Many commanding officers do send a letter to men when they are detailed to join a ship, but obviously security will often prevent much being said at that stage.

Later, when the man joins the ship it may be possible to give him more details on a "family in confidence" basis.

"Navy News" did inquire about the ship in question, and the programme was far different from the wife's fears.

The ship will be having a refit in the U.K. in the middle of that 18 months, so that separation is likely to be of a much more bearable time.

Refit away

It is true that a refit could possibly happen away from U.K., but in such an event experience suggests that the Admiralty would give careful thought to any undue separation.

It will be remembered that the carrier H.M.S. Hermes was brought back from east of Suez to the U.K. so that leave could be given.

Admiralty policy has been repeatedly stated that

Families' Page

separation is being reduced to a maximum of 12 months, although there are still a few occasions at the present time when it may reach 15 months.

Life overseas

As to "married accompanied," a young wife may find life overseas in a strange land even more unendurable than separation at home, if the ship is seldom near enough for her husband to see her. At home there is often the support of parents and friends at a difficult time.

Separation and uncertainty are part of the way of life of a maritime fighting force. In learning to live with the situation wives may draw some comfort from the continuing process of the Service effort to ease difficulties wherever possible.

Improvement in conditions has by no means reached its limits.

'Call from home' to the east

In addition to the Christmas scheme, there is another arrangement for messages from families to officers and ratings in ships serving overseas.

Each month the British Forces Broadcasting Service makes available a team to record a "Call from Home" programme.

A ship is nominated by the Commander Far East Fleet. Wives and families assemble at a convenient place in the U.K. for the recording of messages and musical requests which, after editing, are forwarded to the ship to be played over the internal radio system.

Wives need have no fear of "microphone nerves." The interviewer is an experienced professional who has proved her expertise in putting families at ease while making the recordings.

The programmes appear to have given as much enjoyment in the ships which have received them as to the families, in the opportunity to keep in touch in a personal way.

"Ready-made do-it-yourself men" was how electrical apprentices were described by Rear-Admiral G. J. B. Noel, the Chief Staff Officer (Technical) to the Commander-in-Chief Western Fleet, speaking at the prize-giving at H.M.S. Collingwood.

NOT FORGOTTEN

The importance of information about the activities of ships is emphasized in a letter to "Navy News" from a rating's wife who had been disappointed at the absence of a mention in the paper.

Although she does not wish her name to be given, or the letter published, her message is a reminder that the paper cannot publish stories or pictures if none are received.

It means a great deal to families if "dad's ship" is not apparently forgotten.

Contributions may be sent direct to the Editor at The Royal Naval Barracks, Portsmouth.

Two guineas for a love-letter

A concentrated dose of the hard facts of naval life for the junior seamen at H.M.S. Ganges, the training establishment, has been enlivened with advice on another subject of high importance.

According to the Ganges publication "The Shotley Magazine," sailors have the reputation of being dab hands with the birds, but perhaps not all of them get full marks for ability to set down on paper their passionate longings.

HOW NOT TO

The following (says the magazine) is an example of how NOT to write a love-letter:

"How can I thank you for the fag-papers which I was so happy to receive this morning. You were so long answering my

letter that I thought you had left me forever, but you turned up again like a lost P.V. The world seemed full of bitterness last night. You were miles from me, and we had cheese and pickles for supper. I felt almost sick. But after the receipt of your dear letter this morning I feel as strong as Jago's haddock.

"Darling, no matter where I go I see your loving image before me. I see your dear face in the twilight, in the moonlight, in the hammock netting, under the bag-rocks, on top of the veno-shelves — in fact everywhere. Only this morning I opened a washdeck locker, and

there was your dear face on top of a tin of caustic.

"I know it is very hard for us, darling, that your mother is against me. Take no notice of her, dear. She's wet! She's as wet as a waterlogged scrubber!

"I regret to observe that your father doesn't favour me either. But never mind, he's daffier than your mother ever knew how to be, and it's nearly time the old beaver was jagged up. If you love me darling give him a passage. It's nearly time he had a draft chit anyway.

"Never doubt, my best beloved. My thoughts dwell on you alone, from the smile of early dawn to the 'Down all washed clothes off the forecastle.' You are dearer to me than five tins of Bluebell."

FEMININE ADVICE

Unfortunately there is no advice to the Ganges boys on how they SHOULD write a love-letter.

Would our feminine readers like to tell them how it should be done?

If you have kept your perfect love-letter and care to send a copy to the Editor, he will select those which appear to be the best. Two guineas will be paid for each letter published.

If the senders wish, their names and addresses need not be printed.

So come along girls—let's see how good the Navy lovers are!

For Polaris men

A "radio correspondence" scheme has been devised to enable men serving in the Polaris submarine, H.M.S. Resolution, to receive news from home during the ship's long underwater tours.

News and greetings can be telephoned by the families to Faslane, and the information is then passed to the submarine. Those on board are allowed a message from home twice during the tour.

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The R.N.B.T.'s School of Motoring at Portsmouth has an interesting history, dating from a 1907 organisation run by the Castaways Club.

'READY, AYE READY'

Those were the days

Towards the end of the last century a number of retired officers founded the "Castaways Club" with the object of promoting social activity between officers who had resigned their commissions in the Royal Navy.

In 1896, in order to help time-expired naval ratings to obtain employment in civilian life, the members of the club founded and administered the Navy Employment Agency.

The venture was a terrific success because of the ability of the

days

Organising Committee to put the right men in the right jobs at the right time.

Some employers wrote offering vacancies and quite a number were for chauffeurs. It was felt that if the popularity and fine record of the agency was to be maintained, the committee should be satisfied about a person's ability before he could be recommended for any vacancy offered.

It was therefore decided to start a school of motoring where training could be given in driv-

ing and maintenance. The agency bought a plot of land at 311 Twyford Avenue, Portsmouth, on which it built garages and workshops and, on October 16, 1907, the Naval School of Motoring was opened.

It was, in fact, the first School of Motoring in Portsmouth.

Cars that were first used were purchased from H.M.S. Excellent, and some were handed over by the Royal Naval Barracks.

As was to be expected, many difficulties were encountered, breakdowns were frequent and, for the first six months, many hours of driving instruction were lost. What a difference today!

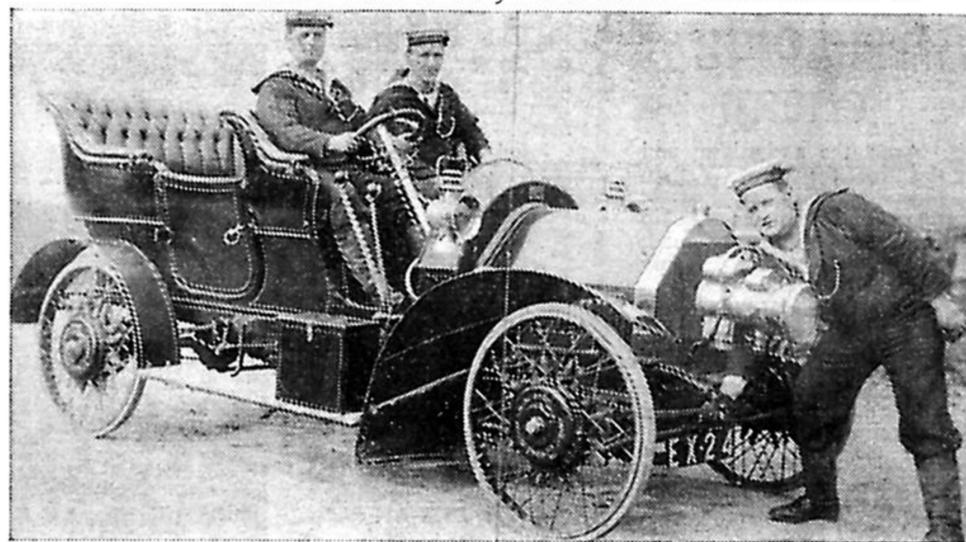
Nevertheless the school progressed, and at the outbreak of hostilities in 1914, when the buildings were taken over and used by the Naval Air Service, some 1,500 men had been trained as motor drivers.

GRANT CEASED

In 1920 the Admiralty, which for eight years had subsidised the Naval Employment Agency, decided it could no longer make an annual grant.

Eventually the Grand Fleet Fund agreed to accept responsibility and provided £1,000 as working capital. The first class under its administration—of three ratings!—commenced instruction on December 6, 1920.

The "Castaways Club" was very satisfied with the way the school was conducted, and on February 14, 1923, handed it over to The Royal Naval Benevolent Trust by deed of gift, adding war loans to the nominal



60 years of work for the Navy

value of £2,500 for the development and upkeep of the school.

During the Second World War, lorries removed furniture salvaged from bombed properties, and the cars were frequently used to evacuate the wives and children of naval men to safe areas.

One of the cars was turned into a mobile Royal Naval Benevolent Trust Office, ready to proceed to any point in the Portsmouth area that had suffered from enemy action, and to provide "on-the-spot" assistance to Naval air-raid victims.

For many years the Naval School of Motoring has been officially recognised as the centre for the Navy's Pre-Release Vocational Training Course in Motor Driving.

It gives driving and maintenance instruction to those naval men and Royal Marines to whom it is likely to be most useful in their civilian occupations, such as tradesmen, commercial travellers, and other jobs that require ability to drive.

The syllabus of the standard four-week course is so arranged that a pupil will have not less than 21 hours' driving instruction before he undertakes the Ministry of Transport test.

FULLY OCCUPIED

Generally there are three pupils in a vehicle continuously, one of whom is actually receiving instruction at the wheel.

The remainder of the course is occupied in technical instruction aided by actual equipment, working models and charts.

"Remember to keep your thumb well clear of kick-back . . . one good swing and away we go . . . perhaps."

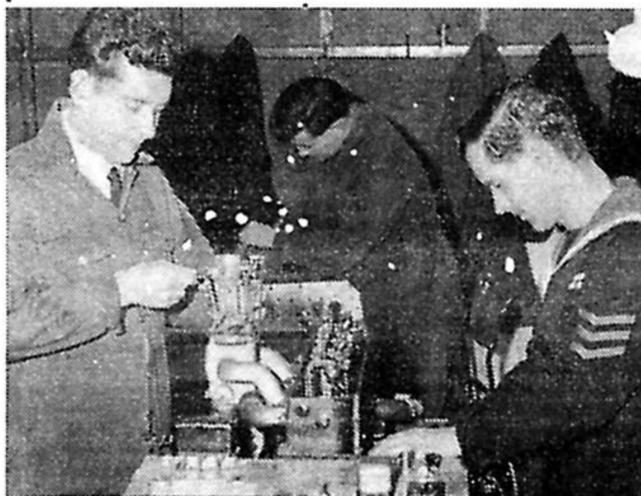
Motoring was much more of an adventure when the school had this 1903 Humber for instruction.

The students are kept fully occupied and receive useful instruction which will be of immense value to them when they have charge of their own vehicle. At the end of the course they are expected to pass the Ministry of Transport examination.

Inevitably, with the spiral of prices, fees have had to be increased and the present charge for rating students is £17 10s. (officers £20), and the Ministry of Defence contributes £7 10s. per student as a vocational training grant.

Driving lessons are also available to serving and ex-serving naval men for which a charge of £1 per hour is made.

"Let's see how it works?"
Students receiving instruction on running repairs



DRIVE?

... A question often asked by prospective employers. If you cannot drive, why not check your eligibility to undertake a Pre-Release Vocational Training Course in Motor Driving at the Naval School of Motoring.

Driving lessons at £1 per hour are also available.

Further information can be obtained from the Chief Instructor, 311, Twyford Avenue, Portsmouth. (Tel: 63519), or any Office of the R.N.B.T.

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Warship for sale —going cheap

Amid the enthusiasm and thrill of the great Western Fleet assembly at Rosyth, there was one rather sad ship bearing a notice which read: "For sale—1/2 tot. Apply within."

The ship was H.M.S. Aisne, 21-year-old radar picket, completing her last operational commitment before returning to Portsmouth on August 2 for paying off, preliminary to going for scrap.

In the final hour of the journey, the families went aboard to join the ship's company.

EAGLE AIDS TODDLERS

When a camera was raffled in H.M.S. Eagle, the proceeds to go to the National Children's Home at Alverstoke, the sum expected, £100, was doubled.

On August 12, Cdr. A. F. R. Weir, the ship's executive officer, handed a cheque for £100 to the Home's Governor to buy six more cots and equip a toddlers' playroom at the Sunshine Nursery.

Cdr. Weir said that the Sunshine Nursery is always close to the thoughts of the ship's company of the Eagle.

The other £100 was given to the Nazareth House for Orphans at Plymouth.

Admiral Sir Deric Holland-Martin, a former Commander-in-Chief, Mediterranean, has been appointed a Deputy Lieutenant of Worcester.

During the last week of June and the first week of July (writes a correspondent), the usual rows of young student pilots at Culdrose were joined by the Senior Student, Admiral Sir Michael LeFanu, then First Sea Lord Designate.

Admiral LeFanu was visiting Culdrose to find out all about helicopters. He spent his first week with 705 Squadron, who train pilots to "Wings" standard.

During this week the weather was consistently poor, but on his last day with us, it improved, and the Admiral was able to go solo in a Hiller, achieving this standard in a remarkably short time.

Naturally, the Senior Student had to be assessed at the end of his course in the same way as any other student.

GAVE HIM AN "A"
There was no problem in deciding the correct grades for Progress and Technique, but the definitions under aptitude caused some thought.

Finally it was decided on an "A," as the good book defines this as: "Mature, sound, trustworthy and alert—seriously interested in becoming a good pilot and officer!"

The senior student



Admiral LeFanu airborne—first solo flight in a Hiller of 705 Squadron at R.N. Air Station, Culdrose

The Senior Student, having soloed with 705, went off for some advanced flying training. The other squadrons were determined not to be outdone, so 706 Squadron took him hovering in fog in a Wasp, and then laid on a submarine and a thunderstorm for night dunking in a Wessex III.

Faced with this, 707 countered with weaponry, night landings on Bodmin Moor, and a complete tactical exercise, when 15 Royal Marines had their highest-paid driver ever.

FLYING SOLO

On his last day, the Admiral was offered a choice of aircraft. The squadrons waited with bated breath—who had made the best impression?

In fact the issue was never in doubt. The attraction of flying solo outweighed all other possibilities and the Senior Student was once more launched on his own in a Hiller. Then, to make certain of our claim to instruct all the best students, the Admiral was soloed in a Whirlwind as well.

Later, at lunch, the Junior Instructor presented the Senior Student with an honorary pair of "Wings," mounted, framed, and suitable inscribed.

'Simon's Circus' for Farnborough

Among the highlights of the Navy's contribution to the 1968 Farnborough Air Display (September 16 to 22) will be the formidable Phantom, the workmanlike Buccaneer, the Sea Vixen aerobatic team—"Simon's Circus" (which has a lion cub from Longleat as its mascot)—and

the Wessex V helicopters of 845 Squadron, complete with Royal Marine Commandos, Land-Rovers, and 105 mm. howitzers.

Because of the large number of civil aircraft being flown at this year's show, the Services' contribution will be restricted to the public days—September 20 to 22.

A Royal Navy Phantom will, however, be operating throughout the week under the auspices of Rolls-Royce Ltd.

The Phantom will be the first to appear at Farnborough. The Navy version, the F-4K, embodies many British components and is without a doubt the finest carrier-borne fighter of the present day.

MISSILE ARMAMENT

It is armed with Sparrow III and Sidewinder air-to-air missiles and equipped with the latest radar and missile control systems.

The responsibility for bringing the Phantom into Royal Navy service lies with 700P Squadron (commanding officer, Cdr. A. M. G. Pearson).

On completion of trials and evaluation, 700P Squadron will form the basis of two squadrons—one of which will operate from H.M.S. Ark Royal, at present undergoing extensive refit in Plymouth.

The other will be a headquarters and training unit, and will be based at R.N. Air Station, Yeovilton.

SUPERSONIC FLIGHT

With its formidable armament, capable of sustained supersonic flight, and operating at extreme altitude, the Phantom gives the Navy a devastating punch.

809 Squadron (commanded by Lieut.-Cdr. A. J. White) has recently returned from embarked operation service in H.M.S. Hermes in the Mediterranean and Far East, but is at present operating from R.N. Air Station, Lossiemouth.

It is due to embark in H.M.S.

Ark Royal on completion of the carrier's major refit.

The Buccaneer, with its nearly 1,000 nautical miles radius from a carrier, stability at low level and its computed weapon system, make it ideal for use in either a nuclear role or in Army ground support.

SEA VIXENS

The other fixed-wing aircraft to take part in the Navy display are the Sea Vixens of 892 Squadron.

Naming themselves "Simon's Circus" after their commanding officer, Lieut.-Cdr. Simon Idiens, the Sea Vixen aerobatic team has been preparing for Farnborough at Yeovilton, between operational sorties.

To see this 20-ton Sea Vixen being looped as if it were a light jet display plane, is to appreciate the high degree of precision the crews have achieved.

This team, coached and coaxed by their commanding officer, is at immediate readiness for duty anywhere in the world. If need be they could be operating from a carrier within a few days.

For them, displaying formation aerobatics with such precision is simply another way of showing the adaptability of Naval aviation.



"I thought 'A' stood for 'accident prone' . . . ouch!"

'STRIKE' DISPLAY

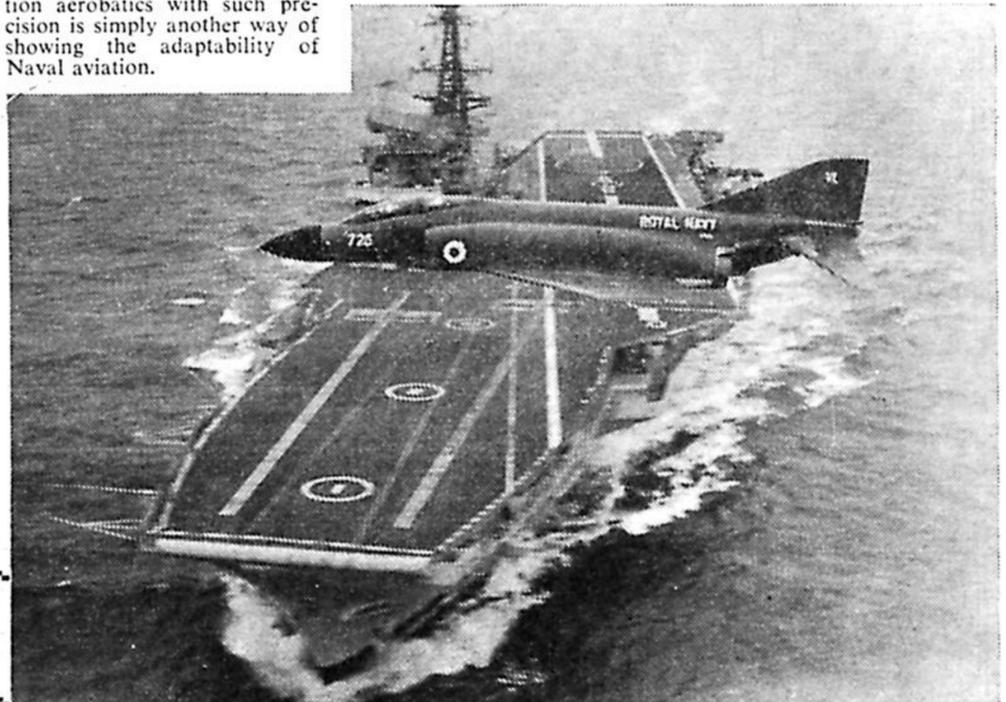
The object of the Royal Navy display at Farnborough will be to demonstrate the operational and professional capabilities of the Fleet Air Arm and Royal Marine Commandos.

To this end Buccaneers of 809 Squadron and Sea Vixens of 892 Squadron will strike an enemy target 30 seconds before a wave of 845 Squadron Wessex 5's disgorge a company of 41 Cdo. R.M. with their equipment to take the objective.

The Buccaneers and Sea Vixens will return to give a coordinated aerobatic display. Just before the allocated 15 minutes' time is up, a Phantom will flash past to complete the show.

In addition to the flying, the Fleet Air Arm will have a Buccaneer II and a Wessex 3 in the static park. The Buccaneer will be fitted with the new missile, Martel.

There is also a naval stand which will show the activities of the Fleet Air Arm in exhibition form, and the popular 33-ft. model of H.M.S. Eagle.



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ABOARD HMS WHITBY

From Greenland's icy mountains... For those who spent summer, 1968, in H.M.S. Whitby these familiar words will never mean quite the same again.

Among the large variety of duties that the 'Derry' squadron is asked to perform is fishery protection, and H.M.S. Whitby spent a month of the summer patrolling off the west coast of Greenland.

Much of the time was spent in waters abounding with icebergs and pack ice. The ice comes from the Polar ice cap and drifts down the east coast of

... And there's a lot more underneath than on top. Ice floes all around H.M.S. Whitby.

Greenland round Cape Farewell and up the west coast, where it finally melts. The total time for this journey is two years.

No polar bears were bagged, none was even seen, but many fish, plankton, flora and rock were collected for the British Museum of Natural History and the University of Southampton.

HUGE ICEBERGS

The huge icebergs, drifting majestically up the coast, were too much of a temptation for the gunners who very impressively demonstrated their skill by splitting one completely in two.

After negotiating the ice, the ship visited the Danish Naval base of Gronnedal, an iceberg having conveniently vacated the one and only berth three days

before. Mail was delivered by a Catalina which touched down alongside the ship.

The Danes made us very welcome but we had to patrol further north and in doing so crossed the Arctic Circle—celebrated under the midnight sun with a free helping of ice cream.

A visit to Godthaab, the capital of Greenland, followed. This remote outpost, situated on a rocky crop of land which juts out in the fiord, surprisingly boasts a population of 6,000—5,000 of them eskimos.

From Godthaab the ship went back to Gronnedal for fuel, only to find that entry was impossible due to the ice. And ice, mast high, came floating by, so H.M.S. Whitby set course to pass round the ice and return to Reykjavik.

Now that we have returned, we have many impressions of the largest island in the world. Of these, the most salient concern Greenland as a land of cold desolation and rugged beauty, where human beings are foreign to a harsh environment, but as a land having a deeply indented coastal belt where a profusion of wild flowers and plants occur.

It is also a land about which ice happens in a variety of forms, often beautiful in colour and form, always fascinating and treacherous, but none the less a challenge. Finally it is as a land where a patient Danish Administration is working quietly yet very hard to make the island more acceptable for modern human habitation.

A month in those high latitude waters was a very compelling geography lesson.



FINE EXAMPLE GAINS MEDAL

Capt. Jeremy Lee, R.M., who is seconded to the Northern Frontier Regiment of the Sultan of Oman's Armed Forces, has been awarded the Sultan's Bravery Medal.

The citation states that "Captain Lee commanded a company single handed over a protracted period of active operations under conditions of sustained tension and danger.

"The culmination of his gallant and distinguished service in action against the enemy was his impeccable example under fire on June 24, 1968..."

RADFAN MEMORY

The Officers' Mess, Stonehouse, Plymouth—headquarters of 45 Commando, R.M.—now possesses a painting of a patrol operating in the Radfan mountains, South Arabia, by artist David Shepherd.

Ajax recommissions



A bouquet for Lady Dreyer from Junior Seaman Edward Kerwood
Picture by CPO(Phot) M. Thorne

When H.M.S. Ajax recommissioned at Chatham on August 2 for her fourth commission, the guest of honour was Lady Dreyer, wife of Admiral Sir Desmond Dreyer, who launched the ship in August, 1962.

Admiral Dreyer, Vice-Admiral Parker (Flag Officer Medway) and Mrs. Parker, with approximately 200 families and friends of the ship's company, were also present.

The band of H.M.S. Ganges was in attendance. After the service of dedication Junior Seaman Edward Kerwood assisted Lady Dreyer to cut the traditional commissioning cake.

There has been an Ajax in the Royal Navy for nearly 200 years. An Ajax fought at the Battle of The Saints in 1782 and another was at Trafalgar.

Commanded by Capt. D. Hepworth, who joined the Navy as a boy telegraphist in October,

1939, and was commissioned in December, 1944. Ajax will carry out a period of trials, followed by a work-up in home waters.



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Caledonia men to the rescue

The calls on the Cairngorm Mountain Rescue Association since the building of the Aviemore Ski Centre had increased to such an extent—over last Christmas and the New Year hardly a day passed without a rescue being organised—that the association asked H.M.S. Caledonia to erect a storm shelter on top of the southwestern end of the Cairngorm plateau.

A carefully chosen site was decided upon, at the junction of three mountain paths at Lochan Buidhe—Yellow Loch—which is the highest area of water in Great Britain, being a little under 4,000 feet.

The project was undertaken by M15 and M16 classes of OEMs under Eng.-Lieut. (O) Harris, their Divisional Officer,

OEA Hughes and Sgt. Marshall, of the Royal Marines, who carried out a preliminary survey of the site.

FIRST SURVEY

The first survey attempt was a failure due to the weather conditions, thus emphasising the need for such a shelter.

Back in Caledonia the OE section studied the many problems of design and construction of a building able to stand up to the weather conditions.

It was decided that a building 12 feet long by 8 feet by 7 feet, with suitable windows and a door would suffice. It had to be light, since every ounce had to

be carried to the site on the backs of the ratings.

It had to be strong enough to withstand, with a safety factor, a known wind speed of 144 m.p.h., and it had to be insulated against a known low temperature of minus 30 degrees centigrade, and it had to blend in with the background.

WENT IN SECTIONS

The many problems were eventually overcome, including the route up to the building site, which had to be marked with red marker flags at 400-yard intervals.

The shelter, constructed in Caledonia by OEA Nicholas, was split into sections of near

equal weight and, with bags of sand, cement and personal kit, was carried up the track.

The whole project was completed in four working days—a working day lasting from sun-up to sun-down—a long time in July in the Cairngorms.

The weight of equipment lifted was 2½ tons; the teams dug out a further 2 tons of sand and about 11 tons of rock to hide the whole contraption from view.

The shelter was named after Sgt. Jim Curran, R.M., who had been one of Caledonia's previous expedition training instructors, and something of a character. A small plaque on the door reminds everyone of him.



TROUBRIDGE NUMISMATICS

Collecting foreign coins was a weighty problem for LMA Aitken (left) and LS Ellis, of H.M.S. Troubridge, but although the coins were not worth their weight in gold, they did realise nearly £50.

The Troubridge left Chatham in December, 1966, and more than 3,000 assorted foreign coins, weighing almost half a hundredweight, were collected from the ship's company.

Ports visited included Gibraltar, Freetown, Simons-town, Mombasa, Singapore, Hong Kong, Adelaide, Melbourne, Sydney, Hobart and Mauritius, during 60,000 miles of journeying.

The coins were handed to the Spastics Society.

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Navy News

Royal Naval Barracks, Portsmouth
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A Chinese bustle

If the new First Sea Lord and Chief of Naval Staff arrived at a naval establishment driving a lorry in a convoy, paraded in a class to brush up his knowledge, or lightened some rather pompous occasion with a spot of verse, it would be quite in keeping with his reputation in the Service.

They were delighted. Showmanship? Well what of that? Nothing but good can come of giving the nation a few demonstrations of the Navy's traditional dash.

The nonchalant signal from the Commander Far East Fleet at the conclusion of the exercise marked the success of a highly-organised inter-Service demonstration of meeting the sort of danger which might arise during Britain's withdrawal from east of Suez.

NO EASY TASK

Much has been said at political level about "rapid reinforcement" capability. Critics have hammered some of the theories, and no doubt could loose off a few rounds at aspects of this practical "excursion," as our "Chinese" Admiral LeFanu called it. But in the circumstances of British participation as envisaged by the Government, the Navy, with R.A.F. co-operation, has shown the expertise for swift action.

If fixed-wing support of the east of Suez withdrawal ran into serious difficulties, replacements could be there in hours. No doubt the implications will not go unnoticed in the appropriate areas.

On the home front the task of stirring an apathetic Britain to an understanding of the Navy's role and capacity is not so easy. Four Buccaneers have flown in quick time to the Far East. In a world of wonders, so what?

It will need all the fleet reviews, exercises, stunts with a purpose—and leadership—to restore the Navy's self-confidence and arouse a resurgence of national awareness.

The "gingering" seems to have begun.



Neptune: Whoops, Mercury, look at that! Who spread the yarn that Britain has no Navy now?

'MEMORABLE SEND-OFF' FOR ADMIRAL BEGG

More than 10,000 officers and men in over 50 ships took part in the biggest Royal Navy assembly since the Coronation Review, when the Western Fleet gathered at Rosyth between July 22 and August 1 for Exercise Seaforth.

The main purpose of the assembly was to allow flag officers and commanding officers to discuss current matters, and for ships to take part in a full programme of harbour training, examinations for officers and ratings, professional meetings for specialist officers, and a full range of sports events for Fleet championships.

Ships which took part ranged from the commando ship, H.M.S. Bulwark, the guided missile destroyers Hampshire and Kent and the destroyers Aisne and Cavalier, to no fewer than 25 frigates, six submarines, three survey ships, a minelayer, eight minesweepers (including three manned by Royal Naval Reservists) and six Royal Fleet Auxiliaries.

C-in-C's arrival

Until the arrival of the Commander-in-Chief, Western Fleet, Admiral Sir John Bush, on July 26, the armada was under the control of the senior officer afloat, Rear-Admiral A. M. Lewis, the Flag Officer Flotillas Western Fleet.

Admiral Bush flew his flag in H.M.S. Kent. The Flag Officer Aircraft Carriers (Rear-Admiral M. F. Fell) was embarked on the Bulwark, Flag Officer Sea Training (Rear-Admiral J. C. Y. Roxburgh) in H.M.S. Undaunted, and the Hydrographer of the Navy (Rear-Admiral G. S.

50 ships in Fleet assembly

Ritchie) flew his flag in H.M.S. Vidal.

The finale to the assembly came on August 1 when, starting at dawn (4 a.m.), and at five-minute intervals, ships of the Fleet left Rosyth for a display of close-formation manoeuvres.

Embarked in H.M.S. Kent, as guests of the Commander-in-Chief, were the First Sea Lord, Admiral Sir Varyl Begg (promoted to Admiral of the Fleet on August 12 on being succeeded by Admiral Sir Michael Le Fanu), and Dr. David Owen, M.P. (Parliamentary Secretary of State for the Royal Navy).

As the ships steamed down the Forth towards the open sea the sun shone, and the whole array was a heartening sight after so much talk about a diminishing Navy.

In the North Sea, H.M.S. Kent slowed to eight knots and each ship in turn steamed past in salute. Less than 100 yards, on either side, the destroyers,

frigates, and smaller craft swept by.

There was all the appropriate ceremonial—shrill pipes, men lining the side, but two ships had original touches—both H.M.S. Galatea and H.M.S. Keppel had a piper on the fore-castle.

In good heart

In a signal to the Commander-in-Chief, Western Fleet, Sir Varyl Begg said: "I have much enjoyed my visit and I have been greatly encouraged to find the Western Fleet in such good heart. I was also delighted to have the chance of spending the final day at sea with you.

"I thought Exercise Seaforth went splendidly, and the appearance and manoeuvring of the fleet were first class. I am sorry that fog stopped play. Many thanks for such a happy and memorable send-off."

The reference by Admiral Begg to the fog was that there was to have been a display by Sea Vixens, but after a Shackleton had roared overhead and six Buccaneers from R.N. Air Station, Lossiemouth, had flown over the Kent in salute at mast height, fog caused the rest of the proceedings to be abandoned.

Specialist demonstrations were arranged at Rosyth, and one of them supposed that an aircraft had crashed, depositing the injured pilot in a river, while the machine went on to damage buildings and to cause casualties.

This demonstration was carried out by the Fourth Division, led by H.M.S. Danae.

By helicopter

Another demonstration entailed 41 Commando R.M., which was landed on the playing fields behind Rosyth by helicopters from the fleet. Within minutes the men had been landed, together with guns, vehicles, fuel and even a hut for use as an office or other needs.

Some of the ships were open to visitors on July 28, when it was estimated that 9,000 members of the public went on board. In addition, 700 members of youth organisations had tours of various ships during the assembly.

There was a rehearsal for the day at sea on July 30, when the entire apprentice population of H.M.S. Caledonia and H.M.S. Condor (a total of 800 apprentices) were taken to sea.

After the manoeuvres on August 1 the ships dispersed—some to their home ports, while others were on visits to continental ports.

Kenneth More's Culdrose visit

The B.B.C. is to broadcast a 40-minute programme on the "History of the Fleet Air Arm, and a look at the future" at 10.10 a.m. on October 13, on Radio 4.

The narrative will be by actor Kenneth More, who was a naval officer during the Second World War, and who is still keenly interested in the Service.

The B.B.C. team visited R.N. Air Station, Culdrose, in Cornwall, on August 7. Their purpose was to get the feel of the "new" Fleet Air Arm, i.e. the helicopter world, and they were impressed by the hive of activity they found.

Many people, including non-aviating service personnel, do not realise that approximately 70 helicopters of different kinds operate daily from Culdrose on training, development, trials and other tasks.

PARENT STATION

Culdrose is the parent station for five front line helicopter squadrons—in fact there is no bigger helicopter station in Britain.

With the sad forthcoming demise of the fixed wing side of naval aviation, it is to the helicopter that more and more attention is being turned.

The programme will show, among other things, that the Fleet Air Arm, although different in composition, will continue as a vital and sizeable part of the Navy of the future, and that the helicopter force will continue to expand as it has been doing for the past 15 years or so.

Mr. More found time to drop in on the Culdrose Saddle Club's gymkhana which was taking place while he was at Culdrose and later on, as part of the programme, he took to the air in a Hiller helicopter of 705 Naval Helicopter Squadron.

H.M.S. St. Vincent to be closed

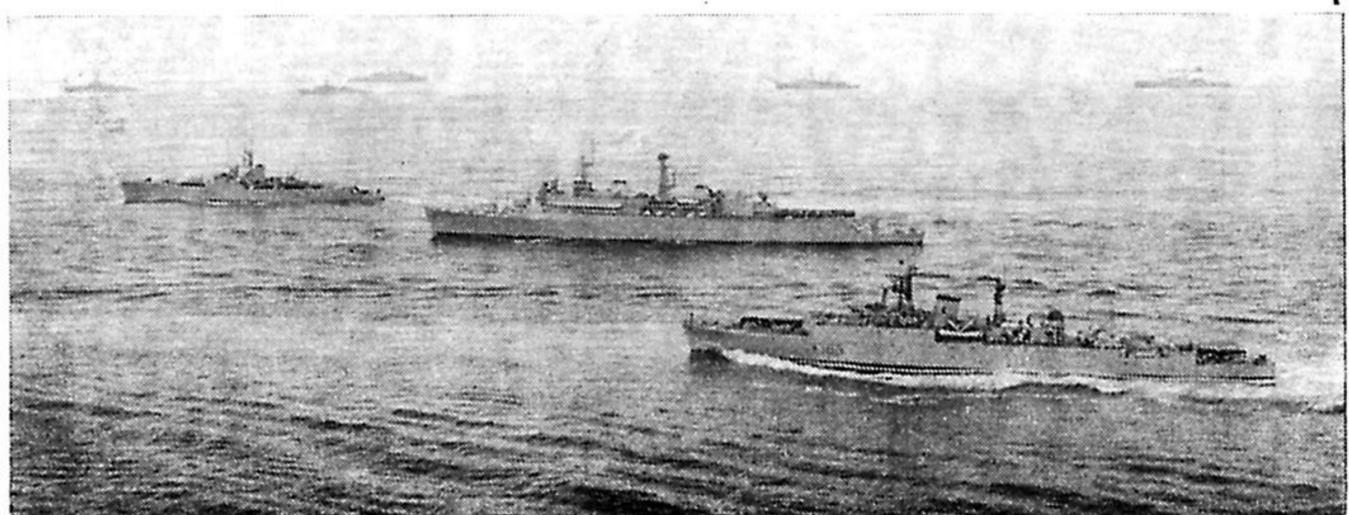
H.M.S. St. Vincent, at Gosport, which has trained boys and junior seamen since 1927, is to be closed.

It is estimated that £280,000 a year will be saved, and allow the staff to be sent elsewhere.

Training will cease at the end of the year, followed by closure of the establishment next April.

JUST BEFORE THE FOG

Photographers had little chance to record the great Fleet assembly before everything was blotted out by fog



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HAMPSHIRE'S COCK OF FLEET TRIUMPH

Big sports occasion

The Western Fleet Assembly at Rosyth for Exercise Seaforth was marked by a full programme of sporting activities. For 10 days there was no rain and, with the use of the facilities at H.M.S. Caledonia, together with the wholehearted co-operation of the physical training staff and an efficient transport service, there was some excellent competition.

The tremendous frigate performance in straight competition with the Bulwark, Hampshire and Kent, was a feature of the occasion.

Examples of their performances were: H.M.S. Galatea finishing close behind H.M.S. Hampshire for the "Cock of the Fleet," the Rhyl team winning the EXPED (probably the toughest of the competitions), and the late arrivals, H.M.S. Cleopatra winning the athletics and H.M.S. Sirius winning the swimming.

VETERANS' RACE

The large number of entries for each event, and the punctuality and good appearance of ships' teams, gladdened the hearts of all sports enthusiasts.

The spirit of competition was so infectious that seven admirals and nine post captains entered the veterans' race.

Such a splendid array of talent aroused much badinage both on the field and off.

It is reported that as the winner, Rear-Admiral Peter Ashmore, breasted the tape, he

looked over his shoulder to say "sorry" to Admiral Sir John Bush, who came in third.

The second man was CPO Fretwell, of H.M.S. Kent.

LIKE WEMBLEY

The three soccer finals on the last harbour day had a Wembley atmosphere. There were banners, bugles, rattles, spectators invading the pitch (youngsters from the married patch) chanting and cheering. Perhaps the only thing missing was a mere 99,000 spectators.

In the King's Cup final, Hampshire managed a 3-2 win over the Bulwark in the last quarter. This win also qualified them for the "Cock of the Fleet," both trophies being presented by the First Sea Lord.

In the frigate final H.M.S. Galatea beat H.M.S. Arethusa by four goals to three in an exciting match. The cup for this event was presented by the Flag Officer Flotillas (Rear-Admiral Lewis).

The third final was for the Submarine Cup, which was won by H.M.S. Walrus, beating H.M.S. Otter 1-0. This cup was presented by the Flag Officer Submarines, Vice-Admiral Pollock.

H.M.S. Aisne did well to out-pull the big ships to win the tug-of-war.

It is not certain how much their bulldog mascot, dressed



Surg. Lieut.-Cdr. Askew, H.M.S. Bulwark, receiving the Palma Cup (tennis doubles) from Capt. R. J. Trowbridge, H.M.S. Hampshire

six were borrowed from local sources. It is reassuring to see that most ships now have this sailing capability.

The ten-pin bowling proved a popular competition, with 44 teams of five entered. An evening out at Kirkcaldy, with the bar open until midnight, may have been an incentive. The draught beer ran out by 2300.

In the first leg the Arethusa team set what proved to be an unbeatable score of 721, with the top individual score of 223 by Sub-Lieut. Thomson included.

OPEN GOLF

Two Scottish ratings finished in the first three of the Open Golf from an entry of over 70. REM Thomson (H.M.S. Eskimo) was a clear winner.

In the tennis open singles, no one looked like beating the eventual winner, Lieut.-Cdr. Norman, of H.M.S. Undaunted, CCEA App. Noye, of the Arethusa, retained his Ratings Singles title, having lost the Open Cup.

H.M.S. Relentless appeared to be hot favourites for the water-polo cup after the early rounds, but were knocked out by the eventual winners, H.M.S. Kent, in the semi-final.

in a team shirt, put off the opposition!

The EXPED competition, the first of its kind in the Western Fleet, was over the standard H.M.S. Safeguard leadership course in the Ochills.

Rear-Admiral Lewis climbed 2,200 feet to the compulsory camp site on the Saturday evening. He found the teams in good heart, although the tough day's walk had produced many blisters and some twisted ankles.

Only two of the 27 teams of six failed to make the camp site. The six teams who completed the course can be proud of their achievement. H.M.S. Rhyl took the Bulawayo Cup in a time of 25 hr. 37 min., which included a seven-hour compulsory camp.

MANY BOSUNS

The sailing races, with the unaccustomed large number of bosun dinghies at the line, produced lusty cries of "Starboard!" as the gun fired.

Of the 33 boats entered only



Aboard H.M.S. Hampshire, proud bearers of the Cock of the Fleet symbol



Two presentations by the Commander-in-Chief Western Fleet, Admiral Sir John Bush. Above: The Fleet and Frigates athletics cups for H.M.S. Cleopatra. Below: H.M.S. Rhyl Exped. team receiving the Bulawayo Cup



Pictures by CPO (Phot.) N. A. Pugh and PO (Phot.) T. Darker.

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SURVIVORS FROM PREVIOUS ABDIEL AT TARANTO

After a quarter of a century, four survivors of the Second World War fast minelayer, H.M.S. Abdiel, are going back to Taranto, where the ship was sunk by a mine with the loss of 156 sailors and soldiers.

They will be on board the Navy's new exercise minelayer of the same name when she visits the Italian port this month, and will take part in a remembrance service to be held on board to mark the 25th anniversary of the sinking of the ship on September 10, 1943.

Mr. G. A. Morton, of Plymouth, Plymouth, a stoker petty officer in the old ship, joined the ship at Port Edgar on August 19 for the journey to the Mediterranean, while Mr. A. S. Slocombe, of Taunton, joined the ship at Gibraltar on August 24.

He was the senior quarter-deck rating and a director layer

in the previous Abdiel.

Cdr. W. A. Robertson, of Longniddry (East Lothian), who was the second navigator, and Mr. W. W. Rutter, of Darlington, who was a leading stoker and on duty in a boiler room when the mine exploded, embarked at Malta at the end of August.

After service in the Far East and the Mediterranean, the previous Abdiel sailed from Malta on September 8, 1943, as part of the force to occupy the naval base at Taranto.

Swinging at her cable in the harbour she detonated a German ground mine, breaking the ship in half.

Destroyer escorts ship to Gibraltar

H.M.S. Decoy, the Daring class destroyer (3,600 tons, full load) escorted the Hong Kong registered, British-owned merchant ship Kinross (5,388 tons) bound for Algiers from Capetown, to Gibraltar, after the master had radioed that there was unrest among the Chinese crew.

The master said that the crew were holding political meetings, and he feared for the safety of his British officers.

The Decoy, commanded by Cdr. J. R. Symonds-Taylor, contacted the merchant ship in the Mediterranean just before 10 p.m. on August 1, and remained with her until Gibraltar was reached the next day.

1860 ship for Thamesmead?

When Prince Philip visited Wales with the Queen in the Royal Yacht Britannia last month, he saw Britain's first iron-clad warship, the Warrior, which now forms part of an oil jetty at Pembroke Dock.

The Duke is known to be interested in the scheme to move the ship to Thamesmead.

Rigged as she was when built in 1860, and moored alongside a proposed yacht harbour, the Warrior would serve as a centre for local activities and as a tourist attraction.

DONKEY POLO AT BAHRAIN

In return for hospitality given by the 1st Battalion Queen's Regiment during their regimental anniversary in Bahrain, the Royal Navy invited the Battalion to spend a day at the shore base in H.M.S. Jufair.

Highlight of the afternoon was a donkey polo match between the visitors and their hosts, using borrowed mounts, hockey sticks and a football.

The result was alleged to be a win for the Queens.

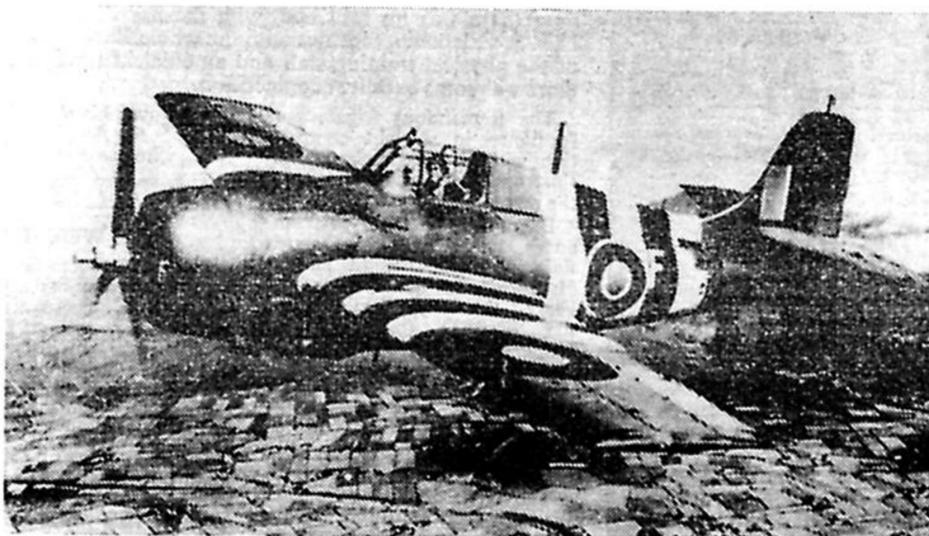
INSTRUCTORS' COURSE

The 1968 Bakery Instructors' Course put the final touches to a welding cake which they made during their time under instruction at the Plymouth College of Technology — watched by the eagle eye of the instructor — Mr. Pittman of the Bakery Department.

The course is an annual one for up to six senior rates of the R.N. & R.Ms. who are already qualified cookery instructors.

This year's course was (left to right): P.O. Cook (O) Ian Cook, CPO Cook (O) Malcolm Spriggs, CPO Cook (S) Alan Glover, PO Cook (S) Brian Smith, and their instructor, Mr. D. Pittman.

Wildcats gave the Fleet real 'claws'



Grumman Wildcat in D-Day invasion stripes

Until January, 1944, the Grumman Wildcat, "the tubby little fighter," was known in the Fleet Air Arm as the Martlet. After that date the current Marks IV and V were changed to that of the United States version, the Wildcat.

The earlier Martlets were bought from America in 1940-41 to replace the Sea Gladiators, then in service.

The Wildcat brought the Fleet Air Arm fighter equipment up to modern standards.

The Grumman G.36, as it was known to its manufacturers, first flew in December, 1937, and went into service with the United States Navy in 1940.

When the United States entered the war in 1941 it was in use in aircraft carriers and with shore-based units of the U.S. Marine Corps.

Wildcats of the Marine Fighting Squadron 211 were used in the heroic defence of Wake Island in December, 1941.

In British service the Mk. II version was fitted with folding wings, and was the first of the series to see service at sea. In H.M.S. Audacity, a small escort carrier, Martlets of 802 Squadron protected convoys from bomber and U-boat attacks in the Atlantic in 1941.

In May, 1942, Martlets proved themselves in the fighting against the Vichy French during operations over Madagascar. Not only did they provide complete cover for the ground forces, but they shot down seven enemy aircraft with the loss of only one Martlet.

In August, 1942, H.M.S. Indomitable successfully protected a Malta convoy with Martlets of 806 Squadron, thus proving these aircraft to be superior to both their French and Italian contemporaries.

In November, during the Allied invasion of North Africa, the Martlet was right at the forefront, and in December, 805 Squadron Martlets took part in air operations over the Western Desert.

Delivery of the Wildcat Mk. IV under "lease-lend" began in 1942, followed in 1943 by the Mk. V. They were frequently in action from escort carriers against U-boats.

Wildcats also provided fighter cover for the attacks on the Tirpitz in 1944.

878 and 890 Squadrons provided fighter cover during the Allied landings at Salerno, and 846 Squadron Wildcats were active during the D-Day operations.

In 1944, the Wildcat VI began to arrive with a much improved version of the Wright-Cyclone engine, and a larger fin and rudder. Used mainly in the Far East with the British East Indies and Pacific Fleets, it was the last version to be used before the cessation of hostilities in 1945.

Only one example of this great little aircraft is known to exist in this country. It can be seen on display in the Fleet Air Arm Museum at R.N. Air Station, Yeovilton.

TECHNICAL DATA

Description: Single-seat carrier-borne fighter.

Manufacturers: Grumman Aircraft Engineering Corporation.

Power Plant: One 1,200 h.p. Pratt & Whitney Twin Wasp R-1830-86.

Dimensions: Span, 38 ft. Length, 28 ft. 11 in. Height, 9 ft. 2½ in.

Weights: Empty, 4,649 lb. Loaded, 6,100 lb.

Performance: Maximum speed, 330 m.p.h. Maximum range, 1,150 miles. Service ceiling, 28,000 ft.

Armament: Six fixed 0.50-calibre machine-guns in the wings.

PHOTO POSTCARDS

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., 13 Edinburgh Road, Portsmouth, price 1s. each (including postage), stamps or postal order.

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

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

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

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FILMS RELEASED FOR THE FLEET



The clinch—where all good films used to end. Francoise Dorleac and Michael Caine in an emotional moment from the "Billion Dollar Brain"

A touch of Black Magic

A touch of Black Magic is added to the espionage, crime and mystery of this month's films released by the Royal Naval Film Corporation for showing to the Fleet. But truth can be stranger than fiction, and the picture "In Cold Blood" has a moving intensity because it is real life. The full list of films is at follows:

In Cold Blood.—Robert Blake, Scott Wilson. A painstaking reconstruction of a crime which took place in 1959. Based on the much-discussed book by Truman Capote, the film is grim and factual, with the ending indeed stark. (Columbia.) **No. 686**

Billion Dollar Brain.—Michael Caine, Karl Malden. Another exploit of Harry Palmer, the sharp Cockney who is a spy against his better judgment. An intricate story with a blend of mystery and action, sex and humour, making popular entertainment. (United Artists.) **No. 687**

Wait Until Dark.—Audrey Hepburn, Alan Arkin. First-class story which has mystery, terrific suspense and excitement, particularly in the climax. Excellent for thriller fans. (Warner Pathe.) **No. 688**

The Vengeance of She.—Olinka Berova, Edward Judd. Black Magic adventure based on the Rider Haggard character. The plot is melodramatic, but the production is slickly presented. (Warner Pathe.) **No. 689**

Navy to have 'design your own mess deck' exhibition

The Royal Navy's nuclear and Polaris submarine fleet is doing more than provide a powerful deterrent to aggression—it is also showing the way to higher standards of comfort for the ship's companies of surface craft.

With modern methods and materials, the new breed of submarines has shown the remarkable improvement which can be achieved in design and habitability. Now the task is to adapt these ideas to surface vessels, and thus make the best possible use of space available for mess decks.

At the same time, there is increasing demand for accommodation, and economy is the watchword. It is desirable, therefore, that improvements should neither reduce the number of men who can be accommodated, nor inflate building costs.

WOODEN MOCK-UP

A tailor-made mess-deck similar to the living quarters in a private yacht could be provided, but the high price in relation to the overall cost is an indication of the prohibitive level of expenditure which this would entail for, say, a frigate (without going into other essential questions such as fire risk, damage control, etc.).

As a practical investigation of the problems, a wooden mock-up of the junior rates' mess on 02 deck in a Tribal class frigate has been constructed in the Mould Loft at Portsmouth Dockyard.

Trials will be held in the mock-up, of six different methods of fitting out this mess,

incorporating new-style bunks, fitted furniture, lighting, etc. In broad outline these schemes are as follows:

Scheme 1—Reducing the width of passageways between bunks and providing a new style of bunk settee. Separating sleeping and recreational areas to seat 33½ per cent of mess occupants.

Scheme 2—As above, but bunks to be permanently fixed (i.e. not with a settee facility).

Scheme 3—Repeat Scheme 1, but using fitted furniture for bunks, kit stowage, lockers, etc.

Scheme 4—As for Scheme 3, but using fitted furniture for bunks.

Scheme 5—As for Scheme 3, but increasing the width of passageways throughout.

Scheme 6—As for Scheme 5, but reducing width of passageways.

From these trials the aim is to gather enough evidence to design an improved type of mess deck which can be built into an existing ship for full trials under normal living conditions at sea.

HELP DESIGNERS

Schemes one and two will be on display from 10 a.m. to 5 p.m. daily, Monday to Friday, September 16-20. The Mould Loft, which is in The Parade, is reached via the dockyard's main entrance.

It is hoped that as many officers and ratings as possible will

visit the display, and help designers by completing a questionnaire.

Ideas will be welcomed, and where possible will be tried out. They can be discussed with the representatives from the Department of the Director General, Ships, who will be in attendance.

Details of the dates for exhibition of the other schemes will be published nearer the time.



"Design the ideal MESSDECK . . . not messmate you fool!"

DEPOT SHIP NOW 30

H.M.S. Forth, one of the oldest operational ships in the Royal Navy, celebrated the 30th anniversary of her launching on August 11.

Depot ship of the 7th Submarine Squadron, based in Singapore since June, 1966, the Forth was launched at the Clydebank yard of John Brown Ltd. She was completed in May, 1939.

She has seen service in every part of the world, and in 1962 was extensively refitted at Chatham to be able to support nuclear propelled as well as conventional submarines.

Carried off the beauty winners

After a Miss United Kingdom competition heat at Morecambe bathing pool, three Royal Marines who had given a demonstration of underwater swimming picked up the winners in their arms and carried them off—to a Special Boat Section reception.

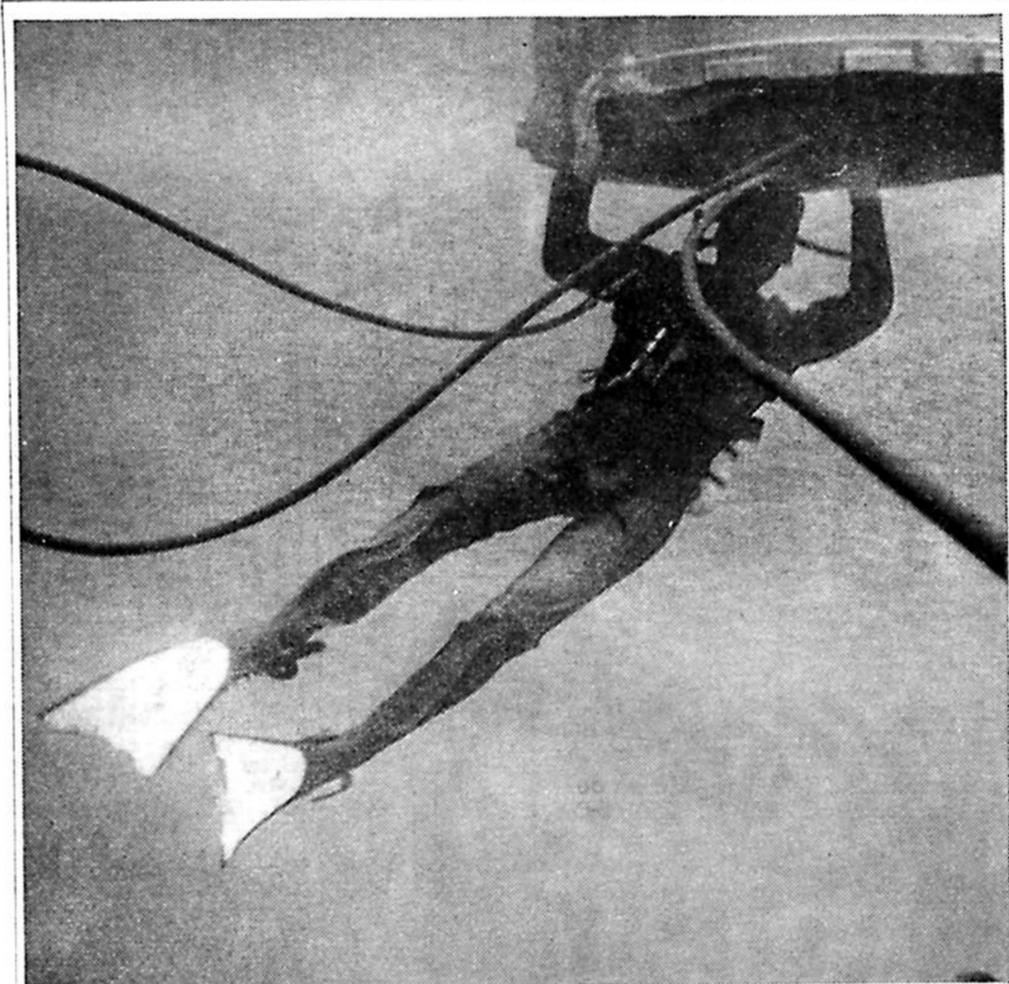
All over the country this summer, people are meeting the Royal Navy and Royal Marines through visits by the 250-strong show team, bringing the dash and excitement of a mock commando raid, motor-cycle and physical training display teams, and a pageant showing progress

in naval communications.

It is one of the largest touring displays of its kind to travel the country.

The commando raid will take place on a 60-foot radar tower which will be specially assembled for each performance.

The three winners being "persuaded" by one of the Royal Marine swimmers



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TEESSIDE RAN CADET SPORTS

When Teesside No. 1 (Middlesbrough) branch organised its annual athletic and shooting match for Sea Cadet units in No. 11 Area, 13 units from all parts of the area entered teams.

The pipe and drum band of the T.S. Jupiter (Middlesbrough Sea Cadet unit) played welcoming music as competitors and spectators arrived at the Clairville Stadium, Teesside.

Athletic events, five-a-side soccer, tug-of-war and shooting events at the T.A. range ran smoothly throughout the afternoon.

Teesside chairman Ken Humphreys is to be congratulated on turning out such a team of organisers and workers.

CAFE SHOCK

On the day before the sports it was discovered that the stadium cafe had been closed down, but by rushing around Shipmate Humphreys obtained permission to use the cafe and its equipment.

The place was ready only an hour before the sports started, and a steady flow of tea, pies, crisps, soft drinks, cakes and "nutty" was sold throughout the day.

Mrs. Humphreys, together with Eileen and Margaret from the R.N.A. club, worked tirelessly.

A useful profit was made on the sales and was a big help in defraying the day's expenses.

'FERRY SERVICE'

Tom Patterson and Bernard Creaser organised the shooting at the range, which was two miles away. The difficulty of getting those cadets who were both athletes and shooters was overcome by a car ferry service run by Dick Whittaker and Joe Brackenbury.

V.C. on display

The Victoria Cross awarded to the late Skipper Tom Crisp in 1917 is now on display, together with a photograph and his other medals, in the Lowestoft Council Chamber.

Ten members of the family, including Mr. Tom Crisp, jun., who was serving with his father as acting mate of the gunsmack H.M.S. Nelson in the action against a German submarine when the skipper lost his life, were present when the Lord Lieutenant of Suffolk, the Earl of Stradbroke, unveiled the portrait and case.

Another who was present was Mr. Edward Fenn, a retired farmer of Blundeston, who was an 18-year-old cook in the smack at the time of the action.

Mr. Tom Crisp, jun., said at the presentation: "I also hope that this will not only be a memorial to my father, but to all those who lost their lives, particularly Lowestoft fishermen."

Arrangements are being made by the branch secretary, Shipmate E. Roberts, 114 York Road, Montpellier, Bristol 6.

Bristol colours

The Bristol branch is to dedicate its new colours at the Church of St. John, Apsley Road, Clifton, Bristol, on September 22.

Assembling at the T.A. Centre, Whiteladies Road, the parade will leave for St. John's Church at 2.30 p.m., led by the band of the Royal Marines, Plymouth.

Arrangements are being made by the branch secretary, Shipmate E. Roberts, 114 York Road, Montpellier, Bristol 6.

Royalty at the reunion?

The annual conference to be held in the Slough Naval Club on Saturday, September 7, will consider a variety of motions from branches.

The Mayor of Slough (Alderman John Rigby) will address the meeting, after which Admiral Sir David Luce, president of the association, will present the annual report.

Among the motions is one from Boston proposing that the 1970 conference should be held in either the north-east or north-west of the British Isles.

There are motions dealing with the rules and by-laws of the association, and regarding associate membership.

ROYAL SUPPORT?

Guildford has a motion regarding national publicity through television and the national press for the Annual Reunion, and Dartford asks that an attempt be made to obtain Royal support at the reunion.

Crosby's motion asks for official recognition at all parades and services of commemoration at naval events.

Other motions deal with lotteries and pensions.

The headquarters income and expenditure account shows that expenditure in 1967 exceeded income by £535. The bulk of this loss was incurred on account of the Reunion, namely £439.

Another large cost was in respect of the annual conference and extraordinary general meeting. The charge for these two was £777.

PROFESSIONAL FEES

The sum of £480 was the charge for "professional and consultancy fees" incurred in the consultation, preparation and submissions for the formation of the staff pension scheme, the revision of subscriptions, projected budgets for 1966 to 1970, subscription hypotheses, revised projected budgets for 1967 and 1968, rebate scheme, and proposed alternative accommodation for headquarters.

Taking all in all it would seem possible that the accounts will take on a rosier look in future years.

The National Draw was a success, with a surplus of no less than £1,525, £25 being allocated to the Star and Garter Home, and the remainder to the funds of the association.

LINKS WITH RALEIGH

Members of the Newton Abbot branch were hosts to the chief petty officers of H.M.S. Raleigh at a buffet dance at Bovey Tracey in July.

At the end of the evening the president of the CPO's mess thanked the branch for its hospitality and invited the branch to the end-of-term ball in H.M.S. Raleigh.

Included in the picture (below) are the branch chairman, Shipmate C. Lewis and Mrs. Lewis, Captain and Mrs. Fenton, Shipmate W. G. Langridge (branch chairman) and Mrs. Langridge, and chief petty officers and their wives from H.M.S. Raleigh.

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Hermes link



Mr. Sidney Knight

A link with the past was forged when ex-Leading Stoker Sidney Knight visited H.M.S. Hermes.

Mr. Knight joined the previous Hermes in Simonstown in 1939, and served in the ship until she was sunk by Japanese bombers in 1942 in the Bay of Bengal.

He was picked up by a hospital ship after seven hours in shark-infested waters. After a fortnight's recuperation in Colombo he continued in the Royal Navy until the end of the war.

Mr. Knight, who now works for the Railway Board in Capetown, had a guided tour of the ship's boiler rooms and engine rooms.

Bible presented

A presentation Bible from the old H.M.S. Impregnable, signed by the Rev. H. D. L. Viener, Chaplain Royal Navy, who became the first Chaplain-in-Chief of the Royal Air Force, is to be placed with a number of other similar mementos, in the Royal Air Force Church of St. Clement Danes in the Strand, London.

The gift was made by Cdr. W. R. Bull of Bridlington.

Club for the new Redcar branch

Since the newly formed Redcar and District branch was inaugurated on December 21, 1967, 63 full members and nine associate members have been enrolled.

Weekly meetings are held at the Queen's Hotel, Redcar, and two successful dances have been held, with attendances of over 200.

The branch has acquired a former cafe, and this is to be transformed into a club and headquarters.

A ship's bell is now required. Any branch having a spare one should get in touch with Shipmate D. N. Evans, 109 Blakey Close, Redcar.

Mr. B. J. Hudson, secretary of the White Ensign Association, Gibraltar Club, Chapel Street, Exmouth, states that in conjunction with the Exmouth branch of the Royal Marines Association, a club has been opened.

Serving and ex-serving members of the Royal Navy and Royal Marines, and their wives, are welcome.

BRANCHES HOLD REGATTA

Instigated by Shipmate "Albert R.N." Windmarsh, of Wear branch, the Newcastle, Blackhall, and Wear branches held a regatta on the Wear at Durham on July 14.

It was such a success that it is hoped it would be the forerunner of many more, and the means of bringing together more branches of No. 11 Area. The first race—a four—was

won by the Wear branch, Newcastle winning the pairs race.

It was Blackhall branch, however, which really carried the day, with their hilarious antics in helping each other into the river.

After the "regatta" three coach loads of members left for Sunderland, where the visitors were entertained by the Wear members.

HER CARPET 'LOST' UNDER JUMBLE

When Shipmaid Forgham, of the Purley and District branch, suggested a jumble sale, she could hardly have anticipated the response, and she was glad to have the assistance of Shipmaid Hannon, who bore the brunt of the pricing.

She was almost in tears one evening when the entire sitting room was filled with jumble. Our correspondent says: "I am pleased to report that she has now found her carpet."

Some helpers showed signs of nervousness when faced with a solid mass of 148 clients who poured in, but they soon settled down to brisk selling and, in one and a half hours, had made £32 for the social secretary who, it is understood, is now smiling.

One lady at the sale asked how she could join the association. She was Pamela Gilbert, and an ex-officer of the W.R.N.S.

By a coincidence she and Shipmaid Hannabus, wife of the branch treasurer, had both served in H.M.S. Kestrel.

A reunion is planned, to be held in London on December 7, of those who served in the destroyers, H.M. Ships *Beagle*, *Boadicea* and *Bulldog*, between 1939 and 1945.

Those interested should get in touch with Mr. A. L. M. Buck, 56 Coram Street, London, W.C.1.

CALLING OLD SHIPMATES

Mr. W. Daly, of 15 Windsor Place, The Hoe, Plymouth, who arranged a couple of reunions for the survivors of H.M.S. *Edinburgh*, sunk in 1942 while on a Russian convoy, is hoping to arrange a reunion of officers and men who were survivors of the Russian convoys, and who were repatriated from North Russian camps at Murmansk, Archangel, etc.

The ships concerned were the *Edinburgh*, *Trinidad*, *HARRIER*, *Gossamer* and a few more.

Shipped over to England, the name-board of the wartime corvette, H.M.S. *Columbine*, found in a Norwegian fiord, became the rallying point for a small gathering of ex-ship's company in Plymouth recently.

Those present at the reunion expressed a desire to meet once again their very popular first-lieutenant, then Lieut. J. Macmanus, R.N.V.R., whose movements are unknown subsequent to the sale of the ship to Norway in 1947.

Mr. E. T. Wilkins, 28 Brierfield Road, Liverpool 15, would appreciate any information.

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WATNEYS RED BARREL



Earl's India days recalled

Medal for Goanese steward

Memories of wartime days in India were revived for Earl Mountbatten when at Admiralty House, Portsmouth, he presented the British Empire Medal to a Goanese steward, PO Tiago Viegas.

PO Viegas, of H.M.S. Nubian, then serving at Jufar, joined the Navy in 1944 and was on the staff of the Supremo in India until 1946.

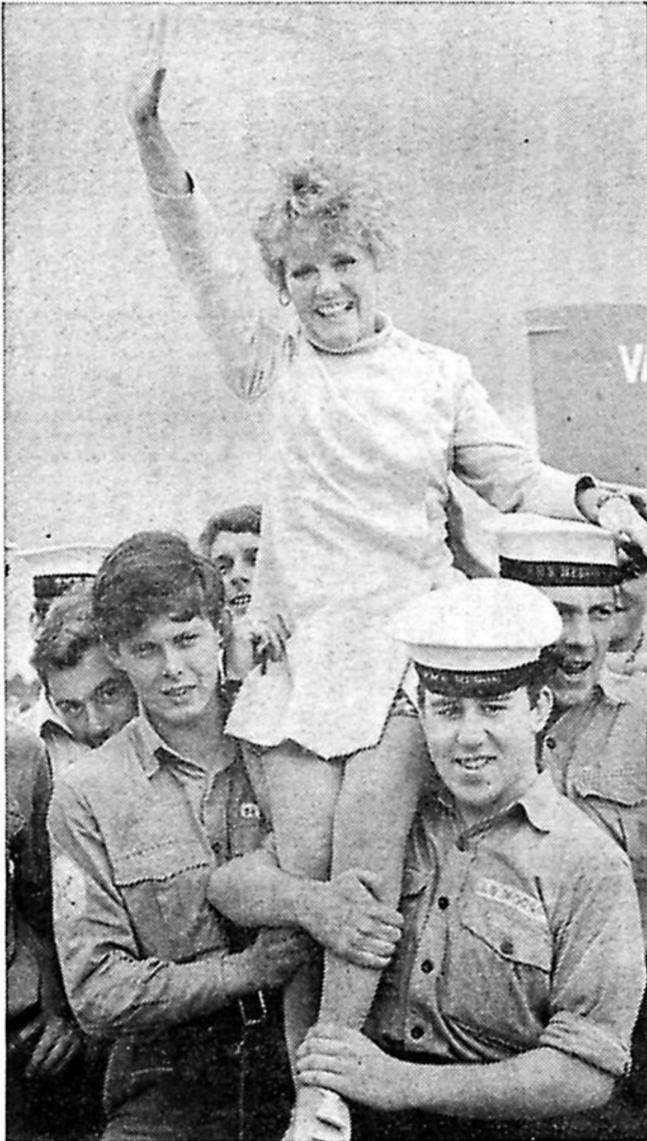
He has had no shore service, his ships being the Glasgow, Norfolk, Mauritius, Gambia, Ceylon, Newfoundland, Loch Insh, Loch Lomond and Nubian. For 14 years he was with successive Commanders-in-Chief East Indies.

Gallantry of a submariner

For his gallantry in saving the life of a 23-year-old woman, Able Seaman Keith Holliday was presented with the Royal Humane Society's testimonial, at a ceremony at H.M.S. Dolphin, Gosport.

The submarine Grampus, in which Keith was serving, went to the assistance of a trimaran in distress.

One of those aboard, Mrs. Christina Walliman, managed to jump on to the submarine casing. With waves washing over them, Keith managed to get her to safety.



Big welcome from enthusiastic ratings who chaired Petula Clark on her arrival at R.N. Air Station, Yeovilton. The visit was in connection with the filming of "Goodbye, Mr. Chips"

Received his pay from dad

It was just like schooldays for LEM(Air) Desmond Prior when he received his pay at H.M.S. Daedalus — from his dad.

First generation of the family, a leading stoker until about 1912, emigrated to Canada when CPO Writer Prior was born. The family returned to England and CPO Prior joined the Navy, being released in 1950 after 12 years' service. Thirteen years later he once again linked with the Navy by joining the R.N.R.

It was on Reserve training that he went to H.M.S. Daedalus where his son Desmond is serving.



CPO Writer Desmond Prior with his son, LEM (Air) Prior—also Desmond



Earl Mountbatten pins the medal on PO Tiago Viegas
Picture by PO(Phot) D. Morris

"Revised version"

During operation Wrathex off Cape Wrath, a Night Encounter Exercise was carried out between ships. As the exercise got under way, a chief yeoman suggested to the captain in the operations room that his forces might be reminded of the First Epistle of St. Peter, chapter 5 verse 8, reading: "Be sober, be vigilant, because your adversary the devil, as a roaring lion, walketh about, seeking whom he may devour."

The captain sought a Bible to check the quotation, whereupon the chief yeoman sent an ordinary seaman to the coxswain's office.

Apparently only one "Bible" had any meaning for the coxswain, the seaman returning with a copy of "Queen's Regulations for the Royal Navy!"

The French battleship Riche-lieu has been sold to a Genoese firm for breaking up. The 34,000-ton ship was seriously damaged by aircraft from H.M.S. Hermes at Dakar on July 8, 1940.



Under the guidance of CPO Trevor Gibson, of Portsmouth, Mr. Alick Buchanan-Smith (M.P. for Angus and Mearns) steers H.M.S. Bronington in the Forth. The M.P. was on a visit to H.M.S. Lochinvar, the Fishery Protection and Mine Countermeasures base at Port Edgar
Picture by CPO(Phot) R. A. Pugh

Ex-officer's work for disabled

"When life has to begin again"—the recent article in "Navy News" concerning an aspect of R.N.B.T. activities—is a reminder that an important part in the resettlement of disabled people, ex-Service and civilian, is played by a retired naval officer.

He is Lieut.-Cdr. G. W. Style, who is chairman of the National Advisory Council on the Employment of the Disabled.

Lieut.-Cdr. Style, who joined the Navy in 1933, lost an arm in action against dive-bombers in 1942 while serving in H.M.S. Lance in Force K based on Malta. He was invalided three years later.

In 1961 Lieut.-Cdr. Style was honoured with the C.B.E. for his service on the sheltered Employment Committee of the National Advisory Council, his membership of the Maidstone and District Disablement Advisory Committee, and for his great interest generally in work on behalf of disabled people.

NO 'SUMMER' GRUMBLES

While England was groaning about the "summer," these happy Wrens were basking in the sunshine on the veranda of their quarters overlooking Marsamuxetto Harbour, Veletta, Malta.



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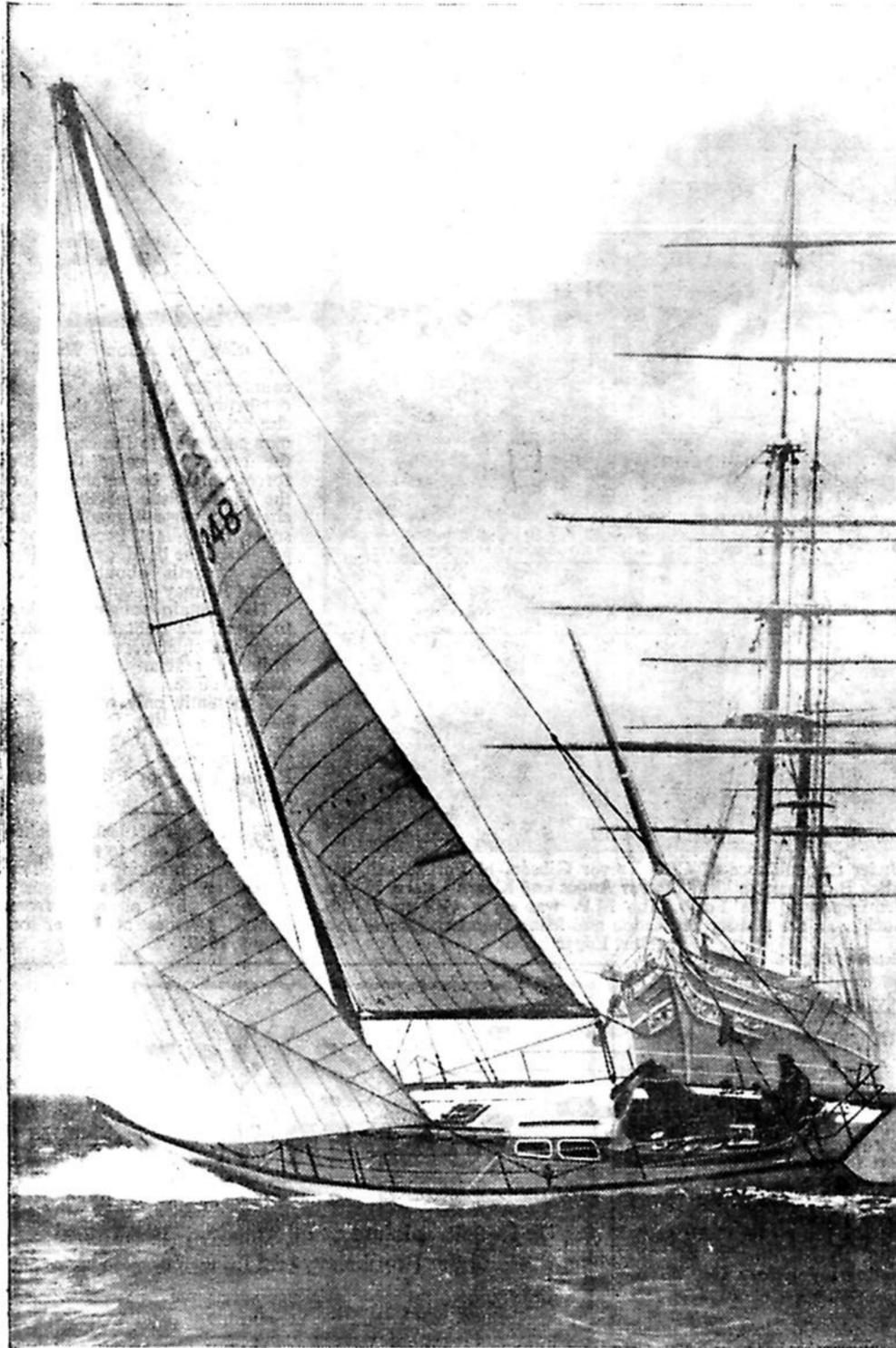
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H.M.S. DIDO HOME.—Radio Mechanician Hannagan from Cardiff, with his wife and parents, when the frigate returned to Portsmouth on August 21. Also there to greet him were his wife's mother and sister

Picture by N/A(Pho) Tamberlin



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CUTTY SARK

SCOTCH WHISKY



X—captain's visit to his old boat

It was a sentimental journey for Lieut.-Cdr. Peter Astbury, R.N.R., of Clifton, Bristol, when he called at H.M.S. Dolphin, Gosport, for he was able to revisit the midget submarine X 24 in which he served as passage commanding officer in 1944.

X 24 is preserved in the quadrangle at Dolphin.

The tiny vessel twice penetrated Bergen harbour and attacked the naval dockyard at Laksvaag, which was under German control, well protected by coastal defences and minefields, and 30 miles from the open sea.

On the first occasion, under the command of Lieut. M. Shean, R.A.N.V.R., she sank the German ship Baronfels. On the second raid, under the command of Lieut. H. P. Westmacott, R.N., she severely damaged the floating dock used by the Germans for overhauling and repairing U-boats based on the port.

Lieut.-Cdr. Astbury, now a master at Henbury Comprehensive School, Bristol, enjoyed his service in X craft, though he admits they could be quite dramatic in their manoeuvres at times.

When being towed, they had a habit of "porpoising," which was somewhat disconcerting for the crew inside.

At times the passage commanding officers would stand on the casing with the rest of the submarine below water



Lieut.-Cdr. Astbury (left) and Lieut.-Cdr. Todd

and hold on to the voice pipe.

They were never allowed to give the course "355" down the voice pipe in case this was heard as "Dive . . . dive . . . dive," which could have been a very wet process

for the officer.

At Dolphin Lieut.-Cdr. Astbury met Lieut.-Cdr. Mathew Todd, who is in charge of the escape training tank at the establishment, and who also served in X craft about the same time.

Atlantic yacht's speedy return

Spirit of Cutty Sark, the Gallant 53 class yacht that was the first standard-built boat to finish in this year's Single-handed Transatlantic Race from Plymouth to Newport, R.I., arrived in Plymouth's Millbay Docks on August 24.

Sailed by Lieut. Leslie Williams, R.N., she finished fourth in the race, and reached Newport on June 30—29 days and about 9 hours after leaving Plymouth.

Spirit of Cutty Sark, which was sponsored by the whisky firm, then sailed to New York, from where Lieut. Williams flew home.

A Royal Navy volunteer crew of seven flew to New York to sail the boat home via Bermuda.

OLD FRIENDS

The skipper was CPO Roy Williams (no relation of Lieut. Williams, though the two are old friends and have done a lot of sailing together).

Lieut. Williams was at Plymouth to welcome the crew home.

The boat made extremely good time, reaching Plymouth just 18 days after leaving Bermuda, an average of about 150 miles a day.

Since the start of the race from Plymouth on June 1, Spirit

of Cutty Sark has sailed more than 6,000 miles.

The boat will be one of the attractions at Portsmouth's Navy Days.

SUBMARINERS' PLEA

Ex-Leading Seaman David Patterson, invalided five years ago and now a multiple sclerosis patient, sends out a plea from his bed in the Coomb Cheshire Home, Llanstephan, Carmarthen, to any submariners or ex-submariners who served in the submarines Porpoise, Scorch, and Sea Scout.

David would very much like to hear from any submariner, though his condition prevents him replying personally.

Navy arrests trawlers

The skipper of the Norwegian fishing vessel Kavholm, whose ship was arrested for fishing in British Waters on August 4 by the frigate H.M.S. Keppel, commanded by Lieut.-Cdr. J. C. S. Ekins, was fined £250 at the Sheriff's Court, Lerwick.

On August 18 the coastal minesweeper H.M.S. Belton employed on fishery protection duties, commanded by Lieut.-Cdr. A. H. D. Wilks, arrested a Russian trawler off Fair Isle in the Shetlands.

At the subsequent trial at Lerwick, the Sheriff decided that, because of lack of corroborative evidence, the charge of fishing within British waters had not been proved, and the case was dismissed.



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'AT HOMES' AT NAVAL PORTS

Once again the Royal Navy is "At Home" to the public and over the summer bank holiday there are opportunities to go aboard ships of the fleet at Chatham, Plymouth and Portsmouth.

Past experience has shown that visitors most want to go on board ships, and their wishes can be granted at all three ports.

At the Chatham "Open Days" (September 1 and 2 only) 11 ships will welcome visitors.

There is the guided-missile destroyer, H.M.S. Kent; the Leander-class general-purpose frigates, the Dido and the Juno; the anti-aircraft frigate H.M.S. Jaguar; the aircraft-direction frigate H.M.S. Chichester; the anti-submarine frigates H.M.S. Troubridge (converted from destroyer and not to be confused with the B.B.C.'s Troutbridge) and H.M.S. Exmouth; the survey ships, the Hydra, the Bulldog and the Beagle; and the submarine H.M.S. Ambush.

THREE DAYS

The Plymouth and Portsmouth Navy Days run over the three days, August 31 and September 1 and 2.

At Plymouth ships open are the assault ship H.M.S. Fearless, the frigates Rhyl, Lincoln, Eastbourne and Scarborough; the destroyer (fleet radar picket) H.M.S. Barrosa, the Hecate (a survey ship); the R.F.A. Tidepool and the Alaric and the Otus, both submarines.

Ships open to visitors at Portsmouth are the commando ship, H.M.S. Bulwark; the Eskimo (a Tribal-class general-purpose frigate); three Leander-class frigates, the Sirius, the Galatea and the Arethusa.

Also "open" are the anti-aircraft frigate, H.M.S. Leopard, the anti-submarine frigates H.M. Ships Whitby, Dundas, Grafton, Undaunted and Wakeful.

Visitors can also visit the submarines Artful, Alliance, Alcide and Grampus.

At all three ports there are numerous static and action displays.

These include, among many others, helicopter-rescue demonstrations at Chatham, displays by naval divers at Plymouth, helicopter and submarine actions at Portsmouth.

CAPTAIN COOK

August 25 is the 200th anniversary of Captain Cook's departure from Plymouth on his first voyage of discovery to the Australian continent and, to mark the occasion, the hydrographic display at Plymouth includes a number of original instruments and charts of his voyage.



Has 'cats' and 'slugs'

The guided missile destroyer H.M.S. Kent (below) which will be open to visitors at Chatham. The fine looking ship, which displaces 6,200 tons (full load), has a complement of 440 officers and men. Fitted with a Seaslug twin launcher aft for guided missiles, and two Seacat quadruple launchers abaft the after funnel, the ship also has four 4.5-in. guns.

For the 'bush fire' job

One of the ships open to visitors at Portsmouth is the commando ship H.M.S. Bulwark.

Displacing about 27,300 tons (full load), the Bulwark has a complement of 1,035 plus a commando unit of 900 troops.

The photograph below, showing 17 helicopters and a vast array of lorries and trucks, clearly demonstrates the potential of the commando ship.

'SHEFFIELD PLATE' FOR THE U.S.



Lieut.-Cdr. S. G. Austin with the "Sheffield plate" and ship's crest

The cruiser H.M.S. Sheffield, now being broken up, occupied a warm place in the affections of the Royal Navy, but although her fame spread to many parts of the world, there were few people who would have thought that the American city of Boston would have held her in such high esteem that it would wish for a memento.

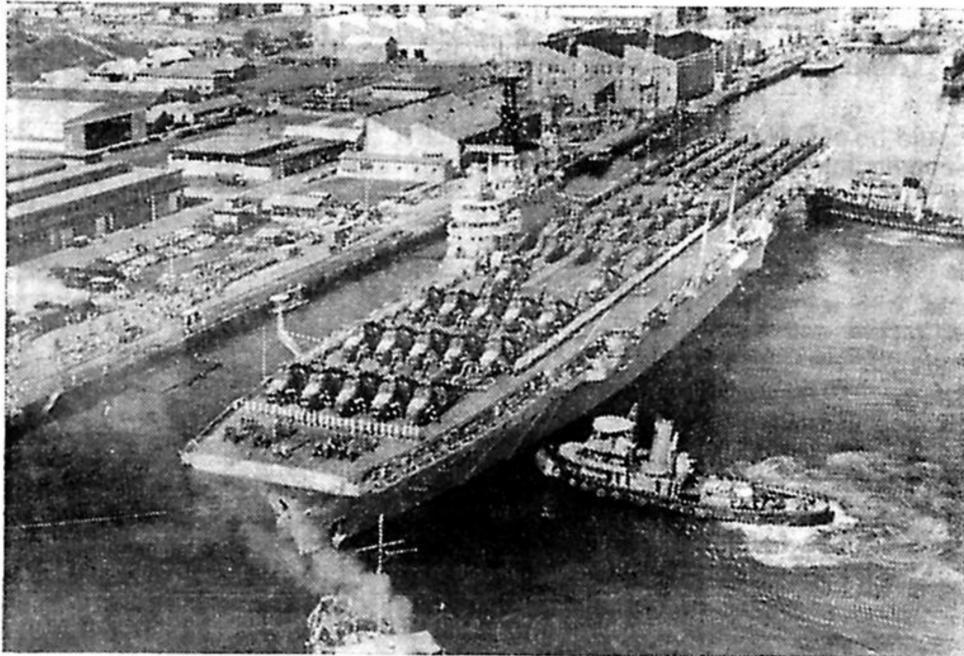
When, however, word reached Boston that the ship was to be broken up, a request was sent to the Navy for some part of her that would serve as a reminder of the close liaison that had grown up between the ship and the city.

Work was put in hand in H.M.S. Caledonia to make a mounting from the steel of the ship for a ship's crest, for presentation to the Mayor of Boston, Mr. Kevin White.

FAMILY LINK

As Lieut.-Cdr. S. G. Austin, of H.M.S. Caledonia, spent a good proportion of his life not far from Boston, and whose mother's family were prominent citizens there, it was thought appropriate that he should make the presentation.

Lieut.-Cdr. Austin flew to the United States on August 23, bearing his "heavy responsibility." The presentation will take place during the first week in September.

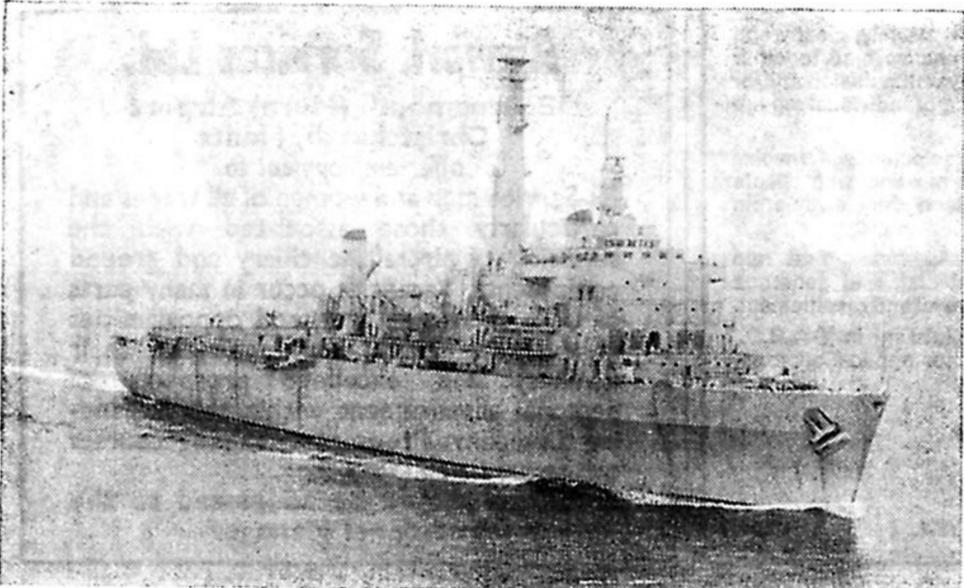


SHIP WITH A COMMANDO PUNCH

The amphibious assault ship H.M.S. Fearless, which is open to visitors at Plymouth. The Fearless (and her sister ship, H.M.S. Intrepid) displace 12,120 tons (full load), and have a complement of just over 550 officers and men of the Royal Navy, and over 100 officers and men of the Royal Marines and the Army.

In addition, each ship can carry up to 400 troops at ship's company standards, and an overload of 700 marines and military personnel can be accommodated for short periods.

These assault ships carry landing craft, tanks, trucks, helicopters and all other equipment to carry out an assault operation.



"Look! Tobacco juice! I told you not to fly too close to Victory"

HOLIDAY FOR BLIND

Fifty men from the St. Dunstan's Home at Brighton spent a week as the guests of H.M.S. Daedalus. During the week the men took part in sports, and other activities included trips in a hovercraft.



Supt.-Lieut.-Cdr. A. J. Franklin, R.N. (ret.), to mark 50 years' continuous Admiralty service, had a celebration in H.M.S. Phoenix, the N.B.C.D. School at Portsmouth, on August 6.

The photograph shows him cutting a cake with the staff officers of H.M.S. Phoenix.

Lieut.-Cdr. Franklin entered Portsmouth dockyard as a shipwright apprentice on August 6, 1918, and joined the Navy as a shipwright 4/c in January, 1926.

He first joined H.M.S. Phoenix as a shipwright lieutenant in May, 1950, being promoted lieutenant-commander in January, 1951.

In June, 1954, Lieut.-Cdr. Franklin retired but continued at Phoenix as a technical author.

Bernard's new shop

Dame Joan Vickers, M.P., last month officially opened a tailor's shop in her constituency—the new premises of C. H. Bernard & Sons Ltd., at 200 Keyham Road, outside the St. Levan Gate.

The firm is well known to naval men, being one of the oldest in Devonport. After being bombed out, the business moved first to a warehouse and then to temporary premises in Martin Terrace.

The latest move gives Bernard's a smart new shop, designed on the most modern lines for customer convenience, and well equipped to meet requirements for civilian and casual wear, as well as the familiar uniforms.

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In addition to Dame Joan Vickers, M.P., those in the picture include Mr. J. A. Carter (sales director of Bernard's) and Mr. D. R. Jago (area manager)

FOR ARGENTINE

The first of six coastal minesweepers bought from the Royal Navy by Argentina was handed over at H.M.S. Vernon, on July 19. The ship was the former Ilmington.

The NATO Standing Naval Force Atlantic, at present consisting of American, British, Dutch and German ships, visited Portland for intensive weapon training and exercises from August 3 to 12.

MARCONI TEST ENGINEERING

Electronic Technicians who are able to undertake the critical test of advanced aeronautical and missile electronic systems are required at our Basildon Works.

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Scotstoun, Glasgow, W.4.

Admiral joins 'the Board'

Admiral Sir John Hamilton, Director-General of the Institute of Marketing Research, has been elected to the Board of Trustees of the Royal Sailors' Rests, and recently attended the 92nd annual meeting.

Among his fellow Trustees are Vice-Admiral Sir Horace Law, Controller of the Navy, and other naval officers, and Mr. Philip Henman, Chairman of the Transport Development Group and director of a number of companies.

NATO ships 'open' at Portland

The force, which has no main base, in order to make it more flexible as a "fire brigade" available for any situation, has been continually on the move since it was formed in January this year.

It has taken part in NATO and national exercises, and visited ports in the British Isles, Caribbean, United States, Canada, Norway and Denmark.

The force, together with Royal Navy ships, was open to visitors during the Open Days at Portland on August 10 and 11, nearly 23,000 people visiting the Base.

high speed across Portland Harbour, and search and rescue demonstrations by helicopters.

Ships which welcomed visitors were H.M.S. Argonaut, the German destroyer Bayern, the Netherlands destroyer Zeeland, the U.S.S. Glennon (all of the NATO force), H.M. Ships Undaunted, Mohawk, Lincoln, Leopard, Tiptoe and Artful, the Netherlands frigate Isaac Sweers, and the R.F.A. Engadine.

Receipts for charity are expected to be considerably higher than in 1967.

HARBOUR TRIPS

As well as visiting the ships, the visitors were able to take harbour trips in the Highburton, Glasserton, and the R.N. Auxiliary Service's Shipham.

Displays included the fast patrol boat Dark Gladiator at

Of special interest at Portland Open Days was this German destroyer, the Bayern—a member of the NATO Standing Naval Force Atlantic



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PRESENTATION OF 'OMBUDSMAN'S' B.E.M.



Admiral Sir Frank Twiss, the Second Sea Lord, presents the B.E.M. to CPO E. Urry, a member of his Personnel Liaison Team. As Chief of Naval Personnel, part of Admiral Twiss's job can be said to be "People and their problems." To help him, his Liaison Team visits ships and establishments lecturing on personnel subjects, and noting views expressed and constructive criticism. CPO Urry has been described as the Lower Deck's "Ombudsman"

Re-engagement grant changes

The Re-engagement Grant Scheme, which commenced in March, 1965, was introduced as a temporary measure to encourage re-engagement in certain categories.

It was envisaged at the outset that the categories entitled and the amount of the grant would need to be reviewed.

The position now is that with the projected reduction in naval commitments and consequent reduction in manpower requirements, the shortages are being overcome.

The present scheme has been extended by one month and will operate until October 31, 1968, but with effect from November 1, 1968, and until March 31, 1969, the scheme will continue for all the existing categories, but the lower rate of grant embodied in the original scheme, i.e. £375, will be payable in all cases.

Men who have received, or will have received an advance of 10 per cent of the grant on or before October 31, 1968, will

remain eligible for the remaining 90 per cent. at the current rate, i.e. £750.

CLAIM THOSE BUS FARES

Naval personnel may be losing money if they are unaware of a rule under the pay regulations, concerning free leave warrants.

Going home by rail nowadays often involves journeys by bus at either end, due to the closure of so many stations.

Naval personnel serving at home and making use of a free rail warrant can claim the cost of using other public transport if they have more than five miles to go to get to a railway station, or who cannot get within five miles of their destination.

The rule is in the Naval Pay Regulations (Article 1507).

IN MEMORY OF THETIS

Merseyside branch of the Submarine Old Comrades' Association held a service at the Thetis Memorial in Maes Hyfryd Cemetery, Holyhead, on July 21, in memory of those who lost their lives in the submarine disaster of 1939.

The service was conducted by Canon D. T. Davies, Vicar of Holyhead, and the children of the Thomas Ellis School led the singing.

Buglers from the T.S. Indefatigable, with the band and guard from the Sea Cadet Corps, Holyhead and Birkenhead, represented the Navy's future, members of the Submariners' Association represented the Navy of the past, and a detachment from the Polaris submarine, H.M.S. Revenge, represented the Navy of today.

Manchester branch of the association, shipmates of the Royal Naval Association from Liverpool, Runcorn, Crosby and Bangor branches, together with the British Legion, Holyhead, paraded their standards, in honour of those who were lost.

The association wreath was laid by ex-Leading Stoker Walter Arnold, and the Cammell Laird's wreath by Mr. Frank Shaw, both of whom were survivors from the Thetis.

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Five happy days for Hermes in Capetown

H.M.S. Hermes, which re-commissioned last May, has arrived in the Far East and will probably be operating in the Pacific and Indian Oceans. She is expected to call at Hong Kong, Sydney and the Philippines.

On the way to Singapore, Hermes spent five days at Capetown, where the well-known hospitality of the South Africans was showered upon the ship's company.

She left South Africa on August 5, arriving at Penang on August 18.

Submariners' 'Good luck' to Cdr. King

Cdr. Bill Leslie King, a retired submariner, now 58, sailed from Plymouth on August 23, to start the fulfilling of a dream which began when he was 15—to sail round the world.

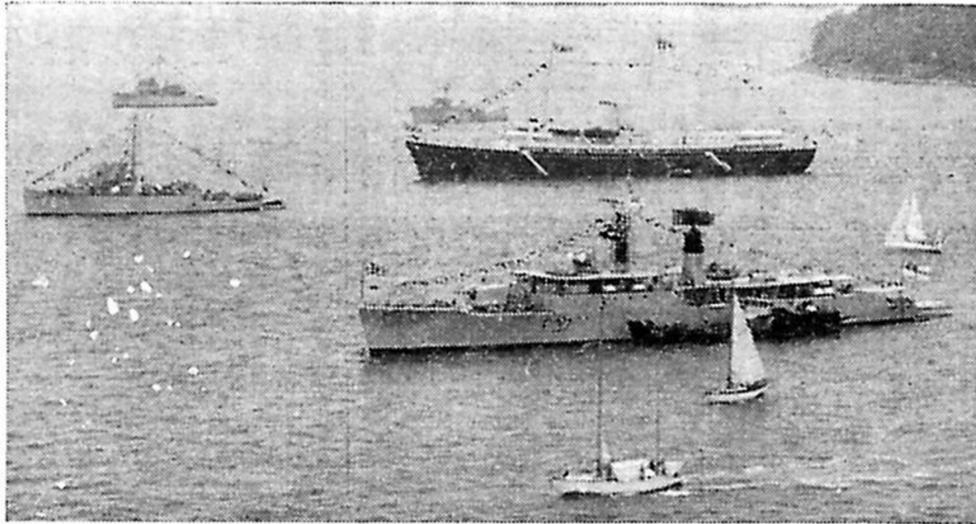
His non-stop voyage will be via the Cape of Good Hope, Cape Leeuwin and Cape Horn, and will take at least ten months' continual sailing.

His junk-rigged schooner, Galway Blazer II, is 42 feet in length, but is so designed that Cdr. King will be able to handle the sails from the cockpit and small hatches, without having to go on deck.

Cdr. King served in submarines throughout the war—"Do you know I was the only submarine commander who went through the war from beginning to end? It was incredible luck," he said.

His senior officers did not call it luck. Vice-Admiral Ruck Keene said: "Bill King survived entirely by being so damned wide awake."

Before he sailed, Cdr. King received a message which must have given him great pleasure. It was "Good luck, fair winds and keep main vents shut—from all in Submarine Command."



Cowes roads, with the ships putting on an air of gaiety amid dismal weather conditions

COWES WEEK 'TESTER' FOR BOAT CREWS

Northerly winds and spring tides kicked up turbulent seas during Cowes Week, providing a stern test for the skill of the boat crews attached to the guardship, H.M.S. Jaguar.

The numerous duties of the guardship include acting as Flagship for the Commander-in-Chief, Portsmouth, host ship for visiting foreign warships, and providing guard boats for the Royal Yacht, boats for Press representatives, and assistance to yachts as required.

Considerable preparations for Cowes Week are necessary in the guardship, and Portsmouth Dockyard were called upon to provide many extra items not normally carried in a frigate to enable her to fulfil the commitments.

SPLENDID JOB

Three 35-ft. motorboats and one pinnace were allocated to Jaguar, the crews being loaned by various Portsmouth establishments, and trained on the Seamanship School there.

Despite the bad weather and other hazards, the boat coxwains and crews did a splendid

job, and gained high praise from the resident experts.

On August 3 the Jaguar moored 500 yds. from the Royal Yacht Squadron steps. Later the same day the Royal Yacht Britannia arrived, followed by the French minesweeper Eridan and the Belgian minesweeper Bovesse.

Other arrivals later in the week were the French destroyer Kersaint, the Netherlands frigate Fret, and the Italian Navy sail training ship Stella Polare.

SHIPS ILLUMINATED

Each evening all ships were illuminated, lending an air of gaiety to the scene.

On the Monday, Prince Philip, accompanied by Princess Anne, embarked on the Britannia. Later that day, Princess Alexandra and Mr. Angus Ogilvy also arrived.

The Commander-in-Chief Portsmouth held a reception on board the Jaguar, and for this event transferred his flag to the ship.

The reception was held under awnings on the upper deck in very bad weather. However, despite an uncomfortable journey by boat from Cowes or Ports-

mouth for the 175 guests, the reception went very well, and the awnings and side screens kept out the worst of the elements.

Among the guests were the entire Royal party, Sir Alec and Lady Rose, flag officers and captains of establishments from Portsmouth, as well as the commodores of the yacht clubs and representatives of the Cowes community.

PRINCESS'S VISIT

Highlight of the week for H.M.S. Jaguar was on the Thursday, when Princess Alexandra, who launched the ship in 1956, accepted an invitation from the commanding officer, Cdr. P. W. Greening, to walk round the ship.

This was a very informal and enjoyable occasion, and the Princess met members of the ship's company as they went about their daily work.

On her return to the Royal Yacht she sent a message of thanks, and also ordered the ship to "Splice the mainbrace."

The final night of Cowes week was enlivened by the traditional display of fireworks some of which were fired from H.M.S. Jaguar.

CAPTAIN COOK EXPLORATION

Great adventure (and some nautical words)

Everyone knows of Capt. James Cook, of his voyages to Australia and of his unfortunate death at the hands of the natives of Tahiti; but much less is known of the seamen of those days, their work and lives.

In 1768, the British Admiralty wanted a base in the Western Pacific. Capt. Cook was sent to that area in H.M.S. Endeavour with Mr. Joseph Banks (later Sir Joseph Banks, President of the Royal Society) ostensibly to observe the transit of Venus in the South Seas, but also to endeavour to find a safe base.

In "Charco Harbour" (Weidenfeld & Nicholson, 42s.) Godfrey Blunden shows the results of four years' study of the printed and manuscript documents of Pacific exploration and 18th century nautical practice, plus some intense research into the humble lives of the navigators and the seamen of 200 years ago.

INVISIBLE NATIVES

The author tells of life aboard the Endeavour, sailing between the mainland of Australia and the Great Barrier Reef.

The ship is stranded, but after 23 hours on the rocks, they manage to limp into a desolate mainland river estuary, greeted by cries of "Charco" from invisible inhabitants.

For 49 days they are castaways in Charco Harbour, neaped by tides and imprisoned by contrary winds.

This book bears the marks of considerable research—the reader really does seem to be part of the ship's crew—and Capt. Cook is a real man.

To have toned down some of the language might, possibly, have detracted slightly from the "realism" of the book, but, for my money, it would still have been a great story of a great man and a great adventure.

Naval exploits

In "Beat to Quarters!" (Jarrolds Publishers (London) Ltd., 35s.) Capt. Kenneth Langmaid, author of "The Sea, Thine Enemy" and other books and radio plays, writes of 10 outstanding naval exploits, ranging in time from the Napoleonic Wars to the Second World War, and in place from the West Indies to Nazi-occupied Norway.

The first story is of the taking,

NEW ON THE BOOKSHELF

commissioning, and arming of the first real stone frigate—H.M.S. Diamond Rock, the 600-ft. islet about one mile from the south-east of the island of Martinique.

Commodore Samuel Hood's assertion (he was Commander-in-Chief on the Leeward Islands station in 1803) that "No difficulty baffles great zeal" was most apt in connection with the commissioning of the Diamond Rock, and this self-same assertion could be well applied to the remainder of the stories.

Captain Langmaid also writes of river gunboats, Q-ships, Lake Tanganyika, CMBs in the Baltic, the Campbelltown, "chariots" and the Gironde River raid.

"Beat to quarters" was an earlier equivalent of the present day "Action stations," and in his book Capt. Langmaid demonstrates most admirably the truth of Commodore Hood's assertion. A first-class book.

Ship drawings

The nautical bookseller, W. R. Blackmore, has produced a unique folio of authentic technical drawings of 10 well-known German ships—Tirpitz, Koln, Admiral Hipper, Gneisenau, Emden, Luetzow, Nurnberg, Admiral Scheer, Scharnhorst and Prinz Eugen.

These large drawings (17 in. x 10 in.) are printed on excellent white cartridge paper, and depict a profile, a plan, sections and end views of each ship, and show the armament and deck machinery.

The folio (18s. post free) will prove of inestimable value to the keen student of warships.

Nelson's family

And yet another book about Nelson!—but a welcome one for all that.

Tom Pocock in "Nelson and his World" (Thames & Hudson, Ltd., 35s.) describes Nelson's family and the social environment in which he grew up, offering fresh explanations for his independent outlook and occasional insubordination, his vanity, and his infatuation with Emma Hamilton.

Exceptionally well illustrated—there are 130 black and white plates—the author has covered the essential points of Nelson's life with remarkable clarity.

Mr. Pocock, who lives near the village of Burnham Thorpe, Nelson's birthplace, comes from a naval family, has had lifelong connections with the Royal Navy, and was for several years naval correspondent of "The Times."

H. R. B.



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APPOINTMENTS

In addition to the promotion to Admiral of the Fleet of Admiral Sir Varyl Begg (see page 6), the Ministry of Defence announces that Vice-Admiral Sir John Bush, who is serving as Commander-in-Chief, Western Fleet, in the acting rank of admiral, has been promoted to that rank to date August 20.

Another promotion recently announced is that of Capt. C. C. Anderson, who is to become a rear-admiral on January 7, 1969. He is appointed the Flag Officer, Admiralty Interview Board, to take effect in January next.

Appointments recently promulgated included the following:

Capt. H. W. E. Collins, President as Dep. Dir. Def. Op. Anal. Est. W. Byfleet, August 15. (To serve in the rank of commodore).
Capt. J. D. Treacher, Eagle in command, November 25.
Capt. B. B. Mungo, Dir. of Air Eng. (Navy), July 23.
Capt. M. W. Sylvester, Dir. of Naval Rec. January 1.
Capt. H. R. C. Young, Dep. Dir. Weapons Polaris, September 3.
Capt. J. H. E. Eberle, Intrepid in command, December 6.
Capt. D. E. P. George, Danae, December 16, and in command, d.s.b.r.
Capt. A. J. Monk, Daedalus as Cmd. Eng. Off. January 23.
Cdr. A. G. Kennedy, Dreadnought in command, January 8.
Cdr. J. A. de M. Leathes, Sirius in command, December 9.
Cdr. N. J. S. Hunt, Ark Royal in command, March 28.
Cdr. V. R. Longworth, Bellerophon for Berry Head in command, October 28.

Cdr. M. H. Taylor, London as Exec. Off. September 23.

Cdr. G. J. Sherman, Bulwark as Cdr. (Air), February 14.

Cdr. E. R. Anson, Eagle as Cdr. (Air), February 7.

Lieut.-Cdr. E. D. L. Llewellyn, Diana in command, September 15. (To service in acting rank of cdr.).

Lieut.-Cdr. G. P. McMullen, Cochran as Exec. Off. September 6. (To service in acting rank of cdr.).

Lieut.-Cdr. P. Grace, Gavinton in command, October 7.

Lieut.-Cdr. T. J. Austin, Artemis in command, January 6.

Lieut.-Cdr. J. J. S. Daniel, Tiptoe in command, August 22.

Lieut.-Cdr. R. T. G. Hancock, Ventura in command, October 21.

Lieut.-Cdr. N. G. Grier-Rees, Goldcrest for 738 Squadron in command, December 4.

Lieut.-Cdr. J. D. H. E. Ogilvie, Dittisham in command, August 12.

Lieut.-Cdr. M. J. Brophy, Daring in command, October 14.

Lieut.-Cdr. M. J. Harvey, Hermes October 14 for 814 Squadron in command.

Lieut.-Cdr. B. C. Robertson, Yarron, September and in command.

Lieut.-Cdr. J. M. S. Ekins, Keppel in command, August 3.

Lieut.-Cdr. H. A. A. Twiddy, Dryad as Off. i/c Portsmouth Command Seamanship School, September 16.

Lieut. R. T. Frere, Andrew in command, August 12.

Lieut. G. T. Swales, Oracle in command, October 3.

Lieut. R. H. Farnfield, Sealion in command, August 14.

Lieut. C. J. Meyer, Auriga in command, February 3.

PLYMOUTH SWIMMERS TAKE HONOURS

New records were set in the 880 yds. freestyle (men), 100 yds. butterfly (men) and 100 yds. backstroke (W.R.N.S.), at the Inter-Command swimming championships, held in H.M.S. Ganges on July 25.

Plymouth Command took the honours in the men's events with 113 points, followed by the Royal Marines (91), Air (89), and Portsmouth (87).

Portsmouth won the women's championships with 64 points, Plymouth and Royal Marines coming second with 55 points, and Air, third, with 45.

The new time for the 880 yds.

freestyle was 10 min. 41.9 sec., and this was achieved by Supt. App. J. Pearson. The old time was 10 min. 42.5 sec., set up by POAF J. F. Hayes, in 1965.

It is interesting that PO Hayes (Paddy the Fish) can still hold his own, for he took part in the race and actually bettered his previous record. He finished second in 10 min. 42.5 sec.

The new record for the men's 100 yds. butterfly was set by LEM D. Wilson in a time of 62.25 sec.

The only new record in the women's events went to Wren C. Ritchie in the 100 yds. backstroke, in a time of 1 min. 16.25 sec., but Wren M. Heap, who

set up the record of 1 min. 17.3 sec. last year, bettered her own record by finishing in 1 min. 16.4 sec.

Wren J. Josselyn equalled the existing record of 1 min. 31.7 sec. for the 100 yds. breaststroke.

When the Royal Navy team swam against Jersey at the end of July, the men cleared the board and won every race, finishing up with 51 points to 21.

The Jersey girls, however, beat the Wrens by 31 points to 19, winning all the events except the individual medley.

The men's teams played two water-polo matches, both of which resulted in draws, 5-5.

OLYMPIC HONOURS

Sailing, hockey, and decathlon

Among top-class amateur athletes the goal is that supreme trial—the Olympic Games, and for the next games in Mexico City in October, the Royal Navy is providing three men to represent Great Britain.

LAM Peter Gabbett, of H.M.S. Daedalus, is to take part in the decathlon—ten separate events, in all of which the decathlete must be in the top flight.

Lieut. Rodney Pattison, of H.M.S. Tiptoe, is taking part in the sailing event, and Lieut. Andrew Trentham, of H.M.S. Chichester, is a member of the Great Britain hockey team.

PISTOL CHAMPION

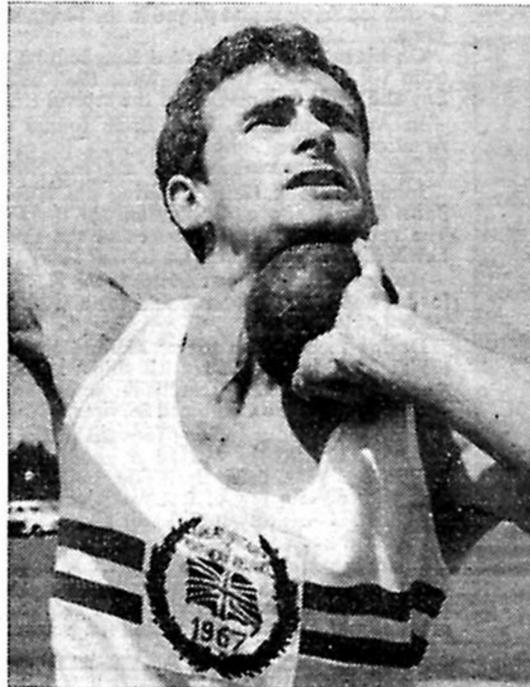
Another who will be visiting Mexico is A. J. Clark, who left the Service as a CERA last December. He won the Navy pistol championship ten times, and brought honour to the Service many times throughout the world.

He is taking part in the rapid-fire pistol event, an event in which he holds the British record with a score of 593 out of 600.

One who just failed to make the grade is Sgt. John Watts, R.M., who missed the Olympic standard in the discus event by about 12 ft. Sgt. Watts hold the Navy discus record of 175 ft. 8 in.

ATHLETE SUPREME

Peter Gabbett won his place in the British team by gaining 7,247 points in the ten events of the decathlon at the national championships at the Crystal Palace—47 points over the Olympic qualifying figure and 167 points higher than his own Amateur Athletic Association national record.



LAM Peter Gabbett at practice

His results at the Crystal Palace in the ten events were: 100 metres, 10.8 sec.; long jump, 23 ft. 9 in.; putting the shot, 37 ft. 11 in.; high jump, 6 ft.; 400 metres, 48.5 sec.; 110 metres hurdles, 15.6 sec.; discus, 118 ft. 8 in.; pole vault, 11 ft. 6 in.; javelin, 168 ft. 8 in.; and 1500 metres, 4 min. 20.2 sec.

Peter Gabbett's great success

As a naval athlete, a comparison with the 1968 Royal Navy championships results shows that had he competed over two days he would have—

Won the 100 yards (this he did), the equivalent time for the 100 yards being 10 sec.

Won the long jump—his distance (which he bettered in July this year) is better than the present Combined Services record, and breaks the only pre-war Royal Navy record still standing.

Won the pole vault—1 in. less than the Navy record.

Won the high jump (which he did)—1 in. below the Navy record set up in 1946.

Won the 440 yards—his performance at metrics compares with a 48.8 quarter-mile, bettered only once in the Navy by John Wrighton, who captained the Great Britain 1960 Olympic team in Rome. Wrighton's time is still a Royal Navy and Combined Services record.

Third in the javelin.

Won him the 120 yards hurdles.

Fifth in the shot.

Given him a 4 min. 40 sec. mile—no mean achievement, especially for a sprinter.

Discus would have been his only failure, but at 118 ft. there are many discus throwers in the Navy who would be delighted with such a throw.

Peter Gabbett, who is 26, joined the Navy as a boy entrant in 1957. His present home, where he lives with his wife Cecilia and three-year-old Simon, is in Gosport.

He has served at the R.N. air stations at Brawdy and Lossiemouth, and was embarked in the Victorious during operations in the Persian Gulf in support of Kuwait. He has been with the air radio installation unit at Lee-on-Solent since June, 1966.

PARKER'S CYCLING TRIUMPH

The Inter-Service 30-mile cycling time trial, held on the Exeter-Barnstaple road on July 20, resulted in a narrow win for the R.A.F.

The R.A.F.'s aggregate time was 3 hr. 49 min. 57 sec., only 25 seconds better than the Royal Navy.

Individual honour went to L./Cpl. M. Parker, of 45 Cdo., who did the distance in 1 hr. 15 min. 26 sec. This constitutes an Inter-Service record.

The positions were reversed in the 100-mile time trial, the Royal Navy winning in a time of 14 hr. 5 min. 8 sec., beating the R.A.F. by 12 min. 8 sec.

BROKE RECORD

Hero of the day was again L./Cpl. Parker, whose time of 4 hr. 23 min. 8 sec. was good enough to win the open event, and broke the Navy record once more.

Teams for the 30-mile race were L./Cpl. Parker, Sub-Lieut. Fowler and EM App Roberts. Parker and Fowler were assisted in the 100-mile race by ERA App Jeffcoat.

Marine Max Smith, the A.B.A. cruiser weight champion in 1967 (a broken hand prevented him from defending his title in 1968), has applied for a professional licence.

Ready for the rugged Devon tester

The new season has just begun and, with no touring side to distract our attentions, the Royal Navy Rugby Union can concentrate on purely domestic games.

This will mean that the Inter-Services tournament will be one of the highlights of the season, and everyone must concentrate on producing their best form at attractive rugby.

The first Navy game is the traditional encounter against Devon on October 16 at Exeter. This gives Devon their last game before they start their county championship matches, so they are always at full strength and difficult to beat.

FENCING FOR MEXICO

CPO Ken Pearson of H.M.S. Daedalus, the Royal Navy fencing coach since 1960 has been selected by the Irish Olympic Committee as the coach for the Irish team and to travel to Mexico.

He was on the short list for the English fencing team for the 1964 Tokyo Olympics and since then he has become a member of the British Academy of Fencing—a professional body.

RUGBY NOTES BY NIMROD

but this also gives the Navy Selector, Cdr. Randle, a chance to begin team building.

TWO OLD FRIENDS

Devon and the Royal Navy have always been closely associated in work as well as play, and all Navy players will be sad to hear of the passing of two old friends, both past presidents of the Devon Rugby Committee—"Erb" Stanbury and Horace Simmons.

"Erb" was one of the greatest props of his day, with 16 England caps to his credit, and Horace Simmons will be remembered as a keen and hard-working referee.

The death of Vice-Admiral Sir Horace Lyddon left the R.N.R.U. without a president. We are all delighted that Admiral Sir Frank Twiss, Second Sea Lord, has consented to be-

come our president in place of Admiral Lyddon.

A new representative on the Rugby Football Union also had to be found to fill the gap left by Admiral Lyddon, and it is appropriate that another well-known player of the S and S branch, Lieut.-Cdr. M. A. Pearey, should be appointed in his stead.

TALENTED PLAYER

Mike Pearey, who is also Navy team secretary, was one of the most talented centre-threequarters of his time. Born in June, 1933, and educated at Christ's Hospital, where he played for the 1st XV and was in the side which won the Public Schools Sevens in 1951, he then entered Dartmouth.

He captained the Benbow XV at Dartmouth, played for Northumberland 1953-55, Hampshire 1956-59, Devon 1960-62, Royal Navy 1954-64 (and was captain), Combined Services 1956. He had trials for England in 1955-59 and was travelling reserve.

All who knew him are aware how unlucky he was not to have



Lieut.-Cdr. Mike Pearey

been capped, but a hamstring injury at a crucial time was largely to blame. Mike did, however, play for Barbarians in 1957, and as a young 35-year-old might still make a comeback.

Devonport Services will remember him as a popular captain, and he also played for U.S. Portsmouth, Gosforth, Roundhay and Old Blues. No one can dispute that he is a most worthy character to represent Navy rugby at headquarters at Twickenham.

Trial dates for U.S. Pirates

The former United Services (Portsmouth) Rugby Colts, now renamed the U.S. Pirates because some of the players are over 18, had a good 1967-68 season, although not quite so successful as the previous one.

The biggest difficulty was again ensuring a full side each Saturday, and some 70 players represented the club during the season.

Those interested in Saturday rugby, even if they cannot play every week, and are under 19 on September 1, 1968, should contact their physical training instructor.

Trials are on September 7, at 1430, and Monday, the 9th, at 1700. Lieut. Brickwood (Dockyard 23171) or Lieut.-Cdr. Webb (Roman Way 4421) will be pleased to give details. If on leave over the trials period, those interested should go along to the club on a Saturday afternoon.

SELECTION CHANCES

The U.S. Pirates forms a good showcase from which many under-18 players have been selected for the Command Colts side for the Inter-Command

tournament and, eventually, for the Navy Colts side—nine players got in last year.

The Pirates are enthusiast young rugby players. Those serving in the Portsmouth Command—from Portland to Chatham—who wish to play, should attend the trials, or let Lieut.-Cdr. Webb or Lieut. Brickwood know if they cannot.

If serving outside Portsmouth they will tell you how to get there—and it need not cost anything either!

H.M.S. Mohawk's rifle team won the Portland Challenge Shield—for the best all-round team—at the Portland Port Rifle Meeting in July.

The individual small arms trophy for the best individual score went to Lieut. P. J. Cole, of H.M.S. Osprey.

Mrs. K. Lee White, wife of the Captain, H.M.S. Osprey, made the presentations.

ENCOURAGEMENT FOR YOUTH

The Royal Naval Football Association has started a new venture for the coming season—the promotion of Royal Navy Youth football.

A competition has been designed in which those establishments (including Royal Marines) which carry footballers, 18 or under, can participate on more or less similar lines to that of the Navy Cup.

A cup has been arranged, entries have been received, and the Youth Chairman (Capt. J. B. Brown, R.M.) and his committee hope that youth football will be well and truly launched in the Service.

It is envisaged that coaching week-ends will be arranged in the various ports and youth establishments, and, later in the season, fully-fledged youth matches will be played with either county or service youth elevens.

Needless to say this venture, given the backing that the en-

SOCCER NOTES

thusiasm of the committee so rightly deserve, must foster a very good spirit in the Royal Naval Football Association, and nothing but good can come of it.

THE SENIOR MEN

Regarding the Royal Navy players available for the 1968/69 season, some of the more powerful and experienced players, such as Anderson and Hunt, and the R.N. team coach, J. Ellis, will not be with us. No doubt others, while not yet moving, may well do so before the season really gets under way.

Unfortunately, too, no ex-Navy players will be joining the party from sea time or service on foreign stations.

There is, however, quite a lot of last season's strength available, including Godwin, Atkey, Crawford, Roberts and Malcolmson.

by Benbow

One departure from the usual for the coming season is that commands will be holding their own trials prior to those destined for the full R.N. trials, which commence on September 30. This is somewhat later than usual.

The R.A.F.A. continues with its policy of better matches for better performances, and again our venture into the Southern Counties Amateur championships should provide that necessary experience and high-level games that should stand the team in good stead for the end-of-the-season Inter-Service games.

As before, our opponents will be the mighty Kent, Surrey, and Bucks and Berks county elevens.

Looking forward to things in general, and to the Royal Navy team in particular, it appears that our need will be to find shooting and thrustful forwards.

Whether Roche of Dolphin, Brown of Collingwood, or Malcolmson of Daedalus can fill this need is in the lap of the gods.

Now is the time for someone to come along to convert chances into goals.

With the defensive policy that football has adopted, these Jimmy Greaves of football are a greater requirement than ever before.

JIM COATES

The addition of Jim Coates as the R.N. team coach this coming year (he should join from Albion in October) is eagerly looked forward to. His experience and able skills are something that the Navy will need.

A fresh mind, with new outlook, plus the strong support of the R.N.F.A. may well provide a team capable of sweeping all before them.

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BRIAN GOODWIN GETS CAPTAINCY

For the first time in its long history the United Services (Portsmouth) Rugby Football Club has selected a naval lower deck man as its captain.

The honour—and responsibility—has fallen to PO(PTI) Brian Goodwin, that well-known character in rugby circles who has been such a stalwart to Navy rugby and the Portsmouth club right through the sixties.

Born at Braintree, Essex, in 1938, Brian Goodwin joined the Service in June, 1956, but it was not until he was serving in H.M.S. Newfoundland in 1959 that he took an interest in the oval ball.

At school, and in ship teams, he played soccer.

Inst.-Lieut.-Cdr. T. K. M. Kirby (now Inst. Cdr.) in the Newfoundland instilled that love of the game which is now so apparent in PO Goodwin.

Brian was a member of the 1960 Portsmouth Field Gun crew—an activity which he still loves. It is not possible to play rugby and also to take part in the strict training required for field gun crews, but he admits that he would love to become the physical training instructor of a field gun crew when his rugby days are over.

His first full first-class season in rugby was the 1960/61 season, when he played for the United Services, the Royal Navy and Hampshire.

The following season (1961-62) he was the travelling reserve for all three England trials, and he played for the United

SPORTSMAN OF THE MONTH



PO. Brian Goodwin

Services, the Combined Services, the Navy and for Hampshire. He also took part in the Combined Services tour of Rhodesia and Kenya.

The 1962-63 season was spent in H.M.S. Loch Fada, but while in that ship he toured Western Australia with the Singapore Combined Services and played in the North versus South Malaya game.

On his return to the United Kingdom he played for the U.S. team for the next three seasons, 1965 being reserve for two England trials and playing in the second trial at Brighton.

In April and May, 1965, Brian toured Canada and North America with the Combined Services, the captain being Pringle-Fisher. Another member of the team was "Mike" Davis.

Joining H.M.S. Hermes during the 1966-67 season he was flown from Malta and Gibraltar for the Inter-Services games. The captain of H.M.S. Hermes at the time was Capt. T. T. Lewin (now Rear-Admiral), a former Navy rugby three-quarter.

He played for only 14 minutes in the Navy versus Army game, for his left eye was injured and for a week or so he could not see out of that eye.

During the last two rugby seasons, while he was serving in the Hermes, he played for his ship with, as he describes it, a "great side." In the two seasons the ship suffered only one defeat, and that was by the Combined Services, Malta.

Brian Goodwin is looking forward to the forthcoming season which he anticipates will be a good one for the club. The skipper last year, Peter Eastwood, built up a good team spirit, and, with quite a few of last year's players being available, he feels that U.S. (Portsmouth) will give a good account of itself wherever it goes.

Brian has just one little "bleat." U.S. (Portsmouth) always endeavours to play attractive rugby. Its opponents are among the best in the country, but a little more support, particularly at home matches, would be more than welcome.

Navy's marathon success

The Inter-Service marathon championship was run in conjunction with the Amateur Athletic Association, Welsh A.A.A., and Olympic Trial marathon at Cwmbrion, South Wales, on July 27, resulting in a win for the Royal Navy.

The main race went to Tim Johnston, of Portsmouth Athletic Club, in a time of 2 hr. 15 min. 26 sec., and he was followed by Bill Adcocks (Coventry G.H.) only 15 sec. behind, and Jim Alder (Morpeth H. & A.C.), 56 sec. later.

The Army withdrew from the Inter-Service event, and the R.A.F. failed to finish in a complete team of three. However, the Royal Navy dominated the Inter-Service race throughout, and would have won anyway.

CPO J. Clare, of R.N. Air Station, Lossiemouth, became the second fastest service marathon runner. Only PO Dan McFadzean can claim a better time.

MANY RETIREMENTS

Clare, who finished 14th in the main race, turned in a time of 2 hr. 24 min. 50 sec.—only 9 min. 14 sec. behind the winner—and that after 26 miles 385 yards.

Other Navy finishers were PO D. McFadzean (31), RS P. Hampton (35), Cpl. B. Flanagan (44).

Hot weather resulted in a large number of retirements, only 48 of the 91 starters completing the course.

Plymouth golf

The Plymouth Command golf championships, held at Yelverton on July 23, resulted in Surg. Lieut.-Cdr. D. Holmes, of H.M.S. Figgard, winning the scratch championships with a fine round of 71.

Second was CPO R. Coulbert, of H.M.S. Drake, with a round of 81, closely followed by Cdr. R. Hitchen, of H.M.S. Figgard, one stroke behind.

The handicap section resulted in a tie between Holmes and Coulbert.

The inter-establishment trophy was won by H.M.S. Drake with a total of 214.

Tennis champion keeps his title

In the Royal Navy tennis championships at Wimbledon last month, Lieut. G. S. Clarke, of the Ministry of Defence (Navy) once again successfully defended his singles title by beating his last year's opponent, Lieut. A. G. Dunlop, R.M., of Deal, 8-6, 6-4.

The women's singles title went to 2/Officer Susan Hogg, W.R.N.S., of H.M.S. Vernon, who beat 3/Officer Sally Skelton, W.R.N.S., of H.M.S. Daedalus, 6-3, 6-4.

It was the seventh successive year that 2/Officer Hogg has been in the final, and she has won the title five times. Last year it was won by 3/Officer J. Heanley.

The finalists in the men's singles, Lieut. Clarke and Lieut. Dunlop, won the men's doubles 6-1, 6-4, beating Lieut. B. H. E. Tayler, of H.M.S. Nubian, and Lieut. G. Warner, of H.M.S. Neptune.

For the 19th time in 22 years, the Royal Air Force won the men's Inter-Service tennis championships at Wimbledon. The R.A.F. had eight wins to the Army's six and the Navy's four.

The W.R.A.F. won the Women's championships, finishing with 11 wins to the Army's five and the Navy's three.

Hockey contest

Entries for the Royal Navy Hockey Knock-out Competition

SPORTING ROUND-UP

should reach CPO J. W. Binks, P.T. Office, H.M.S. St. Vincent, by September 9.

Preliminary rounds will take place on September 18, with first, second, and third rounds on October 2, 16, and 30, respectively.

The semi-final will be played on November 13 with the final on November 27.

Trial dates

Trials for the United Services Hockey Club will be held at the U.S. Sports Ground, Burnaby Road, Portsmouth, on September 9 and 10, with final trial (by invitation) on September 12.

The players' secretary, Lieut. M. J. Appleton, H.M.S. Vernon (Tel. Dockyard 72201 or 72594) will be pleased to receive names by a.m. September 9.

K.O. Cricket

The final of the Portsmouth Command knock-out cricket competition was played on August 5, resulting in a win for H.M.S. Collingwood, who scored 140 for three against Bellerophon's 74 all out.



Lieut. G. S. Clarke, R.N. (right), and Lieut. A. G. Dunlop, R.M., with their trophies

Gym. repairs

Because of repairs to the gymnasium in the Royal Naval Barracks, Portsmouth, the use of this building will be restricted to major Command functions for the next eight to 12 months.

Facilities for ships' basketball matches are unlikely to be available, but Command basketball and boxing championships are unaffected.

Discus record

During the annual Amateur Athletic Association-Combined Services-British Universities meeting at Portsmouth on August 7, Sgt. John Watts broke the Navy discus record for the sixth time this season.

His throw of 175 ft. 8 in. beat his previous best by 8 in.

The A.A.A. won the match with 131 points to the Universities 113. The Navy were third with 87 points.

Cycling record

Three Plymouth Command cyclists, riding in the colours of the Royal Navy Cycle Racing Club, won the team prize in the Bristol South 100-mile cycle time trial from a field of 53 entries, with a time of 13 hr. 52 min. 46 sec.

The most outstanding performance was by L./Cpl. M. Parker (45 Cdo) who, riding in his first season and for the first time at the distance, and in only his fifth Time Trial, achieved 4 hr. 25 min. 55 sec. In doing so he finished second overall and won the handicap prize, and also broke the Navy record of 4 hr. 26 min. 8 sec. (standing to Elect. Bowditch since 1954) by 13 seconds.



2/Officer Susan Hogg

23 teams in six-a-side

Twenty-one teams (out of 23 entered) battled to win the six-a-side soccer tournament in H.M.S. Sultan on July 4.

With the exception of H.M.S. Collingwood, all the major establishments were represented and, in addition, seven teams from ships in the harbour took part.

Daedalus "A" took the winner's trophy by beating the impressive young Mercury side in the final by the only goal, after disposing of the favourites, Victory and Dolphin, en route.

Four ties were settled by the penalty kick method, and none more exciting than the Mercury-Britannia semi-final, in which the yacht's marksman failed, after five successful spot kicks during the tournament, to put his team into the final.

Worthy of further mention are Britannia, who did well to get two teams through to the latter stages of this interesting and keenly contested tournament.

'Sevens' entries

The U.S. Rugby Football Club are running the annual "Sevens" competition at the club ground on September 25, with preliminary rounds, if necessary, on September 23.

Entry forms, with the fee of 10s., should reach PO P. Wallis, Sports Office, H.M.S. Excellent, by September 11.

'FOR THOSE IN PERIL'

Uffa Fox wasn't really opening with prayer in this Cowes Week study. He was helping Prince Philip to unravel the main sheet before the start of a Flying Fifteen event

Picture by PO(Phot) D. Morris



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