

Royal Naval Uniforms
BERNARDS' OFFICERS' SHOPS
 40 COMMERCIAL ROAD, PORTSMOUTH
 Telephone 26116
 30 ROYAL PARADE, PLYMOUTH
 Telephone 64543
 Promotion orders a speciality,
 write for special details, etc., and
 be assured of personal attention
 to your requirements.

Navy News

The Newspaper of the Royal Navy and Royal Naval Association

No. 182, 16th YEAR, AUGUST, 1969

Published first Thursday of the Month

Price: One Shilling

Worth looking into
READY-TO-WEAR
UNIFORMS

Save time and money
 Complete size range for all figures:
 Terylene, Doeskin and
 Diagonal Serge all at
 £17.10.0
 It's Best to look to BERNARDS

Polaris sailors at moonshot

British Polaris submarines use the same range facilities, range finding and monitoring equipment, support ships and aircraft as the astronauts who made the landing on the Moon last month.

The sailors from H.M.S. Neptune have been associated with the astronaut project since the first Polaris submarine, H.M.S. Resolution, went to Cape Kennedy in the beginning of 1968.

**By Philip Costello,
 Submarine Command P.R.O.**

H.M.S. Renown was at Cape Kennedy on the historic day — July 16 — when the Apollo Moonship lifted off to take the three astronauts on their Moon landing mission.

Some of the Renown's crew took a break from their intensive work-up period for their practice missile firing to witness the awe-inspiring spectacle as the 370-

foot black-and-white striped Moonship lifted off.

They saw the terrifying flame power of its rocket exhausts thundering down the pit below to shoot out the flame vents of the concrete lift-off pad.

It was griddle hot on the Cape, with the grey-breasted pelicans hovering in escort along the scrolling surf, accompanying

the bronzed ballet of the surf riders who rode their boards on the Moon-pulled tide waves.

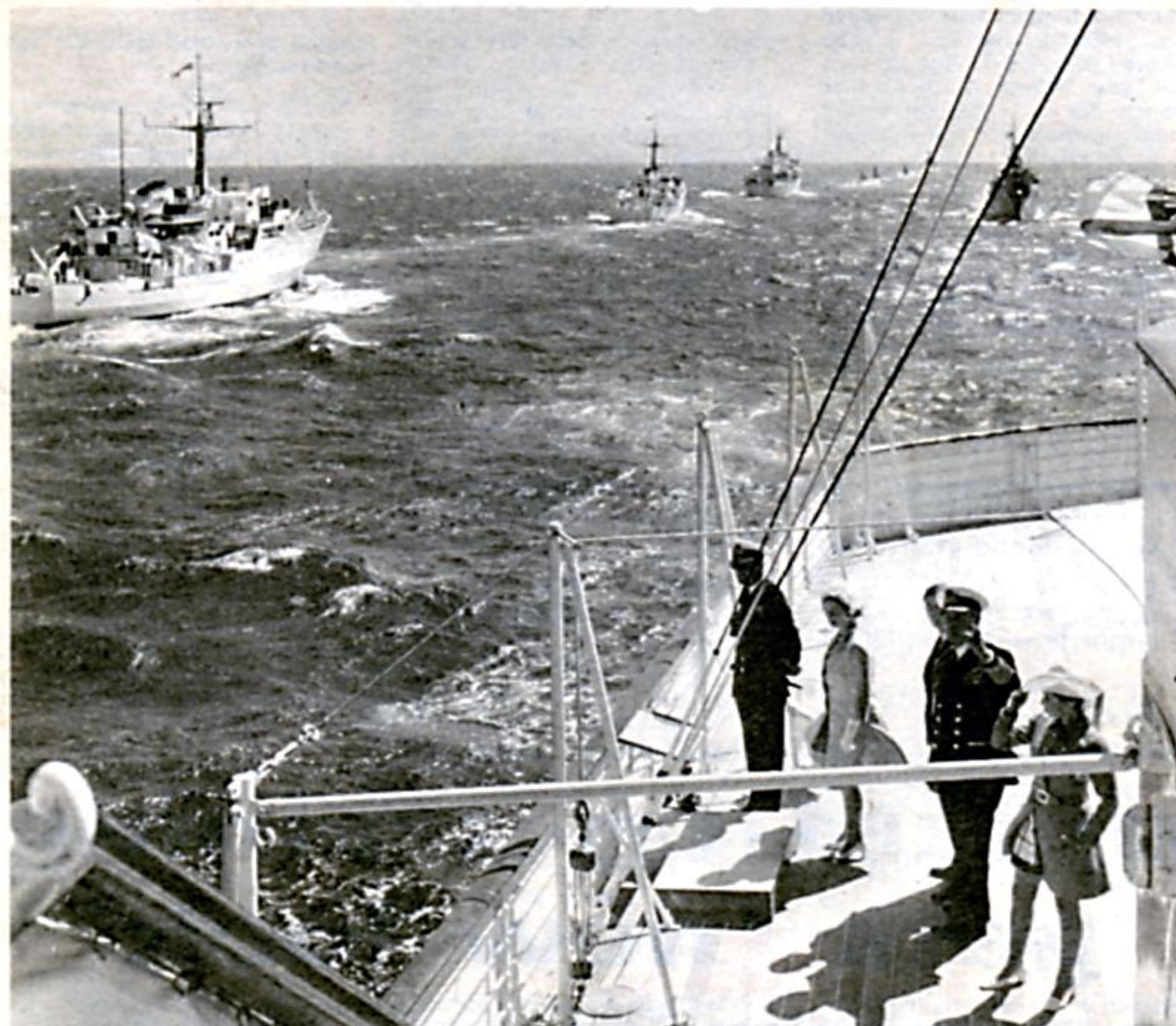
Prices were up and accommodation was hard to find. The topless Go-Go joints, with their brain-squashing beat music, and the air-conditioned motels were munching in the green-backed dollars of a million people.

At the entrance to Cape Kennedy, Dr. Ralph Abernathy and 250 members of the Poor People's Campaign arrived in pioneering trek wagons to protest about the amount of money being spent on the Space Project while people were living in penury.

Even this poverty protest could not quench the religious feeling that surrounded that huge Cleopatra's needle full of five million pounds of liquid oxygen and helium that was ready to make the most momentous history since sea animals came out of the water and crawled up on to land.

Some members of the British Polaris submarine crews had been privileged to watch astronauts under training. Along the Cape's Roman-like roads, driving straight and deep through scrub jungle, hiding rattlesnakes and boating buzzards to every wind, great square-blocked buildings cloister the activities of astronauts under training.

Inside a huge hangar full of
 (Continued in page 23)



The Royal Family aboard H.M.Y. Britannia, at the steam-past following the Fleet assembly in Torbay.

Queen's praise for Fleet

The Lord High Admiral, Her Majesty the Queen, sent the following signal to the Commander-in-Chief Western Fleet, Admiral Sir John Bush, following the Fleet assembly on July 28 and 29:—

"I have been glad to present a new Colour to the Western Fleet, and I was impressed by the excellence of the ceremonial at the presentation.

"My family and I have enjoyed visiting ships and meeting officers and ratings of the Western Fleet during the two days we have been with you at Torbay.

"It has given me particular pleasure to see the R.N.R. and the R.N.X.S. represented here.

"I am delighted to find you all in such heart. The appearance of ships and ships' companies during today's steam-past was especially good. I and my husband

send our warmest congratulations to you all.

"Splice the mainbrace."

Admiral Bush replied: "May I with humble duty thank your Majesty for your warming message. We have been very

honoured to have you and your family with us in the last two days. It has been a proud and happy occasion for the Western Fleet."

Appalling weather on the Monday failed to daunt the Royal Family in their visits to ships, but the rainstorm gave way to bright sunshine and a crisp breeze for the Tuesday ceremonials.

BIGGEST 'NEWS' YET

Exceptional pressure of contributions, and the continued demand on advertising space, has made possible the production of this issue of 32 pages — the biggest in the 15 years' existence of Navy News.

The paper is packed with stories, pictures, and features of interest to the Fleet, families, and retired sailors. It is indicative of the lively and varied life of the Service, and also of the changes and problems which it is facing.

The September issue of Navy News will be available to readers a few days earlier than usual, to allow for distribution in time for Navy Days visitors.

NEARLY THERE!



Hair-raising time for anybody is a jackstay transfer in a rough sea. Prince Charles, during the Fleet Assembly, is seen approaching H.M.S. Blake.

HEALEY EXPLAINS PAY PLEDGE

The forces are much better off with N.B.P.I. recommendations and Government's decisions on pay than they would have been under the Grigg formula.

This is the gist of a statement by Mr. Denis Healey, Secretary of State for Defence.

Mr. Healey says that on the basis of N.B.P.I. recommendations:

● The Forces got, in April, 1968, an increase of £27m.

● As a result of this year's interim increase they will get a further £20.5m.

● As a result of introducing the "military salary" they should get a further £52.5m.

ANOMALIES

The value of these measures alone comes to £100m., compared with the £75-£80m. which would have been forthcoming under Grigg.

"A sizeable chunk of the £100m. will go towards rectifying the anomalies of the previous system of paying, or rather underpaying, single men. But this is only part of the total; over and above the benefits already listed all Servicemen, married and single, can expect to benefit from whatever higher pay scales the Board may recommend as the result of job evaluation and quantification of the X factor.

"As I said in the Commons, the Government recognize that job evaluation and the X factor will lead to increases higher than the Grigg formula for comparability, and are prepared to pay a substantial sum next year on this account.

"It intends to allocate £30m. to this purpose next year on top of the remaining £52.5m. for the military salary.

"Thus over the period which would have been covered by Grigg awards for 1968-70 inclusive, the Forces stand to get as a

result of the N.B.P.I. recommendations and the Government's decisions some £130m. — or more than half as much again as they would have got if we had gone on with the Grigg Formula."

(See also Page 17)

East Hants & West Sussex

Parkinson & Partners

Chartered Surveyors & Estate Agents

TAKE ADVANTAGE OF THE NAVAL
 LOAN SCHEME TO BUY YOUR HOME
 — MORTGAGES STILL AVAILABLE



205 West Street
 FAREHAM
 Tel. 4441/3

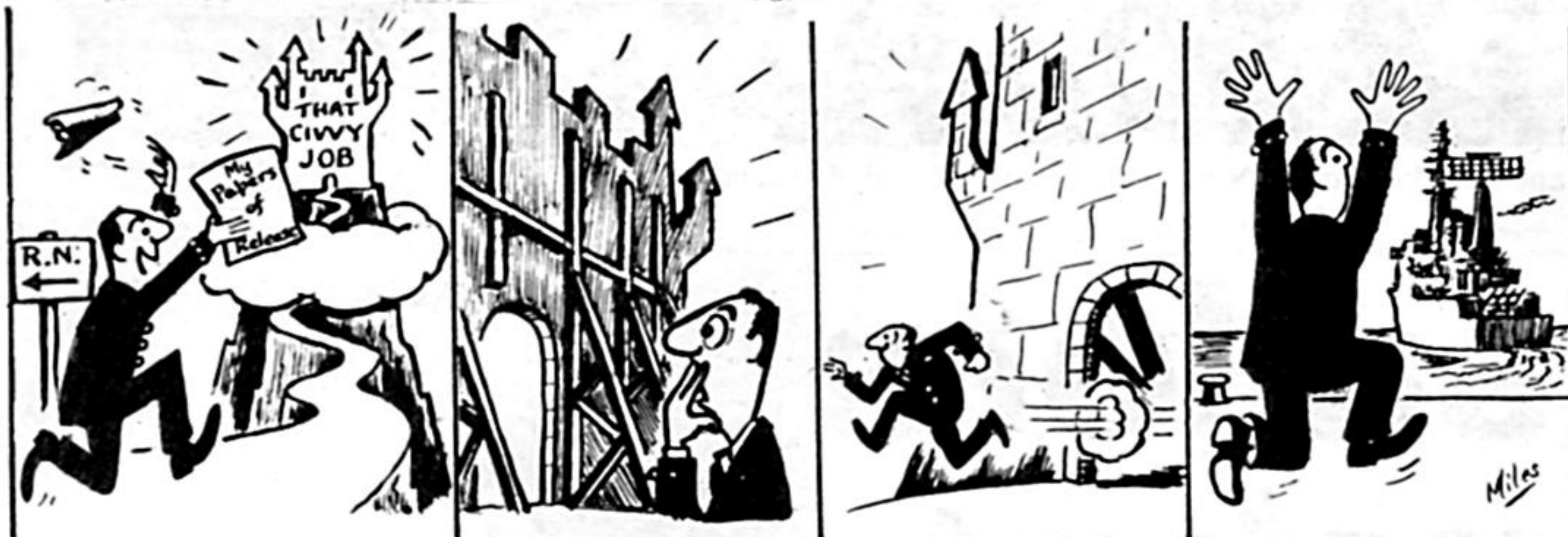
59 London Road
 COWPLAIN
 Waterloo 51141-5

1 South Street
 EMSWORTH
 Tel.: 5111/3

35 North Street
 CHICHESTER
 Tel.: 87711/3

OFFICES OPEN ALL DAY ON SATURDAYS

DRAFTY'S CORNER



Swallowing the anchor

Research shows that many of the men who leave the Navy early, that is before completing time for pension, make up their minds several years earlier.

Some of the readers due to leave in '69 and '70 may have used the last few years to make firm plans about a civilian career, plans they would be foolish to alter at this late stage.

It is no part of Drafty's job to try to change their minds. But there are others minded to leave who have not done so much to prepare themselves for a well-paid and interesting job in civil life, perhaps because, when they first decided to leave the

Navy, they took into account civilian job prospects which were rosier then than now.

Such men may still have ideas about prospects and living costs, which a month or so on the beach might cause them to change. And some of them may now be abroad, and unable to check at first hand just what life up the line is really like.

Naturally, anyone who maintains the suspense to the absolute limit must expect some delay while his application is checked, but the important thing is that he will not be considered to have broken his service.

A break in service has effects on eligibility for re-entry, advancement, drafting, badges, medal and pension which the wise man takes into account.

'Healthy' branches

If you belong to a branch for which redundancy terms have been offered you will not be allowed to re-enter. And the fact that you belong to any other branch does not guarantee that an application for re-entry will be accepted.

Not only must every re-entry have good papers, but there are branches so numerically healthy that the Navy has no need of re-entries even of high quality. At the time of writing artificers and mechanics in the engine room and weapon electrical specialization are not being accepted if they apply after completing Terminal Leave. Any recruiting office will tell you

The new Leander-class frigate H.M.S. Hermione was officially handed over to the Navy at Portsmouth on July 11. In the picture, Mr. John Brock, a fitter with the Upper Clyde Consortium, builders of the ship, helps RO1 Robert Ramm haul down the Red Ensign and hoist the White. The Hermione is the fourth R.N. ship to bear the name and Mr. Brock helped build the previous Hermione, a cruiser torpedoed in 1942.

The new ship now carries out a period of testing and tuning before commissioning on September 17, after which she will sail for work-up at Portland. She is due to deploy to the Far East early in 1970.

Her commanding officer is Cdr. T. G. A. Ram, a gunnery specialist.

Among the ship's company is CPO W. J. Morris (51), now in his sixth "five," who saw action during the Second World War in Channel convoys, and at Dunkirk and Crete. He was serving in H.M.S. Jaguar when she was sunk off Tobruk.

A diving instructor, CPO Morris has spent only about two years in shore establishments since 1952.

Photo: PO Dave Morris

SHEILA SEES HOW



Getting a few hints on naval communications is famous airwoman Miss Sheila Scott, visiting H.M.S. Nubian at Portsmouth in response to an invitation made to her while she was over the Atlantic setting up her 77th world record.

The Nubian was acting as picket ship for the Navy during the Transatlantic Air Race when radar plotters picked up Miss Scott's aircraft. The navigation fixes given helped her clip five hours off her record for the trip.

With Miss Scott in the picture are PRI Lacey, together with LS Stewart Dow (left) and LOEM Howard Evans, who were the Nubian's own air race entrants.

Photo: PO Dave Morris.

Not put out

The man who is abroad and near time expiry has the right to come home to take leave due, even if he contemplates re-engagement at the last moment. And if he does re-engage Drafty won't feel a bit put out about having had to bring him home and find a relief for him.

There was a time when the rules said that anyone who did such a thing had to be given an immediate foreign draft, but happily more generous counsels have prevailed and he now takes his ordinary place in the queue for the next sea draft.

What is the last moment? A man may take his papers, ideally to his Discharge Depot, but, otherwise to any naval establishment or recruiting office, at any time up to the end of his Terminal Leave and may execute a new engagement which has the same effect as if he had re-engaged earlier.

Communication training gets 'new look'

The Communication Branch training pattern is to be revised — as stated in DC1(RN) 857/69. There are many reasons why changes are necessary, and this article explains the new scheme.

The revised training pattern is a result of investigations currently being carried out by the Ministry of Defence (Navy) into the training and employment of the Communications Branch.

These investigations are not yet complete but the Admiralty Board have now decided that some changes should be introduced to overcome immediate difficulties.

The main changes are: selection for sub-specialization earlier in New Entry Training; abolition of sub-specialist courses and introduction of Leading Rates courses.

Hitherto, new entries have been selected for sub-specialization at the end of their training at H.M.S. Mercury. In future, they will be selected at the 22nd week and then devote much of the next five weeks to sub-specialist training, the remainder being spent on common skills.

The New Entry course will be cut by two weeks, because of a reduction in "opposite subject"

instruction, to an overall course length of 27 weeks. Ratings will be drafted to sea on completion of their training as either JRO/RO3(G), (T) or (W). The first ratings trained under this scheme will join the Fleet at the end of this year.

ADVANCEMENT RULES

The rules for advancement to RO2(G), (T) or (W) will be the same as for advancement to RO2(U), with the exception that there will be minor changes in the examination. These will be published in BR 1792 (Communication Training Manual).

Sub-Specialist Courses will cease at the end of 1969 with the last course completing in December. All JRO, RO3 and RO2's selected for sub-specialization but who have not done the course are being made sub-specialists by the addition of the necessary suffix after their rate. However, all draft orders already issued for ratings to undergo a sub-specialist course will remain effective.

This will mean that a number of ratings will not receive any formal sub-specialist training at H.M.S. Mercury until they are selected for the Leading Rate Course. However, with the abol-

ishment of sub-specialist courses, ratings will be given a better chance to improve their skills at sea because it will no longer be necessary to withdraw ratings from ships after approximately six months in the able rate.

The first Leading Rates course will start in January 1970. The courses will be held at H.M.S. Mercury and their duration will be LRO(G) and (W) 13 weeks and LRO(T) ten weeks.

The present Fleet Board method of examination for the Leading Rate has proved disappointing. The failure rate has been high. Investigations have shown that this has resulted from inadequate facilities and time for ratings in ships to prepare themselves.

ROSTER SYSTEM

In addition, the Fleet Board method does little to prepare a rating to fulfil the function of a junior supervisor in frigate type ships. Experience has shown that a leading rate must be capable of carrying out this type of duty in the majority of ships to which he will be drafted.

Selection for the course will be done by the roster system, and initially, rosters will be

which branches are in this class. Because the rules about advancement were written to protect the interests of men with unbroken service, ambitious re-entries find that a break, even one of a few days, puts them farther astern than they reckoned. And the higher the re-entry has climbed the advancement ladder (the first rung of which is passing for killick) the more serious is the setback.

The rules are too complicated to be explained here but they can be found in Chapter 4 of the Advancement Regulations. In cash terms the cost in pay and pension of a small break can run into four figures.

So far as drafting is concerned a re-entry keeps the roster date earned on discharge. The effect of this rule is to make the exact date of re-entry immaterial, but of course the longer the break the older, and therefore less protection against an early sea draft, will be the roster date.

What about leave? It really makes no difference when a man re-engages, if he decides to do so after beginning his Terminal Leave. Any Terminal Leave taken or remaining can be counted as Re-Engaging Leave. The total is 28 days either way.

The time spent outside the Navy does not count for badges, medal or pension. If a man stays in civil life for five years or more and then re-enters he is to all intents and purposes a new entry and he has to start again from scratch, forfeiting all previous time, as well as the time outside.

PROVISIONAL

Applications for Fleet Board examination to qualify for LRO can be made until December 31, 1969. This method of qualifying for LRO will cease once the Fleet Boards for these applicants have been completed. To cater for those who are unable to get a course for some time, the provisional method of examination for LRO will be introduced next year on the same lines as for petty officers.

Success will enable a man to be rated RO1 and subsequently A/LRO, but he will be required to complete successfully an LRO (Q) course before he can be confirmed.

There is no change to the rules for examination and advancement to the petty officer and instructor rates.

AT YOUR SERVICE . . .

CURTISS
& SONS, LTD

REMOVALS and WAREHOUSING
PACKING AND SHIPMENT

13 Clarendon Rd., Southsea
Telephone 21515

LONDON 13 Bramley Road, North Kensington
PARK 4202

PLYMOUTH 13 Waterloo Street, Stonehouse 65159

CHATHAM 351 High Street, Rochester MEDWAY 43134

A bawdy, rumbustious Restoration comedy which should have great appeal is one of the highlights of the latest list of releases to the Fleet by the Royal Naval Film Corporation.

It is "Lock Up Your Daughters!" with screenplay based on the play "Rape Upon Rape" by Henry ("Tom Jones") Fielding and Sir John Vanbrugh's "The Relapse."

The full list of releases is as follows:
Play Dirty — Michael Caine and Nigel Davenport. Set in 1942-43, this exciting — sometimes brutal — adventure of the desert war has plenty of action. (United Artists.)

No. 751

The Split — Jim Brown, Ernest Borgnine and Julie Harris. A tense crime story with an original twist and a tough set of villains (M.G.M.)

No. 752

Hannibal Brooks — Oliver Reed and Michael J. Pollard. Something different in war film entertainment. It has escapist invention, humour, bursts of action and a surprise ending. (United Artists.)

No. 753

The Brotherhood — Kirk Douglas, Alex Cord and Irene Papas. Depicts the power of the Mafia and its total disregard for life. Tragically realistic and excellently acted. (Paramount.)

No. 754

Blue — Terence Stamp, Joanna Pettet and Karl Malden. A generally sombre but arresting Mexican-flavour Western with plenty of action, atmosphere and drama. (Paramount.)

No. 755

Lock Up Your Daughters! — Christopher Plummer and Susannah York. Based on a Restoration comedy classic. (Columbia.)

No. 756

The Good, The Bad and The Ugly — Clint Eastwood and Eli Wallach. A fast-moving, taut "rough stuff" Western (United Artists.)

No. 757

Decline and Fall of a Birdwatcher — Robin Phillips, Leo McKern and Genevieve Page. A bright and boisterous tale with satire directed at a variety of things, from public schools to prisons. Amusement for a wide variety of tastes. (20th-Century Fox.)

No. 758

Hang 'Em High — Clint Eastwood and Inger Stevens. A well-acted Western for those who like them tough without light diversion. (United Artists.)

No. 759

'...I can make nice apple pies'



An alluring Elaine Taylor talks sweetly to Tom Bell in "Lock Up Your Daughters!" which tells of the adventures of three sailors, back in port after a year at sea and showing a keen eye for the wine and wenches.

Rosemary's Baby — Mia Farrow and John Cassavetes. A macabre tale of the occult. No. 760.

Abdiel and Belton in London

The minelayer and mine countermeasures support ship H.M.S. Abdiel and a coastal minesweeper, H.M.S. Belton, visited London in July.

Capt. T. H. E. Baird, Captain Mine Countermeasures and Captain Fishery Protection at H.M.S. Lochinvar, was embarked in H.M.S. Abdiel.

He and the two commanding officers — Cdr. T. M. B. Seymour (Abdiel) and Lieut.-Cdr. A. H. F. Wilks (Belton) — called on the Governor of the Tower of London, and the two commanding officers also called on the Mayor of Tower Hamlets.

Both ships were open to the public.

'Frying tonight' Sirius

A nightly fish and chip bar on board was a feature of fishery protection patrol in Icelandic waters by H.M.S. Sirius.

The sacks of fresh fish — and they were really fresh — were rewards from trawlers which had been helped by the frigate.

After some weeks in Portsmouth dockyard hands, the Sirius went to Portland, where she had a hectic work-up for her third commission. Then she took part in a long series of trials with other ships before making an official visit to Avonmouth.

Heading for fishery protection patrol, the Sirius called at Faslane and at Rockall (just to remind the rock that it belonged to us).

Paternal eye

Off Iceland the Sirius kept a paternal eye on the British deep-sea trawlers operating in the wintry seas there.

This took the form of technical advice and practical help to the trawlers when their radios or radar sets went "bent" or the sending of the doctor to tend their sick or injured.

Surg. Lieut. P. J. Aggett, on his first operational trip, had an eventful time. Three visits were made to perform dental work, and, on a more serious mission, he was lifted across to one trawler to examine a 16-year-old lad who, it proved, had severe pneumonia.

The helicopter hoisted the lad up on a stretcher by winch and flew him to the Sirius sickbay. Two days later he was in Reykjavik hospital in a satisfactory and improving condition.

The Sirius occasionally called in port, including two visits to Reykjavik.

For recreation, various sports were enjoyed, but in Isafjord the Sirius was a little chastened to have her soccer second XI beaten by a team of enthusiastic schoolboys, the youngest being nine. Apart from this, the ship is proud of its soccer record!

Many of the ship's company entered a beard-growing competition, to be judged in Southend by Miss Southend.

GETTING A LIFT...

Being winched up to a Wessex helicopter from the Shell-Mex and B.P. tanker M.V. Din-

gle Bank is the First Sea Lord, Admiral Sir Michael Le Fanu.

Admiral Le Fanu went to sea in the tanker to get first-hand experience of another aspect of maritime activities.



TRIUMPH - SOUTHDOWN COACHES

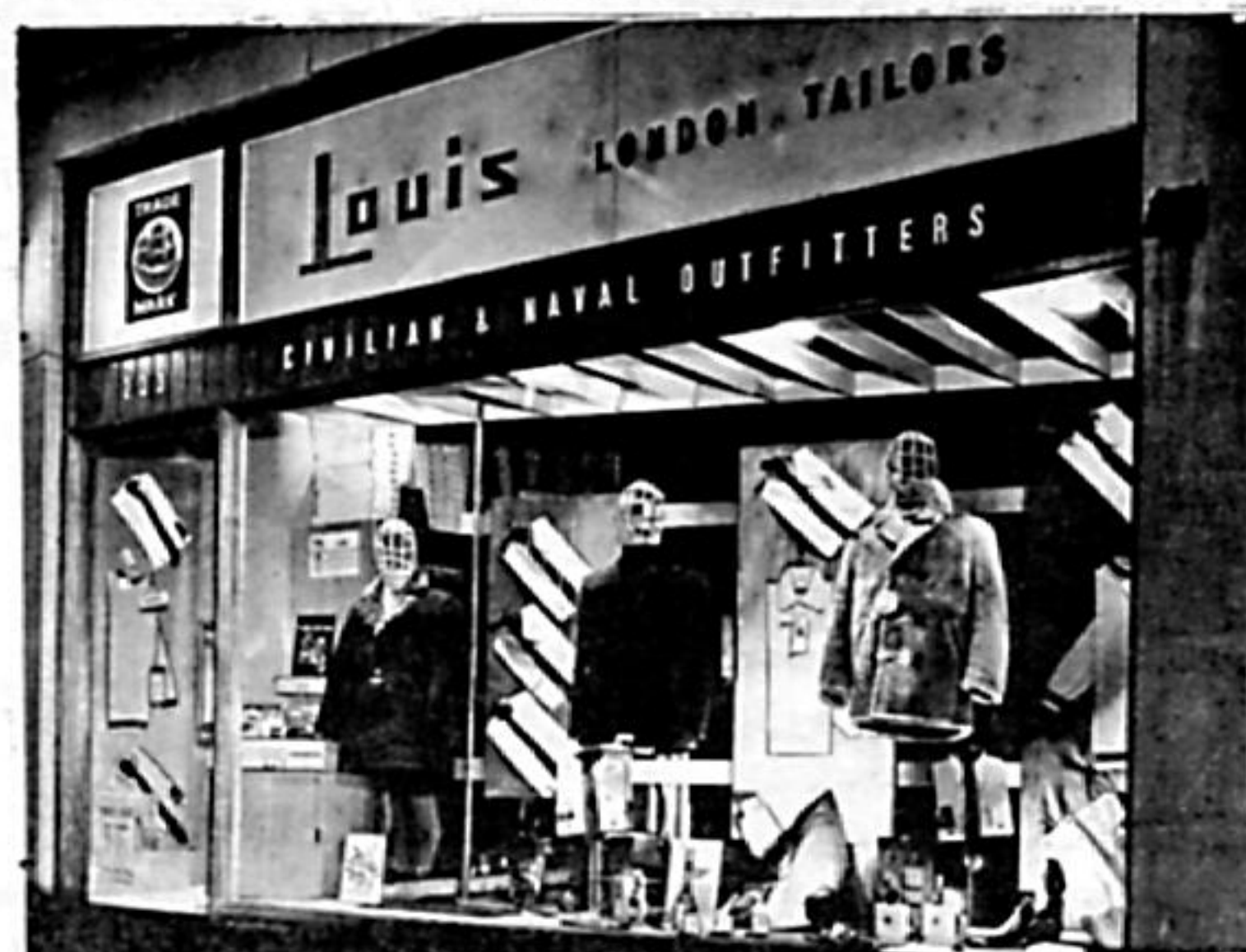
WEEK-END LEAVE

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

Return Fare	Return Fare
LEEDS 60/-	SALISBURY 11/6
BRADFORD 58/-	WORCESTER 32/-
HUDDERSFIELD 55/-	GLOUCESTER 30/-
SHEFFIELD 48/-	READING 14/-
NOTTINGHAM 42/6	PORTLAND 20/-
LEICESTER 36/-	PLYMOUTH 39/-
NORTHAMPTON 28/6	NEWPORT 29/6
LIVERPOOL 57/-	CARDIFF 32/6
MANCHESTER 53/6	SWANSEA 38/-
NEWCASTLE-UNDER-LYME 46/-	LONDON from PORTSMOUTH 15/6
STAFFORD 43/-	LONDON from GOSPORT 18/-
WOLVERHAMPTON 37/6	LONDON from H.M.S. COLLINGWOOD 17/-
BIRMINGHAM 36/-	
COVENTRY 31/6	
WARWICK 28/6	
BANBURY 25/-	
OXFORD 20/-	
BRISTOL 23/-	

N.B.: To all ships visiting Portsmouth: Special facilities to meet your particular travelling requirements can be organised at short notice. Write, phone or call TRIUMPH COACHES, Hyde Park Road, Portsmouth. Phone 27351 SOUTHDOWN MOTOR SERVICES Hyde Park Rd., Portsmouth Phone 22311

FOR THE BEST SUIT YOU EVER HAD



233 ALBERT ROAD, DEVONPORT, PLYMOUTH

Telephone Plymouth 53110 : Portsmouth 33681

Agents in all principal ports

FEARLESS IN FAR EAST

Senior officers of the Far East Fleet greeted H.M.S. Fearless (right) when she arrived at Singapore.

The ship was previously in the Far East in 1967 and, after returning to the Western Fleet, acted as conference headquarters for the Wilson-Smith talks on the Rhodesia question last October.

The Fearless joined 23 British, Malaysian, Australian and New Zealand warships for the large-scale exercise JULEX 69 in the South China Sea.

Photo: PO(Phot) R. Miller



Wasperton flagship for visit north

The Flag Officer Scotland and Northern Ireland, Vice-Admiral Sir Ian L. M. McGeoch, visited the Orkney and Shetland Islands, flying his flag in the fishery protection vessel H.M.S. Wasperton, which is commanded by Lieut-Cdr. J. A. McPhee.

Throughout the visit H.M.S. Kedleston, commanded by Lieut. C. S. Stafford, was in company.

In Kirkwall, county town and island capital of the Orkneys, the admiral met the town's leading figures and gave a buffet luncheon party and reception in the Wasperton.

AMONG THE ISLANDS

Next day the ships set course among the islands. At Lyness (Hoy), the admiral met the Engineer-in-charge of the Admiralty fuel depot and also watched the new crew for the Hoy lifeboat drilling. In Westray and Sanday he met the volunteer coastguards who man the various watch-huts during bad weather.

Overnight the two ships steamed towards the Shetlands, and during his stay the admiral went to the remote R.A.F. station of Saxa Vord; a small croft; and Lerwick, the capital, where he visited the fish docks.

After entertaining more locals on board the Wasperton, he flew back to Scotland.

Exchanges of drafts

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicants direct.

F. Chadwick, RO2(T), being drafted Chatham Comcen (over six months) August 14, will exchange for similar draft in Portsmouth area. Letters to 29 Duchess of Kent Drive, Dargats Wood, Chatham.

T. R. Windsor, 1. Std. H.M.S. Osprey, being drafted to H.M.S. Juno (Chatham based) on December 18. Will exchange for any small Portsmouth based ship, or married accompanied job.

G. K. Alexander, 1. M(E) H.M.S. Wakeful. Detailed H.M.S. Bulwark November 5. Will exchange for any Portsmouth based job.

T. Kilbane, 1. Ck (S) H.M.S. Lochinvar, will exchange for any shore establishment, Portsmouth or Chatham area — preferably Portsmouth.

W. Cock, Ch M(E) H.M.S. Ganges, detailed H.M.S. Triumph (married accompanied, local Far East) October 18, will exchange for any small ship, any area.

P. J. Dwyer, S.A., H.M.S. Heron. Detailed H.M.S. Forth at Singapore, married accompanied, November 24. Will exchange for any small ship.

H. Grant, A.B. (UW Star) H.M.S. Neptune, detailed H.M.S. Maxton (married accompanied) early November. Will exchange for base in Scotland or any small ship on Home Sea Service.

C. J. Edick, Std. H.M.S. Ganges. Will exchange for any ship or shore establishment, over six months.

S. A. Milling, 1. S (RP2) H.M.S. Dryad, on draft to H.M.S. Eagle December 9, wishes to exchange for any Portsmouth based ship.

P. Harris, PO M(EK.S.I.C.E.), H.M.S. Dainty, being drafted to B.M.P., H.M.S. Osprey for over six months on September 18, will exchange for any shore establishment in South Wales or Devonport area.

P. R. Brown, 1. S (UC2), H.M.S. Warrior (Northwood 26161, ex'n 537) detailed H.M.S. Zulu October 18, will exchange for any ship, Chatham or Portsmouth based.

P. Hitchcock, AB (UW2(A)), H.M.S. Bellerophon, being drafted to H.M.S. Beauchamp (Foreign service) based at Bahrain, will exchange for Portsmouth area draft or Home Sea Service based on Portsmouth. Draft suitable for AB passed for LS, or for LS.

SUBS AT DOVER

H.M. submarines Olympus, Tiptoe and Alaric spent five days at Dover on an informal visit.

Many hundreds of visitors went on board and 30 sea cadets spent a day at sea on the return trip to Portsmouth.

The liaison between H.M. submarine Opportune and the Royal Liverpool Children's Hospital School (Heswall, Cheshire, branch) was taken further in July when a number of the ship's company visited the hospital for a party.

The liaison developed from the link between the Opportune and the Sea Rangers at Heswall.

COMMISSIONING FORECAST

'Top of the bill' cruise for H.M.S. Rothesay

Despite the impending withdrawal of our forces from the Far East and Middle East, it is apparent, from a perusal of the latest commissioning forecast that, for a long time to come, the men of the Royal Navy will have opportunities to visit places in distant lands.

Top of the bill for interest must surely go to H.M.S. Rothesay. This anti-submarine frigate recommissions in December, 1970, for a commission which, in addition to three periods in Home Waters, will take her to both the West Indies and the Mediterranean.

Other ships commissioning that month are the Diomedé (for East of Suez), Leopard (for the Mediterranean), and Falmouth, also for the West Indies and the Mediterranean, with a period in Home Waters in between.

The latest commissioning forecast is as follows:

AUGUST

SCYLLA (GP Frigate). August 25 at Devonport for trials. Port Service. Commissions mid-January, 1970.

HYDRA (Survey Ship). August 26 at Chatham. Foreign Service Commission. Malacca Strait. U.K. Base Port, Chatham.

WISTON (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

SEPTEMBER

RHYL (A/S Frigate). September 2 at Devonport. Special refit DY control. Port Service.

ASHANTI FLIGHT. September 2 at Portland. Wasp. General Service Commission. U.K. Base Port, Portsmouth.

PUNCHSTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).

DIDO (GP Frigate). September 15 at Chatham. General Service Commission (Phased). Home / East of Suez (FE)/Home. U.K. Base Port, Chatham.

DECEMBER

LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ANTRIM FLIGHT. December 8 at Portland. General Service Commission. West. U.K. Base Port, Portsmouth.

JANUARY, 1970

SCYLLA (GP Frigate). Mid-January at Devonport. General Service Commission. Home / East of Suez (FE)/Home. U.K. Base Port, Devonport. Captain's Command with full staff.

49B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.

JUNO (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command with full staff.

HECLA (Survey Ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).

HAMPSHIRE (GM Destroyer). January 20. Special C and M Complement at Portsmouth. Port Service.

ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Rosyth (C).

HECATE (Survey Ship). January 27 at Devonport. General Service Commission. Home/North Atlantic. U.K. Base Port, Devonport (A).

BACCHANTE (GP Frigate). January 15 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.

ARGONAUT (GP Frigate). January 22 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

BRINTON (M/H). January 28 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (E).

24 SQUADRON, ARK ROYAL. Early 1970 at Culdroe. General Service Commission. U.K. Base Port, Devonport. Sea Kings.

NORFOLK FLIGHT. Early 1970 at Portland. General Service Commission. West. U.K. Base Port, Portsmouth.

ACHILLES FLIGHT. Early 1970, at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

ARK ROYAL, SAR FLIGHT. Early 1970 at Culdroe. General Service Commission. Whirlwind or Wessex. U.K. Base Port, Devonport.

SALISBURY (A/D Frigate). January 22 (tentative) at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

FEBRUARY

JAGUAR (AA Frigate). February 5 at Chatham. General Service Commission (Phased) Home. U.K. Base Port, Chatham.

LOWESTOFT (A/S Frigate). February 26 at Chatham for trials. Port Service. Commissions April 29.

LANDAFF (AD Frigate). February 12 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

FAWN and FOX (Coastal Survey craft). February 12 at Devonport. General Service Commission. West Indies/Home. U.K. Base Port, Devonport.

MARCH

DANAE (GP Frigate). March 5 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport. (Captain's Command with full staff.)

ACHILLES (GP Frigate). March 12 at Devonport for trials. Port Service. Commissions June. U.K. Base Port, Devonport.

GAVINTON (M/H). March 18 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

APRIL

TORQUAY (A/S Frigate). April 6 L.R.P. complement at Chatham (Tentative). Port Service.

MOHAWK (GP Frigate). April 20 L.R.P. complement at Gibraltar. Port Service.

BRERETON (M/H). April 22 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

NAIAD (GP Frigate). April at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

DIOMEDE (GP Frigate). April at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Devonport.

LOWESTOFT (A/S Frigate). April 29 at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

MAY

LEANDER (GP Frigate). May 1. Dockyard control at Devonport. Port Service.

ARETHUSA (GP Frigate). May 19. Recommission (Phased) at Portsmouth. General Service Commission. Home/West Indies Home. Captain's Command. U.K. Base Port, Portsmouth.

ANTRIM (GM Destroyer). May at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions January, 1971.

JUNE

CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

ACHILLES (GP Frigate). June 9 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

GURKHA (GP Frigate). June 25 at Rosyth for trials. Port Service. Commissions September 24.

FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home/East of Suez. U.K. Base Port, Devonport (A).

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

BULLDOG and BEAGLE (Coastal Survey craft). Mid-1970 at Chatham. General Service Commission. Home/W. Africa/Med. U.K. Base Port, Chatham.

DIOMEDE FLIGHT. Mid-1970 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

JULY

NORFOLK (FM Destroyer). July at Portsmouth. General Service Commission. Home. U.K. Base Port, Portsmouth.

DEVONSHIRE (GM Destroyer). July (Tentative) at Portsmouth for trials. Port Service Commissions November (Tentative).

AUGUST

BERWICK (A/S Frigate). August (Tentative date) at Chatham for trials. U.K. Base Port, Portsmouth. Tentative date for commissioning, October.

HYDRA (Survey Ship). August at Singapore. Foreign Service. Malacca and Singapore Straits.

WISTON (CMS). August 30 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

SEPTEMBER

PUNCHSTON (CMS). September at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).

Submarine drafting

The final manning date given is the date when the whole crew will be complete. Drafting will start four months previous to the final manning date. Drafting preference cards from any volunteers are required five-and-a-half months before the dates given.

SEPTEMBER, 1969

OPPORTUNE. Final manning date, September 5. Service with 1st S/M Squadron.

OCTOBER

OBBERON. Final manning date, October 31. Service with 7th M/S Squadron.

AENEAS. Final manning date, October 10. Service with 2nd M/S Squadron.

OCTOBER

FALMOUTH (A/S Frigate). Mid-September at Portsmouth for trials. Port Service. Commissions end December.

DIOMEDE (GP Frigate). September 8 at Devonport for trials. U.K. Base Port, Devonport. Commissions December. Captain's Command with full staff.

GURKHA (G. P. frigate). September 24 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Rosyth. (Captain's Command).

NOVEMBER

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

DEVONSHIRE (GM Destroyer). November (Tentative) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

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

DIOMEDE (GP Frigate). December at Devonport. General Service Commission. Home/East of Suez/FE/Home. U.K. Base Port, Devonport.

ROTHESAY (A/S Frigate). December in Portsmouth. General Service Commission (Phased). Home/West Indies/FE/Home. U.K. Base Port, Portsmouth.

LEOPARD (GP Frigate). December at Portsmouth. General Service Commission (Phased). Home/West Indies/FE/Home. U.K. Base Port, Portsmouth.

FALMOUTH (A/S Frigate). End of December at Portsmouth. General Service Commission. Home/West Indies/FE/Home. U.K. Base Port, Portsmouth.

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

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

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

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

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

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

NOVEMBER

ALLIANCE. Final manning date, November 21. Service with 2nd M/S Squadron.

MARCH, 1970

ODIN. Final manning date, March 27.

APRIL

SEALION. Final manning date, April 17. Service with 3rd S/M Squadron.

Diagonal SERGE SUITS only £10-10-0

READY TO WEAR — 34-42 Chest

Admiralty Specification Weights
£14/14/- Ready to Wear
£17/17/- Made to Measure

R.N. & M.N. OFFICERS
UNIFORM OUTFITS

Also
SEA CADET UNIFORMS
at highly competitive price

TIES & BLAZER BADGES
made to any design

GREENBURGH BROS. LTD.
81/82 QUEEN STREET,
PORTSMOUTH

Tel. Portsmouth 26331

Branches at Naval Ports



THE NAVY'S SHIPS



H.M.S. Danae, a Leander class general purpose frigate, was built in H.M. Dockyard, Devonport, being named and launched on October 21, 1965, by Miss Anthea Talbot, daughter of the then Commander-in-Chief, Plymouth, Vice-Admiral Sir FitzRoy Talbot.

The frigate has a standard displacement of about 2,300 tons (full load, 2,860 tons), a length of 373 feet and a beam of 41 feet.

Her main propulsion consists of two sets of steam turbines, developing 30,000 shaft horsepower, giving her a speed in excess of 30 knots.

Although her primary role in war is the detection and destruction of submarines, the Danae is equally able to engage ships, aircraft and shore targets.

HELICOPTER

For her anti-submarine role, the ship is armed with a triple-barrelled anti-submarine mortar, mounted aft. This is automatically controlled by the ship's sonar (submarine detection) equipment, and can fire a pattern of projectiles set to explode at predetermined depths.

In addition, the Danae carries a Wasp helicopter, armed with homing torpedoes, to deal with enemy submarines detected at long range.

The Danae's main gun armament is a twin 4.5-inch turret, mounted forward. The guns, directed by radar when fired automatically, are capable of

Danae's 'prize' history

engaging targets travelling at high speed.

The Seacat ship-to-air guided missile system, also controlled by radar, is fitted aft.

Between decks a high standard of accommodation has been achieved for the ship's company of 18 officers and 242 ratings.

The first three Danae's in the Royal Navy were all French prizes. The first was captured by H.M.S. Southampton in 1759. She was called La Danae and in recognition of her stiff resistance, the name Danae was retained. She was broken up in 1771.

The second Danae was captured off St Malo in 1779. Little is known about this ship apart from convoy duty to Newfoundland in 1782, and she was sold in 1797.

In 1798 H.M.S. Indefatigable captured the Vaillante which was renamed Danae. In 1800 the crew mutinied, alleging poor and overcrowded accommodation. Her captain, Lord Proby, had a cabin which was only five feet in height, and some six feet by nine feet in area.

The mutineers sailed the ship into Brest and returned her to the French.

IN BLOCKADE

The first British built Danae was a single screw steam and sail corvette, commissioned at Portsmouth in 1867. She took part in the blockade of Dahomey, Niger, in 1876-77, and ended her days in 1905, having been moored in the Mersey as a submarine mining hulk for the last 14 years of her life.

The fifth Danae was a light cruiser of 4,850 tons, completed at Newcastle in July, 1918. She had six 6-inch guns and 12 21-inch torpedo tubes in four triple deck mountings.

She was commissioned from reserve shortly before the outbreak of the Second World War and, despite her age carried out

patrol and escort duties around the world.

Her last operational task in the Royal Navy was in support of the Normandy landings, after which she was lent to the Polish Navy and renamed the O.R.P. Conrad.

She was returned to Britain for scrapping in 1948.

LEGEND

Danae was the daughter of Acrisius, King of Argos. Imprisoned because the Oracle had told the King she would bear him a grandson who would kill him, she was seen by the God Zeus, who changed himself into a shower of golden rain to enter through the keyhole.

The fair and beautiful Danae conceived twins and the boy Perseus was born. The prophecy came true when Perseus unknowingly visited his grandfather's kingdom and accidentally killed him when throwing the discus.

Hence the ship's badge — a gold tower — and the motto, "Timeant Danaeos" — Let them fear those belonging to Danae.

Postcard photographs

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

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

Other ships in this series are: Theseus, Ocean, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Daring, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyl, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Laybourn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesurge, Striker, Plymouth, Barossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernized), Lynx (modernized), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard, (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, R.F.A. Engadine, Warspite, Carysfort, Beagle, Endurance, Revenge, Resolution and Lyness.

SWEDES ENJOY SHAKESPEARE!

A visit to a pub called the William Shakespeare sounds pretty run-of-the-mill. But the William Shakespeare which featured in recent activities of ships of the Portland Squadron was in Sweden.

Sightseeing tours included a visit to a tobacco factory, ship yard and newspaper office.

Under the command of Capt. B. C. G. Hutchings, the squadron, consisting of H.M. ships Ulster, Wakeful, Dundas and Duncan, H.M. submarine Ambush and R.F.A. Black Ranger, visited Malmo in June.

The Anglo-Swedish Society gave a supper-dance for the officers and arranged a visit to the William Shakespeare at Hallviksnas.

Sports fixtures included soccer, tennis and golf, and the local amusement park and trotting race-track gave free admission to the squadron.

The visit coincided with the Midsummer's Day celebrations, and many were lucky to be absorbed into the family activities. With Copenhagen only 40 minutes away by ferry or hydrofoil, some enthusiasts ventured to Denmark and the Tivoli Gardens to renew memories.

Later the Squadron operated off Essex with Ganges juniors embarked.

No. 165

War canoes island greeting

H.M.S. Danae's recent activities have included an eventful four months away from her Singapore base, during which she visited Australia, New Zealand, the New Hebrides, the Solomon Islands, Hongkong, Japan, Okinawa, Manila and Bangkok.

She arrived at Brisbane after successfully negotiating a difficult passage down the east coast of Queensland inside the Great Barrier Reef.

A hectic three days in Brisbane was followed by a ten-day stay in Auckland, and while in New Zealand many of the ship's company viewed the beautiful scenery of the North Island and savoured the smells of the sulphurous geysers.

In the New Hebrides the

Danae visited Tana and Efate, and then went on to Guadalcanal and Giza in the Solomons.

At the small but beautiful Giza Island the ship was greeted by two war canoes, dressed overall, while a brass band embarked in a launch played tunes such as "Rule, Britannia!" and "Bluebells of Scotland." The friendliness of the people and warmth of their hospitality left a deep impression.

After a call at Hongkong, the Danae headed for Japan. A three-day stay at Wahayama was enjoyed and visits were also made to Kobe and Osaka.

Following another call at Hongkong for an assisted maintenance period and a visit to Manila, the Danae took part in the exercise Sea Spirit.

Later, with H.M.S. Forth, Cleopatra and Onslaught, she visited Bangkok.

HONOUR AT LOURDES FOR GANGES JUNIORS

An unexpected honour came to a party of juniors from H.M.S. Ganges, led by the Roman Catholic chaplain, Father Beecher, when they attended the eleventh international military pilgrimage at Lourdes in June.

They were selected to act as a colour party — the youngest ever — at the first ceremony in the grotto.

Standard bearer was CPO Aherne, from H.M.S. Sea Eagle.

The forces pilgrimage at Lourdes began in 1957 and all who have taken part agree it is an impressive and moving experience.

It also provides a colourful spectacle as 40,000 soldiers, sailors and airmen of 28 nations gather together.

This year the theme of the pilgrimage was "peace."

Get the big picture

in home, ship, barracks or club



Enjoy your favourite TV programmes even more on this new luxury Baird model. The 20" screen gives a bigger, brighter picture right out to the corners on BBC1, ITV, and BBC2 if available in your area.

Simple programme selector. Easy push-button UHF selection, all ready for when BBC1 and ITV come out soon on 625 lines High Definition Standard.

£24.19.0 down. (Equals just 9/8 a week.) No more to pay for a full year. Then you can pay monthly. Or annually and continue to enjoy a generous discount.

It pays to rent from number one in colour and black-and-white TV. You get top-grade sets. Money-saving terms. Reliable service from 7,000 properly-trained staff. And outstandingly better reception in areas served by wired relay or communal aerials. Aerials supplied at economic rates.

Service clubs and institutions are invited to ask for details of our group-viewing sets—built to official specifications. Or we will install wired service for you.

Contract rates available for multiple set installations.

Ask for a quotation now.

Call in at your local Radio Rentals branch (see telephone directory for address).

Change to No.1. The Reliable One

Radio Rentals

moving?

DON'T
LEAVE
IT TO
CHANCE



.. leave it to
PICKFORDS

for Expert Advice and
Estimates without obligation

Branches at

PFR 23/4C

161 HASLEMERE ROAD
SOUTHSEA, Portsmouth 31671

FORTON ROAD, GOSPORT 82234

10 WHIMPLE STREET, Plymouth 63165

2 HIGH STREET, Fareham 2378

The frigates H.M.S. Phoebe and H.M.S. Puma represented the Royal Navy during the recent Kiel Week.

The visit was an outstanding success from the point of view of both ships' companies, who barely had a spare moment.

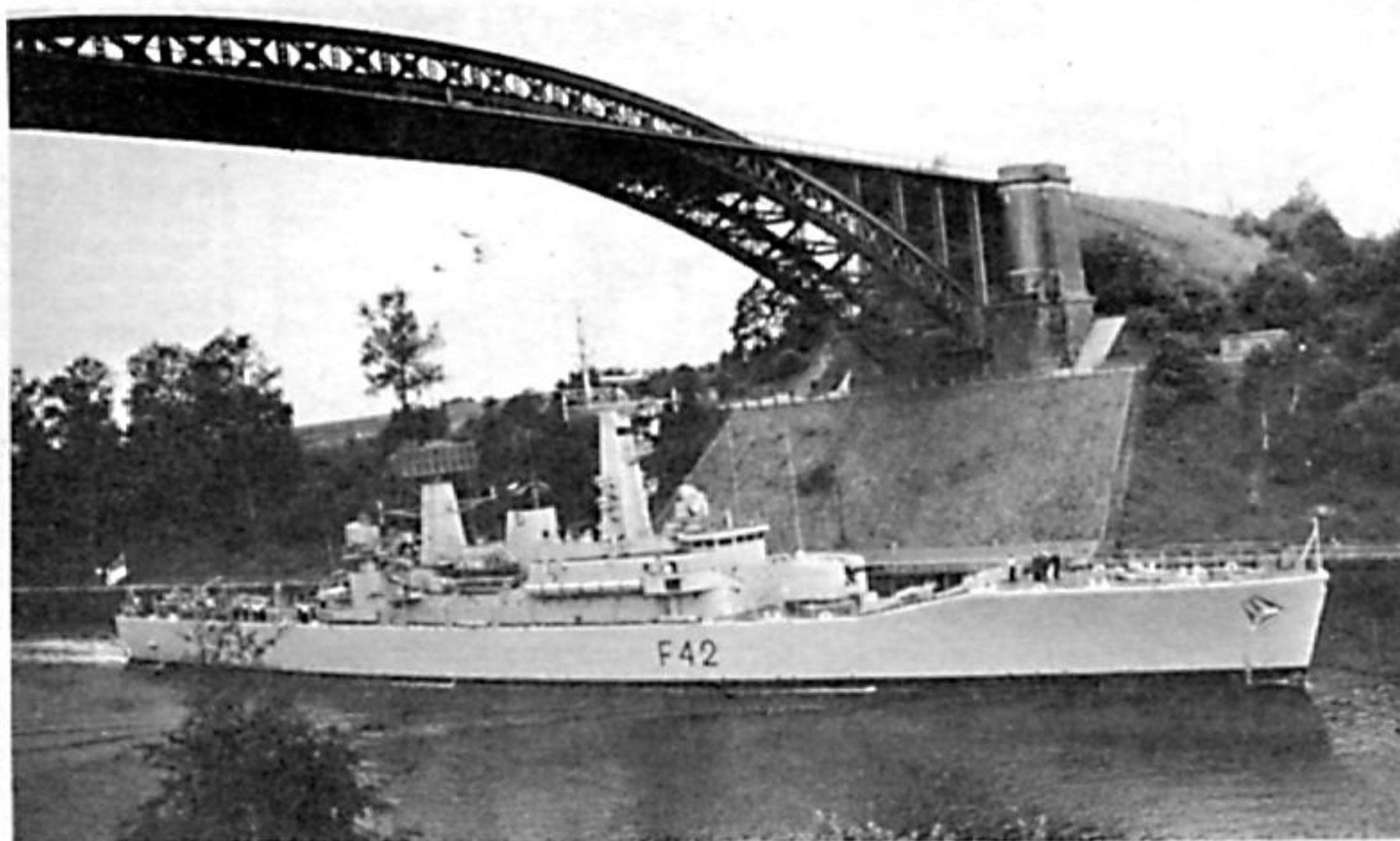
Particularly overwhelming was the hospitality received from the Kiel civic authorities and the Federal German Navy in the form of sailors' parties and balls, visits to the East German frontier, flights to West Berlin for the day and coach tours around the attractive Schleswig-Holstein countryside.

Most of these outings included a liberal supply of beer and usually provided an opportunity for the nations present to sing national songs.

Besides the social side, there was a full sporting programme, of which sailing was by tradition the predominant feature (Kiel is the venue for sailing in the 1972 Olympic Games and the planning for this is well advanced).

On four of the days the ships entered crews for the naval cutter events and twice one of the Phoebe's boats achieved first place. The joint Phoebe-Puma soccer first XI did very creditably

Big welcome in Germany



in their eight matches by winning four and drawing three.

The Phoebe shooting team won the Kiel trophy and were presented with an impressive original watercolour of Kiel which is being given a prominent position in the ship.

On the last two days of the stay wreaths were laid by the commanding officers, accompanied by small contingents from their ships, at the German Navy war memorial and the British war memorial.

The German Navy war memorial at Laboe is an impressive tall tower standing at the entrance of Kiel fjord. One part is a museum containing many interesting relics of both world wars.

The main and lasting impression of the visit was the immense goodwill displayed by the German people towards the ships, commanded by Capt. C. R. P. C. Branson (Phoebe) and Cdr. J. F. J. C. de Winton (Puma).

German visit: The Leander-class frigate H.M.S. Phoebe passes under the Levensaur bridge in the Kiel canal.

In his report on the work of the surveying vessels and the Hydrographic Department of the Ministry of Defence, the Hydrographer of the Navy, Rear-Admiral G. S. Ritchie, describes 1968 as a vital year.

During the year the department moved to Taunton; there was the first issue of the new-style Admiralty metric charts; and four new survey vessels were commissioned.

The four new vessels were the Beagle, Bulldog, Fawn and Fox. These are of 1,000 tons displacement, designed for survey work on the continental shelf, considerable areas of which now require close survey in the light of the increasing draught of merchant vessels.

It was decided in 1967 to

make a start with conversion of depths and heights on the Admiralty Chart from fathoms and feet to metres and decimetres.

There is no requirement to change from nautical miles and cables to metres, for the international nautical mile is in general use on the charts of nearly every nation.

The change to metres coincides with modernization of the Admiralty Chart. These modern-

nized charts will have a yellow rather than the traditional grey, land tint and only on the modernized charts will metres be used for depths and heights.

The report covers briefly the work of the survey vessels, showing surveys in the Thames Estuary, North Atlantic, north-west coast of Ireland, west coast of England, North Sea, Sierra Leone, Gulf of Oman, approaches to Plymouth Sound and Portsmouth harbour and in Portsmouth harbour itself.

The report reveals that H.M.S. Protector experienced considerable difficulties during her last season. Time spent in the Antarctic itself was restricted to about three weeks in the South Orkney Islands, effectively reduced to about four days by atrocious weather.

H.M.S. Fox, one of the four new survey vessels commissioned last year.



The greater part of the season was spent surveying in the Falkland Islands.

Another survey, the North West Passage, was a great challenge.

The Hydrographer refers to an apparent falling off in the standard of safety at sea in the following terms:

"The general use of radar and modern radio position fixing systems has, unfortunately, not resulted in a decline in the number of vessels lost at sea."

"Indeed 1967, the last year for which full records are yet available, saw 163 vessels lost, the worst peacetime year on record."

"The increase is proportionately larger than the increase in the world's total amount of shipping and appears to represent a real falling off in the standard of safety at sea."

Advancements

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

To CPO Osborne, R. H., 912734; Hayden, A. A., 890184; Morrison, R., 818895; Dinsdale, J., 904222; Parrott, H. J., 843389; France, A. S. G., 795505; O'Dell, C. J., 890461; Adcock, B. G., 882778; McTaggart, D., 795641; Lewis, E. F. J., 869442; Shears, R. J., 871187; Witham, B. T., 882327; Crouch, J., 819725; Whitton, E., 161454.	To MAA Melrose, R. C. P., 890384 (ex-Coxswain); Williams, R. N., 839908; Day, E. A., 885925; Bowen, T. N., 661693.	To CPO Wtr Horne, A. R., 916684; Colbourne, M. M., 896480; Clark, P. A., 925984; Johns, P., 901379; Newton, T. I., 912763; Harris, C. St. J., 899188; McCaffrey, J., 896478; Pearce, J., 900657.	To CPOA Rundle, G. J., 923218; England, R. J., 904803; Davis, L., 898856.	To CPO CA Dunce, G. W., 924694.	To CPO CK (Ex's) Rayner, D., 875582; Rose, J., 841327; Parker, K. J., 887175; Hayman, R. W., 840683; Moriarty, E., 876887; Berry, L. C., 877578.	To CPO CK (Ex 'O') Sherlock, T. E., 860837; Callery, J., 890723.	To CPO Std Woodhouse, R. L. R., 874022; Shaw, J. R., 834741.	To A/CERA Pratchett, C., 933709; Orme, S., 888633; Armstrong, R. E., 887602; Hudson, G., 913935.	To A/CH MECH Willerton, G. T., 862208.	To A/CH SHPT Best, E., 928517; Gartell, W. G., 984983.	To CHM (E) Morgan, J. D., 892247; Belcher, E., 848757; Warne, K., 894328; Rees, E. J., 878414; Shorten, R. A., 788700; Croucher, D., 877515; Robinson, G., 914532; Smith, R. G., 897949; West, R. J., 914382; Moores, R. G., 897784; Coulthard, E., 891605; French, L. W. B., 878598; Maulson, C. G., 907764.	To A/CCEA Milligan, R. J., 956440.	To CHCEL Little, R., 915655.	To CHCEL Compton, K. L., 850395; Langham, R. E., 924313.	To CRS Woodfin, I., 889177; Smullen, D. J., 889139.	To CRS(W) Taylor, A. R., 980822.	To CCY Abbott, A. G., 912487; Levene, L. F., 936440.	To CAA(AE) Graham, W. H., F974824.	To CAM(AE) Reynolds, D., FX917373.	To CAF(AE) Pegg, J. N. A., FX838610; Lawson, J. W. D., FX838326; Ashton, J., FX838017; Neville, R. A., FX837309; Silcock, H., FX849327; Williams, W., FX874472; Allen, V. R., FX882500; Briggs, G., FX886872; Antrobus, R. F., FX886636; Parsonage, G. R., FX886870; Armitage, G. H., FX838704; Thomas, P., FX854555; Hawthorne, K. B., FX849317; Liversidge, K., FX882409; Forbes, B. C., FX902077; Shipp, M. B., FX837456; Smart, P. R., FX887040; Clapham, D. M., FX901956; Parkinson, K., FX871746; McGregor, D. B., FX895240; Slater, J. W., FX895043; Clarke, A. R., FX765528.	To CAF(O)/CHOEL (AIR) McCann, A. A., FX850087; Smith, J., FX859334; Scott, R., FX885943; Beatty, A. R., FX885679.	To CHCEL (AIR) Hartley, A., FX893338; Farley, D. E. G., FX861496; Playford, W., FX892840.	To CHREL (AIR) Boyes, M. G., FX903974.
--	--	--	---	---	--	--	--	--	--	--	---	--	--	--	---	--	--	--	--	--	---	---	--

PO Michael Webb, of Rowner, Gosport, has been awarded the Herbert Nott Naval Trust Fund Award of £10 as the best qualifier in the two-year electrical mechanics' (air) qualifying course.

COLLYER SMITH & Co. Ltd.

INCORPORATED LIFE ASSURANCE BROKERS
INCORPORATED INSURANCE BROKERS
MORTGAGE BROKERS

(Members of Services Insurance Brokers Association)

TELEPHONE (3 lines)
FAREHAM 2211/2212/2213

219 WEST STREET
FAREHAM, HANTS

All classes of Life and Endowment Assurances,
Motor and all General Insurances, Building
Society and Endowment Mortgages, Building
Society Investments and Unit Trust/Life
Assurance arranged

All professional advice and services are

FREE OF CHARGE

All enquiries receive the personal attention
of a principal

ROSTER POINT LEADERS

The following table shows the total points of the men at the top of each advancement roster. The points totals shown do not include merit points awarded on May 31, 1969. These do not become effective until the rosters are adjusted on September 1.

The number in parenthesis indicates the number of men with the same number of points.

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

The roster for advancement to A/PO O EI became Intermediate on June 1, 1969.

CPO	PO	Ch Smkr
1431	266(4)	1106
CPO Wtr	PO Wtr	L Wtr
1467	436	185
CPO SA(S)	PO SA	L SA
1766	536(2)	409

CPO Ck	PO Ck	L Ck
(ex 'S')	(ex 'S')	(ex 'S')
1742	1199	381
CPO Std	PO Std	CPO Cat
2212	516	1622
CPO Ck	PO Ck	L Ck
(ex 'O')	(ex 'O')	(ex 'O')
2194	836	288(2)
MAA	RPO	MAA
1189	576	1393
Ch R E	Ch M(E)	Ch C EI
473/240	2108	1733
Ch O EI	Ch R EI	CPO MA
1681	1266	697
PO MA	L MA	CCY
587	260	1378
CY	LRO(T)	CRS
489	396	1585(2)
RS	LRO(G)	CAF(AE)
445	321(3)	2406
POAF(AE)	CAF(O)	POAF(O)
228	2294	492

LAM(O)	CA(AH)	POA(AH)
500	2244	974
LA(AH)	CA(SE)	POA(SE)
300	1221	34%
LA(SE)	CA(Phot)	POA(Phot)
213	1411	328
LA(Phot)	CA(Met)	POA(Met)
476	1714	Nil
LA(Met)	Ch E(Air)	PO E(Air)
272	2114	181
Ch R E(Air)		
2319		

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: LS, LStd, PO M(E), LM(E), PO O EI, Ch Med Tech, CRS(W), LAM(AE) and PO R EI(Air). The following rosters are "Dry": Ch Sht, Ch CAE/Ch C EI Mech, PO C EI, LCEM, Ch O EA/Ch O EI Mech, LOEM, Ch R EA/Ch R EI Mech, PO R EI, LREM, RS(W) and LRO(W).

Phone 22045

BAUN & CO.

Tailors and Outfitters to the
Royal Navy since 1880

**14 QUEEN STREET
PORTSMOUTH**

BLAZER BADGES. Large stocks
always available including Branch
badges for Submarines, Electrical,
Gunners, Engine Room
Communications, Diving, ARTIFICER
Supply and Secretariat,
Anti-Submarine, Navigation
Fleet Air Arm, Royal Marines,
W.R.N.S., etc.

Orders by post welcomed to which
immediate attention is given

Just a line — to Mr. X

When the mysteries of the X Factor are finally revealed — that formula which will fractionalize the frictions of Service life into simple arithmetic — I wonder if regard will have been paid to one aspect of life today.

Next to a house, one of the major social requirements is a motor car, and next to the house it probably represents the biggest financial outlay.

For most people, the car is an essential for getting to work, and for the sailor it often represents the only means of spending those precious few extra hours with his wife and family.

Buying and selling these expensive bits of ironmongery is often a hazardous plunge into a pool of sharks, and everyone is liable to get bitten, but for the sailor the situation is worse.

In the many moves of his career and domestic life, he needs his car up to the last minute, and then has to sell in ruinous haste, often losing scores of pounds in the process. I have often thought that we in the Service should form some sort of protective organization for car deals, but until that happy day dawns, perhaps Mr. X Factor will bear the situation in mind.

Model T.

H.M.S. Victory.

Restoration of transmitter

In your June edition (centre pages) I presume the picture to be of the model of the Mercury Jackson Transmitter, and not the Collingwood one.

The main work on this transmitter to prepare it for Navy Days, 1968, in Portsmouth was done by CREL Coutes, RMEch Hollis, REM Walsh, and REM Eastwood.

When the model first came to their notice it was all dismantled — in other words, "guess which way we go." Every component was checked and several coils replaced during the restoration process. It was then handed over to E Section, H.M.S. Mercury, in late July, 1968.

Interested.

H.M.S. Decoy.

Putting us right on Gannets

We might expect foreign navies to think of the Gannet as an A.S.W. aircraft, because it was — many years ago. That your newspaper should also make the same mistake does show how unaware some members of our own Navy are that the A.S.W.

version of the Gannet went out of service many years ago.

Apart from the Mk 5 trainers and the Mk 4 C.O.D. aircraft, you may find one A.S.W. aircraft at Brawdy (even that may be an old E.C.M. Mk 6).

The Gannet of today is an Airborne Early Warning aircraft with AN-APS ZOF radar. The only common denominator with this and the A.S.W. aircraft is, I believe, the mid-wing section. In fact, two totally different aircraft — they even look different!

H. P. Seaford

(S/Lieut., Royal Navy),
849 Squadron,
H.M.S. Eagle.

Chokka's oppo is 'boss of the house'

I was delighted to see the spread you gave the excellent "Chokka" in Navy News (June edition) and thought your readers might be interested and reassured to hear of the whereabouts and fate of his oppo "Sweeps," ship's dog of Ash-ton.

I acquired possession of this venerable and idiosyncratic canine gentleman (his uniform

shows him to be an M(E) passed for killick with one badge) the day the sweepers sailed finally on March 30 this year, having been overtaken by compassion for the beast and by farewell gins and tonic at the final cocktail party.

He was to have been put down the next day, but is now in very fine fettle here with my wife; two children, two other dogs, a cat and a donkey, and has already made it plain to all who is the boss.

Do tell your readers that he is always at home to any old messmates of his for a glass of gin and a dog biscuit.

Simon Morrissey
(Lieut., R.N., ret.).

Xwicki Palace,
Naxxar, Malta.

DIAMOND WELCOME

When H.M.S. Diamond returned to Chatham from the Far East on June 27, Leading Seaman Bruce Sanderson, from Broadstairs (Kent) had a warm welcome from girl friend Linda Stewart, of Ramsgate, his mother, brother Steven, and sister Victoria.

Picture: PO R. Whalley



Royal George research

To this day the loss of the Royal George at Spithead on August 29, 1782, remains one of the unsolved mysteries of the sea.

There are many conflicting theories, and under the auspices of the Leverhulme Research Foundation, I am engaged on a programme of research.

I know that in many Service families there is a tendency to retain letters, diaries, documents, etc., for many years. Have any of your readers anything in their possession which would help us to solve the mystery of this drama of the sea?

Francis L. Welch.

Farney Close,
Seaview, I.O.W.

Missing field gun groups

The collection of group photographs of the Portsmouth Command Field Gun crews in the newly-completed Field Gun Club in H.M.S. Excellent, is complete except for the years 1950-56 inclusive.

Should any of your readers be able to help us in tracing the missing pictures it would be appreciated if they would contact the Field Gun Officer, H.M.S. Excellent, Whale Island, Portsmouth. Any photographs loaned would be returned immediately after copying.

F. S. Owens
(Lieutenant, R.N.)

H.M.S. Excellent.

Letters to the Editor

Back issues of the paper

Thank you for forwarding the Navy News back issues to replace those "lost or stolen" on the way to me. At the same time, let me say how excellent I find the paper in its new style.

Frederick N. White.

Eden Hills,
S. Australia.

Back numbers of Navy News, for most of the issues, may still be obtained from our office in the Royal Naval Barracks, Portsmouth. — Editor.

Seeks news of Lieut. Cozens

Help would be appreciated in tracing the whereabouts of a wartime naval officer, Lieut. F. W. M. Cozens, R.N.R., who was serving as first lieutenant in H.M.S. Kelt when she was sunk in December, 1942. I have recently come into possession of a silver cigarette case and would like to return it to him.

K. A. Johnson
(Surg. Capt. (D), R.N., ret.)
H.M.S. Ganges,
Shotley, Suffolk.

COMMUTATION OF PENSIONS

A letter has been received criticizing the regulations governing commutation of ratings' pensions. The interesting points raised will be dealt with in an article in the September issue.

The name of the writer of the "Madame Butterfly" letter in the June issue appeared as Reeves. It should have read Cdr (S) Eric R. Lewis.

The Royal Australian Navy's latest submarine Owens visited Gosport for three days.

MIND THE STEP

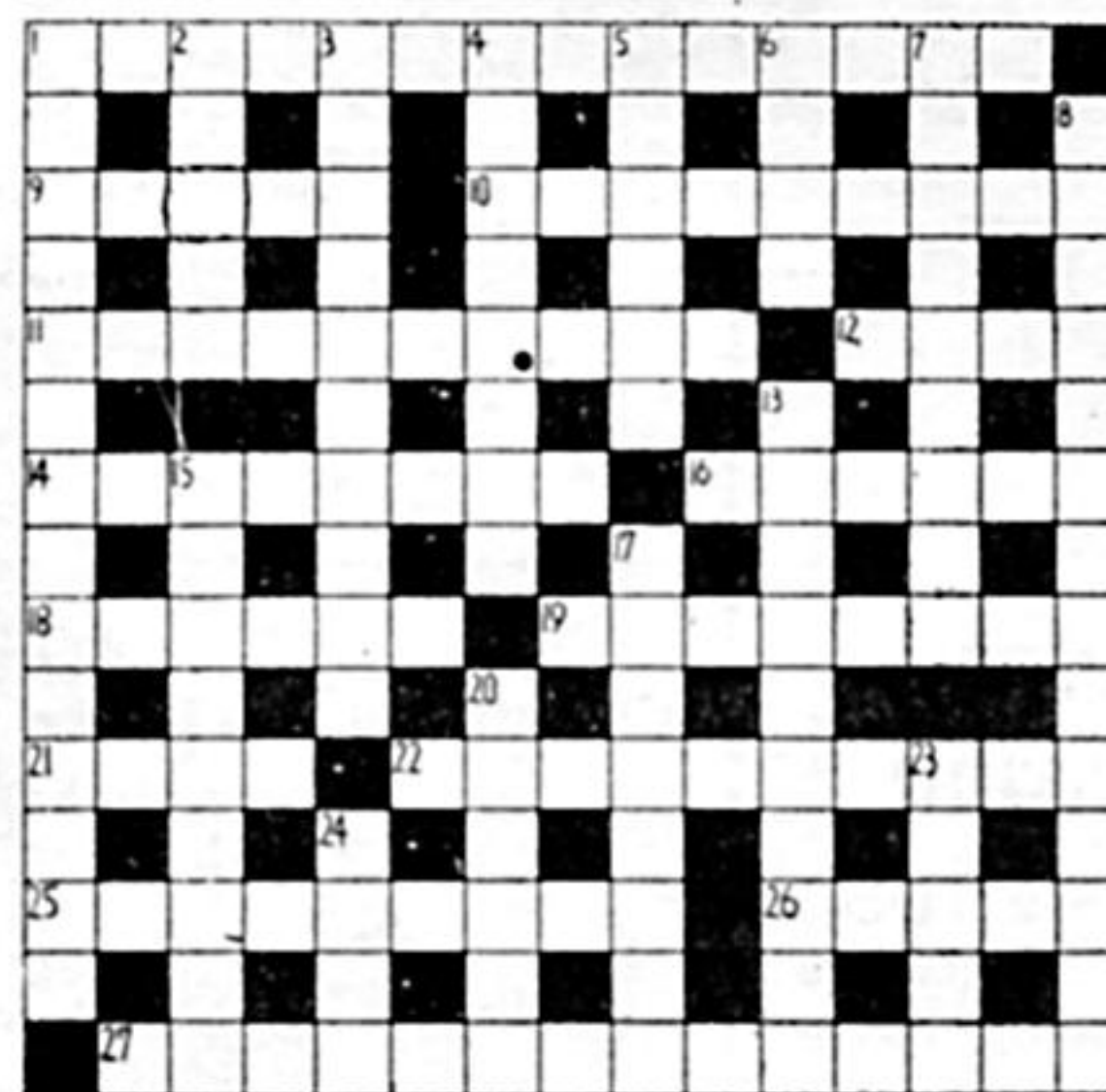


... the next step — it could be dangerous! Nineteen-year-old model Geraldine Davies, pin-up of H.M.S. Minerva, poses for pictures on the Seacat launcher with AB Sam Walley (left) and AB David Newdick. David may be saying, "and that, Geraldine, is how a missile is fired." Only, seeing the picture, nobody would believe him! The frigate returned to Portsmouth on June 30 after four months in the West Indies.

Picture: PO Dave Morris

Crossword 6

Below is the sixth of the new series of Navy News crosswords. Entries close on August 21 and should be addressed to Crossword No. 6, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened will receive National Savings gift tokens to the value of £10.



Name

Address

.....

SOLUTION TO CROSSWORD 5

Across: 1. Chafing; 5. Candles; 9. Devil; 10. Showgirls; 11. Lull; 12. Risks; 13. Sere; 16. Sheet; 18. Godliness; 20. Cricketer; 23. Cases; 25. Sure; 26. Snipe; 27. Opus; 31. Ignorance; 32. Purse; 33. Ensigns; 34. Extract.

Down: 1. Cuddles; 2. Anvil; 3. Ills; 4. Gosling; 5. Clocks; 6. Nigh; 7. Largeness; 8. Sisters; 14. Stoke; 15. Mince; 17. Emigrants; 19. Ore; 20. Castile; 21. Tenants; 22. Replete; 24. Suspect; 28. Parma; 29. Frog; 30. Spot.

The winner of Crossword No. 5 was Mrs. S. O'Sullivan, of Durrington, Wilts. As no correct solution was received to the previous month's competition, she receives £20 in National Savings gift tokens.

Families Day in the Renown

(By Joan Heath)

Recently, I was fortunate enough to be permitted to accompany my husband for a trip to sea in his Polaris submarine.

I and 37 other wives were picked up by bus from the various married "patches" around Faslane and taken to the submarine berthed alongside the Royal Naval Armament Depot at Coulport.

We were picked up after the children had gone to school and delivered to the submarine shortly before sailing at 10 o'clock.

On arrival — some clad in mini skirts but mostly in slacks — we negotiated the main access hatch and were ushered down to the dining hall, where we were given coffee.

The Port crew captain (Cdr. Robin Heath) welcomed us on board and said he was most pleased to have us for the day, not only for an outing but also to see as far as possible what our

husbands were up to in their jobs. He said he had been trying to arrange to take his own wife to sea for this purpose for ten years and was delighted to achieve it at last.

It was also the first occasion that wives had been permitted to dive in a Polaris submarine.

WE DIVE

Within half-an-hour of leaving the jetty the submarine had dived, so we were told. In fact, if nothing had been said it is doubtful whether any of us would have noticed anything untoward. There was a slight tilt to the deck as she slipped under, but none of the claxons and rushings of air and water that

many of us had, perhaps, anxiously anticipated.

Some thought it all a confidence trick until we were invited to look through the periscope and see no submarine beneath it, only water.

After settling down under water, a few demonstrations were put on for us, including the firing of simulated torpedoes and an imaginary fire in the galley.

A torpedo attack was demonstrated using a ferry for a target. Again, it was much quieter and less flamboyant than the "Gregory Peck" variety, but the submarine shook quite considerably as she pretended to fire torpedoes (watershots to the initiated). However, we were not alarmed as we had been forewarned.

IMPRESSED

We were impressed by the alacrity with which people and appliances appeared on the scene to deal with the imaginary fire in the galley. Quite obviously fire in a submarine is a hazard to be reckoned with, and it was gratifying to see that our menfolk are actually aware of it as such!

Firing Polaris

H.M.S. Renown, Britain's third Polaris submarine, went to the United States in July for final "shakedown" tests of her two crews and the weapons system.

Both Port and Starboard crews were test firing the Polaris missile during the visit.

Beer 17s. 6d. a pint — that is one of the memories of a foreign leg of 45,000 miles in 11 months by H.M.S. Leander.

But there were plenty of compensations, and the trip proved a rewarding one of hard work and plenty to enjoy.

The Leander returned to Portsmouth at the end of June.

On the ship's first Beira patrol her Wasp helicopter carried out two night rescues of sick seamen from foreign merchant ships. On this patrol a good start was made with collecting money to buy an

Many of us also tried on the emergency breathing masks provided throughout the ship so that they can continue to operate the submarine in smoke or gas. These are just like gas masks, except that they are fed by tube plugged into a system which runs throughout the ship.

At 11.30 we surfaced, which again was an experience devoid of sensation. "Up spirits" — and a few of our husbands were aghast as their tots disappeared down our throats.

An excellent cold chicken lunch was served while we returned to Faslane, and then we made our way home by bus in time to meet the children returning home from school, feeling ourselves as if we had been on a very special school outing.

Isn't he marvellous?



Two of the Renown's visitors, Mrs. Heath and Mrs. Fieldhouse, are obviously appreciative of the way they go about things in the Polaris sub. Right is Lieut.-Cdr. Rodgers.

But do they treat you right?



Is this the question as Mrs. Glover, Mrs. Dorey and Mrs. Whelan talk to a member of the ship's company.

Now I can't speak...



... or was that the general idea? Mrs. Devins tries on an emergency breathing mask during the wives' visit to the Renown and RO Devins helps her adjust it.

S.I.B.A.

The object of the

SERVICES INSURANCE BROKERS ASSOCIATION

is to offer to the Armed Forces advice and service in all matters relating to Insurance and House Purchase. Therefore, if advice on these problems is given by a Member of S.I.B.A., it may be regarded as having been given in the best interests of the person concerned.

Apply to the Secretary for a list of members:

Secretary: Commander J. F. W. Hastings,
Royal Navy
Services Insurance Brokers
Association
10 Queens Street
Maidenhead

Leander's pricey pint

inshore rescue boat for the R.N.L.I.

After a short maintenance period in Mombasa, the Leander sailed for another Beira patrol, where she was highly successful in Beira Bucket contests.

The CENTO exercise MID-

LINK off Iran followed and the ship's company then settled down to a four-month stay in the Persian Gulf.

The Christmas visit to Karachi was mainly remembered for the 17s. 6d. a pint beer — and the overwhelming hospitality of the

local British community.

As the Navy's representative at the Massawa (Ethiopia) Navy Days, the Leander was in fierce competition with the Russians, French, American and Ethiopian navies.

The Leander then sailed for Singapore for maintenance. The change in climate and scenery was a tonic, and subsequent visits to Hongkong and Japan were enjoyed.

The third Beira patrol lasted only 16 days, but allowed the target of £350 for the inshore boat to be beaten, and a cheque for £430 is being presented to the R.N.L.I.

Photo: PO Dave Morris

Families and friends greet H.M.S. Leander as she arrives at Portsmouth.



No 'rank pull' on indulgence

Deep disappointment prevails among wives of men serving in H.M.S. Argonaut over the breakdown of hopes for a "reunion holiday" while the ship was undergoing maintenance in Singapore.

"The ship, in which my husband is serving, was in Singapore during most of May and June," wrote a rating's wife to Navy News.

"Applications were made last February / March for about 20 of the wives for indulgence flights to spend a month with their husbands, but after three weeks of waiting and hoping, we were told, 'no indulgence', and on further inquiry, no pre-payment flights were available either.

"When the ratings' wives heard later that five officers' wives, including the wife of the commanding officer, did manage to get to Singapore, and that some of the flights were 'indulgence', it naturally gave ground for suspicion of rank privilege."

All cancelled

Inquiries were made by Navy News at Royal Air Force Movements, who handle the indulgence flight applications.

Their information was that the 20 applications in respect of H.M.S. Argonaut, including eight from officers' wives, had all to be cancelled.

"I can assure the applicants," Navy News was informed, "that there was a shortage of seats to Singapore during May, particularly in the period specified on the 20 applications.

"We do our best to operate the allocation of indulgence passages as fairly as possible. There is certainly no rank distinction."

Navy News was then able to confirm that the commanding officer's wife and four other officers' wives, and also the wife of one rating, in the absence of

indulgence flights, did go on pre-payment passages.

Navy News then telephoned Mrs. M. J. Garnett, wife of Cdr. Garnett, commanding officer of the Argonaut.

"It was certainly a very sad business," said Mrs. Garnett, "and I have every sympathy with the girls in the bitter disappointment they must be feeling.

"I have never had an indulgence flight anywhere and, like all the others, my application was unsuccessful.

Tried everything

"My husband paid both ways for me, and so far as I know the same circumstances applied to the other wives who went, though I believe through a stroke of luck one of them did manage some 'indulgence' on the way back."

Mrs. Garnett said that when the distressing position became known in the ship, her husband did all he could and tried every possibility in an effort to avoid the disappointments, but to no avail.

"I do think the indulgence flights should be looked into," said Mrs. Garnett.

"When you travel on the planes, and hear the reasons why indulgence flights are being made, the claims of the 'seagoing wives', subject to long separations, seem far more important by comparison.

"Somehow or other, Army and R.A.F. wives always seem to be better looked after than naval wives. That may appear unfair criticism, but where an indulgence flight may be the only possible break in perhaps a year's separation, it must be

expected that the position will be eyed very critically."

Priorities

All families concerned with indulgence flight applications should study DCI (Gen) 36/67, para. 8, which lays down the order in which the applications are met.

The important point in the DCI is this:

"In general, passages will be allocated in the order in which applications are received, but priority may be allowed for special reasons (e.g., where applicants wish to see members of their families from whom they are separated by overseas tours)."

This would appear to place in a strong position naval wives whose applications are made in an effort to provide a break in a long period of separation.

Success secret—evening meetings and a coach laid on

"A new lease of life" is always something cheerful to write about, and this is the claim made in a letter to Navy News from Mrs. Muriel Doney, for 14 years hon. secretary of the Portland and Weymouth branch of the Naval Wives' Association.

Mrs. Doney's letter said: "I was prompted to write to you after reading your article 'Feeling like an intruder'."

"In this branch, as in many others, we have had our ups and downs in membership, but this

SAME OLD JOB, ONLY BIGGER!



But these willing helpers brought cheering smiles to the "cuppa" task at the opening of Tipner Community Centre at Portsmouth. Mrs. Christine Webb (left) is married to L/S Derek Webb, of H.M.S. Berryhead. On the right is her friend, Mrs. Pat Peel.

Outlook, promising

Waiting for redecoration of married quarters sometimes causes dismay among tenants, and especially those who may be at the wrong end of the queue in a particular schedule of work.

The Navy News account of new married quarters in the Plymouth, area resulted in a letter from a tenant on the Darget's Wood estate at Chatham, who was feeling dis-spirited because of the appearance of her quarter.

She complained about paint flaking from ceilings into the bath, and into pans on the cooker while a meal was being prepared. She was also unhappy about the living room carpet which needed altering to size or changing.

"At present," said the tenant to Navy News, "whatever cleaning you do in this quarter it never looks nice, and it is very discouraging."

In programme

The outlook, however, is more cheerful.

Navy News was informed that there is a continual programme for the redecoration of all the 414 married quarters at Darget's Wood.

The quarter complained about is already scheduled to be redecorated as part of the current stage of the programme, and work will begin shortly.

With regard to the carpet, Navy News was informed that this matter was being investigated.

an attendance of 350, and made a profit of £45 towards our Guide Dog and S.S.A.F.A. charities."

Mrs. Doney gave details of other social functions, both past and planned, and continued:

"Perhaps the reason for our success has been the change from afternoon gatherings, when mums have had to dash away on account of meeting children from school, to meetings at 8 p.m., when the children are in bed."

The Navy News comment is:

(Continued in col 3)



BRITISH SEAMEN'S

BOYS' HOME
(Brixham, Devon)

CHAIRMAN, ADMIRAL SIR FRANK HOPKINS, K.C.B., D.S.O., D.S.C.
SUPERINTENDENT, CAPTAIN W.G. PARRY, R.N. (Ret.)



provides a home for sailors' sons whilst at school or a temporary home whilst parents are abroad, maintenance fees according to family circumstances

SUPPORTED BY
VOLUNTARY
CONTRIBUTIONS

Vacancies
Boys aged 7-14

Application for entry to:
HON. SECRETARY
ROCK HOUSE, BRIXHAM

NEW CENTRE

Big day at the St Mary's married quarters estate, Chatham, was the opening of the new community centre on June 17 by Lady Parker, wife of Vice-Admiral Sir John Parker (Flag Officer Medway).

Lady Parker is pictured after the ceremony with a group of the naval wives who are on the committee at the centre.

Picture: PO R. Whalley.

(Continued from col 5)

Good luck, Portland and Weymouth. The lack of evening and week-end activities by naval wives' organizations is a matter which has often been remarked upon in letters to the paper.

Loans to buy 'civvy' homes

A scheme has been introduced to assist Servicemen and women in the purchase of a house in the last 12 months of service.

Although many personnel do not know in their last year of service where their future careers will enable them to settle, the scheme will be of interest to those who do.

It will take the form of an interest-free loan of up to £1,250 for officers and up to £775 for ratings. This will be recovered from the recipient's terminal benefits.

It is intended to cover deposit, legal expenses, etc., entailed in buying a house

The scheme applies to officers on commissions which would qualify them for retired pay, ratings on pensionable engagements and those leaving the Service prematurely on becoming redundant.



By Appointment to
H.M. Queen Elizabeth II
Florists
A. B. Stevens Ltd.

POST ROSES

GOFF'S OAK, WALTHAM CROSS, HERTS
ENGLAND

Telephone: Cuffley 2998

THE PERFECT GIFT FOR ALL OCCASIONS

The most personal and acceptable gift of all is a box of choice fresh-cut CARNATIONS or ROSES direct from our own nurseries.

Place your ORDER NOW for delivery in the future

Gift Boxes £1/10/0, £2, £3, £5
Plus 3/- Carriage on all orders

Send your order, remittance and personal message for recipients to us, for delivery to any address in Great Britain (excluding Eire).

CARNATIONS ARE AVAILABLE THROUGHOUT THE YEAR.

ROSES from April until December.

SPRING FLOWERS from mid-December until mid-March.

CAROL and GARNETTE (miniature roses) from May until December.

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted. The number of blooms sent varies according to current wholesale prices - more blooms are sent for the same price during July and August, and a lesser number during December - owing to seasonal capacity.

TO: POST ROSES
WALTHAM CROSS, HERTS, ENGLAND

NAVY NEWS
Aug. 1969

Please send CARNATIONS/ROSES/SPRING FLOWERS to:

Name

Address

to arrive on

Cheque/P.O. enclosed for

(All Banks Transfer Charges to Drawer's Account)

My name and address is:

Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.

KNOW YOUR NAVY

"Know Your Navy." That is the slogan of a team which sets out this autumn to tour the country.

Following the success of a similar tour in 1966, more than 20 officers, ratings, Marines and Wrens, led by Capt. I. G. Raikes (lately commanding H.M.S. Kent), leave Lee-on-Solent in September.

After visiting — and talking in — 40 towns and cities between Torquay and Inverness, they get back to base in time for Christmas, with, no doubt, plenty of travellers' tales.

Aim of the tour is to establish the role of the Navy firmly in the public's mind. Since the team manager, while making advance arrangements in uniform, has already been taken for an airline pilot and a customs officer, there appears to be some need to sort out impressions.

But authorities everywhere have received the idea with enthusiasm and it is clear that there is a great deal of goodwill towards the service throughout the country. What has appeared lacking is a knowledge of the present-day Navy — and this the team set out to provide in their "Evening with the Royal Navy."

SPEAKERS

Besides Capt. Raikes, speakers of the team are Cdr. Steve Stuart, ex-H.M.S. Fearless and a gunnery specialist, who is also team manager and public relations officer; Lieut.-Cdr. Geoff Maltby, an observer from 849



"Know Your Navy" speaking team: Left to right, front row, L. Std John Glenton, 3/O Sue Koettlitz, Cdr. Steve Stuart, Lieut. Hugh Leicester and AB David Barwis. Back row, Lieut. Dick Hart, Mne. Gilbert McIntyre, CPO Reg Thornhill and Lieut.-Cdr. Geoff Maltby.

Squadron; CPO(TASI) Reg Thornhill; Lieut. Dick Hart, a supply specialist from H.M.S. Galatea; L. Std John Glenton, H.M. submarine Alaric; 3/O Sue Koettlitz, who was with the R.N. Careers office in London

and speaks for the W.R.N.S.; Lieut. Hugh Leicester, R.M., and Mne. Gilbert McIntyre, both from 45 Commando; and AB David Barwis, a survey recorder from H.M.S. Hecla. The rest of the team have

equally vital roles in working projectors, driving, helping with receptions and many other supporting jobs, including manning the base office at Lee-on-Solent. The show consists of a mixture of film, slides and talks, and is being prepared with the help of a specialist firm.

FREE TO PUBLIC

There are two shows each day — one in the afternoon for

schoolchildren (by arrangement with schools), and the other at 7.30 p.m.

The mayor of the town or city concerned and other leading citizens, receive special invitations and the presentation is open free to the public.

The programme begins at Chester on September 11 and it is hoped that "Navy News" readers living in or near the places to be visited will attend, will encourage their families to attend should they be serving away and — in particular — will persuade civilian friends, who perhaps know little about the Navy, to go and listen.

PROGRAMME

September:

11, Town Hall, Chester; 12, Levenshulme Town Hall, Manchester; 16, Regency Hall, Blackburn; 18, City Hall, Carlisle; 19, St Joseph's School, Dumfries; 23, Palace Theatre, Kilmarnock; 24, Sir John Wilson Hall, Airdrie; 25 and 26, McLellan Gallery, Glasgow; 30, Town Hall, Inverness.

October:

3, Marryat Hall, Dundee; 6 and 7, Leith Town Hall, Edinburgh; 10, Springhill School, Berwick-on-Tweed; 14, Town Hall, Gateshead; 15, Bolingbroke Drill Hall, South Shields; 16, Town Hall, Sunderland; 17, Town Hall, Hartlepool; 21, Town Hall, Middlesbrough; 23, Tempest Anderson Hall, York; 24, City Hall, Hull; 28, New



Capt. I. G. Raikes, leader of the "Know Your Navy" 1969 team, who until recently commanded the guided missile destroyer H.M.S. Kent.

Victoria Hall, Halifax; 29, Victoria Hall, Keighley; 30 and 31, Central Library, Bradford.

November:

1, Cutlers Hall, Sheffield; 3, Kings Hall, Stoke-on-Trent; 5, Silvergate Ballroom, Lincoln; 6, De Montfort Hall, Leicester; 7, Rainbow Room, Nottingham; 11, Town Hall, Leamington; 12, Benn Memorial Hall, Rugby; 13, Town Hall, Northampton; 19, Brangwyn Hall, Swansea; 20, Miners Hall, Merthyr Tydfil; 21, Rodney Hall, Newport; 25, Council House, Bristol; 26, Assembly Rooms, Bath; 28, Oldway Ballroom, Torbay.

December:

2, St George's Hall, Exeter; 5, Denning Hall, Croydon; 9, Queensway Hall, Dunstable; 10, Town Hall, Reading.

—and meet it on cruise

H.M.S. Wolverton, a coastal minesweeper of the 1st Mine Countermeasures Squadron, based at Port Edgar, has been selected for a "Meet the Navy" cruise this autumn.

During September, October and early November the Wolverton, commanded by Lieut.-Cdr.

J. A. Downie, is scheduled to visit 19 ports.

The programme is as follows:

SEPTEMBER

1-2, Fraserburgh; 3-4, Stornoway; 5, Portree; 7-9, Troon; 10-12, Workington; 12-16, Fleetwood; 17-21, Menai Bridge; 22-23, Holyhead; 25-26, Jersey.



suit
yourself

with a first-class
suit from
COOPERS

you pay no
more for
generous
credit terms

W. COOPER (HARWICH) LTD.
MAIN ROAD, HARWICH
BRANCHES AT ALL PRINCIPAL PORTS



OCTOBER

12-18, Goole; 19-21, Ramsgate; 23-25, Bridgwater; 26-28, Barry.

NOVEMBER

30 (October) to 4, Cowes; 5-7, Dover; 8-11, Ipswich; 12-13, Boston.

In recent months the Wolverton ship's company have excelled at sport. In inter-squadron athletics they defeated not only teams from ships of the 1st and 4th M.C.M. squadrons, but also teams from the base, H.M.S. Lochinvar, by 88 points to 50.

On the strength of these results a high proportion of Wolverton athletes were selected to represent a combined team of the ships and base in the Scotland and North Ireland inter-command athletics.

While visiting Faslane an inter-squadron Sportex was held among seven ships of the 1st M.C.M. Squadron, with H.M.S. Abdiel, the support ship, fielding two teams.

Total points awarded made the Wolverton overall winners by 46-26.



SUB. CREST PRESENTED

Another crest for the bar: During four successful days at Oban on a "Meet the Navy" cruise, the crest of H.M. Submarine Oracle was presented to the Bridgend Bar.

This bar has had a long connection with the Navy and already has about 30 ships' crests.

The presentation was made by PO John Holt and Ck. Thomas Dallas, and, receiving it on behalf of the bar, are Mr. Walter Cannell, Miss C. McBeth and Miss L. McCallum.

At Oban about 300 schoolboys visited the Oracle and she took 11 of them to Faslane.



Historic moment as the Fleet Air Arm, represented by Vice-Admiral Sir Richard Janvrin, Flag Officer Naval Air Command, flew in the only remaining serviceable Swordfish to salute the aircraft carrier H.M.S. Victorious as she left Portsmouth in July on her last journey to Faslane to be broken up.

The 35,500-ton Victorious, which was taken out of commission in March, 1968, was built in 1941 and fought from the Arctic to the Bay of Biscay.

Admiral Janvrin formerly commanded her and later flew his flag in her as Flag Officer Aircraft Carriers.

Pilot of the Swordfish was Lieut.-Cdr. E. J. Trounson.

Little vessels — big trip

Two small ships of the Far East Fleet started the voyage of a lifetime in July.

With the disbandment of the Far East Fleet's Inshore Flotilla some of the mine counter-measures vessels are being transferred to Hongkong, but coastal minesweepers Houghton and Wilkieston are returning to the

United Kingdom.

Planned route includes calls at Darwin, Papua, New Guinea, the Solomons, New Hebrides, Fiji, Gilbert and Ellice Islands,

Hawaii, California, Acapulco, Panama Canal, Jamaica, and Bermuda.

It will be the first time since the Second World War that Royal Navy minesweepers have crossed Pacific. The two ships are expected at Portsmouth in December.

The Wilkieston (centre) and Houghton draw away from the Inshore Flotilla basin at Singapore naval base.



CHOPPERS EMBARK IN BLAKE

820 Naval Air Squadron — four Wessex HAS Mark 3 helicopters — left its base at R.N. air station, Culdrose, in July and embarked in the 9,500-ton command helicopter cruiser H.M.S. Blake (left) off the Cornish coast.

The squadron was re-equipped with the Wessex Mark 3 only recently and is the first of the Fleet Air Arm's small four-engined squadrons to be formed for operations from converted Tiger class cruisers.

The Blake, first of the Tiger cruisers to undergo this conversion, can carry four anti-submarine helicopters like the Wessex Mark 3 or four troop-carrying commando helicopters.

Mile-and-a-half Japanese queue to visit Naiad

On her way home after a trip which has taken her to India, Singapore, Hongkong and Japan is the frigate H.M.S. Naiad. When she arrives at Portsmouth on August 28 she will have been away about 10 1/2 months.

A highlight of the trip was a visit to the Far East by some wives while the ship was there.

After leaving Bahrain the Naiad exercised with the Iranian Navy and then set off for Bombay. A Wasp helicopter demonstration to the Indian Navy proved a great success.

En route to Singapore the ship took on the appearance of an Indian bazaar as a fair on board did brisk business.

In Singapore a pleasant week was spent in H.M.S. Terror while the ship underwent an assisted maintenance period.

Fourteen of the ship's company spent four days on a motor fishing vessel. They visited several shell islands and among other things found when diving, was an ancient Chinese earthenware jar, which now decorates the quarterdeck.

arranged to the Hakone national park at the foot of Mount Fuji. Many people ate an egg which had been boiled in a hot spring. The ship's soccer team lost 5-4 to a local side.

During the week-end the Naiad had about 15,000 visitors and at one stage the queue stretched for 1 1/2 miles.

After a brief visit to Yukosuka, the Naiad went to Omimoto, where she received a tremendous reception. A joint concert by the Japanese naval band and the Naiad was presented in a local school.

The Naiad soccer team beat the locals 7-0, but the locals had their revenge at other sports.

HOUSE SALES FURNISHED ACCOMMODATION

PUTTOCK

Established 1881

118/120 High Street,
Lee-on-Solent,
Hants.
Tel: Lee 79130/139

123 High Street,
Gosport,
Hants.
Tel: Gosport 82245/6/7

AGENTS FOR HALIFAX
BUILDING SOCIETY

Start Building a Fortune



The purchasing power of the pound has dropped from 20/- in 1949 to 11/- in 1969. Inflation will continue to reduce the purchasing power of money but results have proved that money invested in a good Unit Trust can be an effective guard against the fall in the value of the pound. £500 invested in one of the leading Unit Trusts in 1962 was worth £1,531 in January 1969 — yes in only 7 years.

The following are the special features of the plan which we consider is ideally suited to persons in all walks of life but particularly servicemen because there is no period to the plan and this means you can cash-in whenever you wish to take the benefit.

WHAT DOES IT COST
Any sum from £2 per month.

INCOME TAX RELIEF
If you pay tax at the standard rate you can save as much as 16 1/2% of your gross outlay.

HOW MUCH IS ACTUALLY INVESTED
It amounts to 90% of the gross monthly contribution plus re-investment of all dividends. A person paying £5 per month i.e. £60 per annum, gets £54 invested in Units plus dividends but the cost of the purchase, assuming tax relief at the standard rate, is only £51.10.0 and this includes substantial life cover.

LIFE COVER
A premium of £5 per month would secure life cover of £2,340 for a person aged 21 next birthday or £1,740 for a person aged 31 next birthday.

GUARANTEED RETURN
If the plan is maintained for at least 10 years the minimum cash value is UNCONDITIONALLY GUARANTEED to be not less than the total premiums paid.

EARLY WITHDRAWAL

After 2 years participation cash values are equivalent to 100% of the sale value of the Units (adjusted if necessary for capital gains tax) less a small reduction if the Units are cashed within the first 4 1/2 years.

EMERGENCY BORROWING

You can borrow back up to 75% of the cash value of your investment at any time.

FLEXIBILITY

If the plan is discontinued at any time after 2 years the Units can be left to grow in value and you would still get dividends re-invested.

INVESTMENT BACKING

Hill Samuel, the Internationally famous Merchant Bankers will guide the investment of the fund. Choose from any 5 unit trusts.

LENGTH OF PLAN

There is no need to select a term. You simply retain the contract until you decide to take the cash proceeds or have the units transferred to your own name.

PERFORMANCE

This will be quoted in all the leading National Daily Newspapers, so that you can see how your investment is performing at any time.

Our advice is available on all types of investments e.g. Unit Trusts, Property Bonds, Endowment Assurance including House Purchase. It will be given ABSOLUTELY FREE OF CHARGE and ENTIRELY WITHOUT OBLIGATION

CHILDS (PORTSMOUTH) LTD

Life Assurance, Unit Trust, Mortgage and Pension Consultants
INSURANCE HOUSE, HAMBLETON ROAD, WATERLOOVILLE, HANTS
Tel. Waterlooville 3744 2370 2627

DAUNTLESS DAYS FOR WRENS AT READING

Admiral hears about a six-bob perm

Where can you get a six-bob perm? The First Sea Lord, Admiral Sir Michael Le Fanu and Lady Le Fanu were let into the secret when they visited the W.R.N.S. training establishment H.M.S. Dauntless, near Reading.

The purpose of the visit was to meet the ship's company Wrens and to see Part I trainees during their initial month's training.

One of the departments visited was the hairdressing salon where the only Wren Hairdresser, Wren Sandra Ikin, shampoos,

cuts and perms the Wrens' hair. The visitors were most surprised to hear how little a perm cost — just six shillings.

FROM MADAGASCAR

In addition to the inspection of divisions by Admiral of the Fleet Earl Mountbatten of Burma, another interesting visi-

tor to the Dauntless was Madame Ramanantsoa, wife of the Chief of the Defence Staff of Madagascar.

A guest of the British Government, Madame Ramanantsoa, who is president of the welfare services for the armed forces of her own country, expressed a wish to visit a women's Service establishment while her husband was the guest of the R.A.F. at Abingdon.

STRANGE UNIFORM

The Dauntless trainees who thought they had mastered the

subject of "ranks and badges in the R.N. and W.R.N.S." were confused to see a strange uniform around the establishment.

This was worn by Lieut. Ann de Larot, U.S.N. (WAVE), who is on a two-year exchange service with the W.R.N.S. She is to take over the duties of Education Officer and is busy learning about the English education system.

HORNSPIPE TEAM

Final note of pride in recent messages from the Dauntless is about the hornpipe team, which has been in great demand to perform at local fetes.

It has not been all hornpipe for two members of the team. Wren Warbrick won the Pegler Smith trophy for novice shots in .22 shooting, and PO Wren Batt, who comes from Tredegar, Monmouthshire, was lucky enough to be selected to go to the Prince of Wales's investiture as one of the Wren contingent to assist with the ushering.

Parade for Earl



What did he say to produce that saucy smile? But nobody was telling when Earl Mountbatten visited H.M.S. Dauntless on July 3.

The Dauntless hornpipe team (left to right): Third Officer Felicity Heal, Second Officer Margaret Henshaw, PO Wren Nina Batt, L/Wren Pamela Jones, Wren Linda Warbrick (seated behind), Third Officer Marilyn Murray, and Third Officer Lynn Williams.



Diana - Rangers link for the 'Retreat'

After a well-earned leave, H.M.S. Diana sailed for a weapon training period, followed by a week with H.M.S. Eagle in the Irish Sea.

The Diana was a witness of the first Phantom landings on a British aircraft carrier.

She then went on to Dartmouth, where she was present at the town's commemoration of the 25th anniversary of the D-day landings.

Later she sailed for Gibraltar to take up guardship duties. During the first week there an official cocktail party was held and among guests were the Flag Officer Gibraltar (Rear-Admiral I. W. Jamieson) and the Officer Commanding the garrison battalion, the 2nd Batt. Royal Irish Rangers (Col. McIntyre).

The pipes and band of the Rangers Beat Retreat at sunset, with the Diana's guard commanded by the ship's gunnery officer, Lieut Derek Brock. R02 Peter Nelson hauled down the ensign.

The moving ceremony was a great success and a close liaison developed between the ship and the Rangers.

Navy aids Far East school

H.M.S. Jaguar entertained children from North West Lantau when the vessel visited the island from Hongkong. Some of the ship's company had been building a basketball pitch, repairing a footpath and installing electric light in the tiny Yu Fung school, and the work was inspected by the captain (Cdr. M. C. Clapp) before the children went on board.



Colourful charity walkers raise nearly £100

Attired in fancy dress and pushing prams and barrows, a bunch of matelots from H.M.S. submarine Revenge attracted plenty of attention as they trudged the 17 miles from Chester to Birkenhead on a colourful charity walk.

The vehicles pushed included a dust cart borrowed from the local council and a bath on wheels.

The walk, in aid of Birkenhead and District handicapped children, raised nearly £100 to enable many of the children to have a good summer holiday.

The walkers set out from Chester at 10.30 a.m. after confusing the town by their arrival in a three-ton truck and motor coach. The teams left at intervals to avoid congestion en route, and by noon had quite a few miles under their belts (or should it be their feet?).

All were looking forward to the midway rendezvous at a "local."

CAUSED A STIR

First team to arrive included someone dressed as a woman pushing a girl wearing pyjamas in a pram. This caused something of a stir in the lounge bar and the confusion grew as other teams arrived dressed as Arabs, pirates and idiots.

After the barmaid had suffered from repetitive bouts of hys-

terics and the matelots from repetitive bouts of thirst, the teams got on their way again.

By this time they were getting used to the remarks offered by passing lorry drivers and were really getting into the swing of things.

Among those on the walk and showing excellent fortitude and

good spirit were two wives with their children in push chairs.

At about 3 p.m. Birkenhead loomed ahead and the walkers sensed a certain satisfaction as they passed into a hotel lounge for a rendezvous before the final leg, which ended with a beer-drinking competition at another hotel.

Navy News Subscription

Have your own copy delivered by post.

ORDER NOW!

Please deliver Navy News monthly to:

Name

Address

commencing (month)

Complete this form and forward, together with cheque/postal order for 17/- (Europe, Canada, U.S.A. and Australia 18/- per annum) to:

Business Manager, Navy News
R.N. Barracks, Portsmouth PO1 3HH
(Tel.: Portsmouth 26040)

THE POWER OF PRINT

For complete coverage
of any printing,
whatever your
requirements

G. Shepherd (Portsmouth) Ltd
SPRING STREET, LANDPORT, PORTSMOUTH
TELEPHONE 20635

EAGLE ACROSS THE 'POND'

A Boston tea party

H.M.S. Eagle has just got herself involved in something of a Boston tea party. It happened during the carrier's recent highly successful visit to the United States and took a somewhat different form to the earlier — and famous — tea incident.

While at Boston (Mass.) over 15,000 people visited the Eagle during three open days. On two of them the weather was extremely wet but the Navy rose to the occasion and many drenched visitors found themselves drying out — with welcome cups of tea — in the messdecks.

The ship also paid a goodwill visit to Norfolk (Virginia), where many more Americans visited her and she received a tremendous reception.

Members of the ship's company were entertained most hospitably — even on July 4 when the Americans celebrate their declaration of Independence from the British in 1776! (Incidentally, in the subsequent war the Colonists in the vital estuaries near Norfolk were often harassed by Admiral Lord Howe in his flagship — H.M.S. Eagle.)

The carrier Eagle called at Norfolk after exercising with other British warships in the Western Atlantic, and the Mayor, Mr. Lynwood Perkins, flew out to the ship by helicopter to welcome her to the United States.

The Eagle found that rugby is becoming more fashionable in the U.S. these days and her first XV were invited to play four games during the

Norfolk visit — despite intense humidity and a temperature of 98 degrees. The visitors won three games of the four.

At Boston the Deputy Mayor (Mr. Ed Sullivan) was welcomed aboard the Eagle by Rear-Admiral Michael Fell, Flag Officer Carriers and Amphibious Ships. The carrier arrived at Boston in company with H.M.S. Rhyl.

While in the U.S. members of the ship's company went on sightseeing trips, including New York, Washington and the historic colonial town of Williamsburg.

The visit also saw quite a few family reunions. One rating flew down to Florida to visit a sister he had not seen for 15 years, another went to New Jersey to meet his sister-in-law whom he had last seen 19 years earlier and a third was reunited at Portsmouth (Virginia) with his mother, now living in the United States.

The Eagle returned to home waters at the end of July to be flagship of the Western Fleet during the Royal visit to the Fleet assembly at Torbay.

After leave and maintenance at Devonport during August, the Eagle will take part in large-scale exercises in the North Atlantic area.

'BUNNIES' ABOARD



Smiles from a bevy of Bunny Girls from a local club who went aboard H.M.S. Eagle to welcome the ship on her five-day visit to Boston.

After the match between the Eagle and Norfolk Rugby Football Club, the two teams exchanged trophies. Left is Chief PTI Michael Large doing a "swap" with the Norfolk captain, a big man answering to the name of Chunky.



The Eagle's R.M. band was a hit in the U.S. Here musicians relax with "mascot" Christine Cracowitz at Marblehead (Mass.).



Fabulous New York is viewed from the Empire State Building by radio operators Richard Dolby and Mervyn Stokes.



Boston beauty Madeline Morrell is given an "airlift" on the flight deck by NAs Frank Draper (left) and Roger Woodward.



Enjoying himself on an eight-dollar trip to Washington D.C. from Norfolk (Virginia) — EM Joseph Allen.



THEIR 'NEW HOME'



The Eagle's commanding officer (Capt. J. D. Treacher) visits 3GI CPOs' mess, which, with a few Service stores and a lot of native ingenuity and skill, the CPOs have transformed into a real "home." With the captain are CAA Clarke (centre) and C. Phot. Pengelly.



His savings are piling up—are yours?

A Provident Life progressive savings scheme and Life Assurance offers you at the age of 18 a cash payment of £969 when you leave the Navy after 22 years' service, plus Life cover for the family, for only £3 per month—or a pension of £195/12/- a year at 65—saving and security.

Period of service	Monthly allotment on banker's order	Family cover in the service	Pension on civil retirement
22 years	£3 per month	£969	£195/12 p.a.

*A with Profit Endowment Policy is the best hedge against inflation. A reversionary bonus of 70s. 0d. per cent, plus an additional bonus on claims during 1968 has just been declared and details will gladly be sent on application.



Fill in this coupon now—and send it off

To Provident Life Association of London Ltd.
246 Bishopsgate, London, E.C.2

Name

Rank..... Age.....

Address

Navy News

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

Minister's assurance

Should we all do without the chance of a cherry on the cake because there might be a row over sharing out the few available? That is the situation which has to be faced over allowing families to make journeys on military aircraft which might otherwise have empty seats.

In a period where there are lots of empty seats, perhaps the thinnest of reasons may secure an "indulgence," and it comes as rather hard, in a tight period, to have high-priority applications rejected.

This is an area which is the most highly sensitive to disappointment, and an area which involves Navy wives perhaps more than others.

It would be foolish to sacrifice the "cherries" available, but perhaps there could be greater assurance among naval wives about the actual share-out. They would like to know that justice was seen to be done.

Indulgence

If promises and words mean anything at all, the Services should now be able to sit back and wait with justifiable optimism for the next round in the pay changes. The Government must be well aware of the scepticism which followed the report of the Prices and Incomes Board and the interim pay award, but the latest explanation by the Secretary of State for Defence, Mr. Healey, was quite definite.

"The Government," he said, "recognize that job evaluation and the 'X' factor will lead to increases higher than the Grigg formula for comparability, and are prepared to pay a substantial sum next year on this account." Mr. Healey went on to emphasize that the Forces stood to get half as much again as they would have got under the former pay arrangements.

As the Government spokesman, Mr. Healey has gone to great pains to pass on the message: "It's going to be all right." Even the most critical might as well relax for the present — even if they keep their powder dry.



"And that's another factor this good-for-nothing father of yours needs a refresher course for!"

Endurance certificate for crossing three 'lines' FROM PENGUINS TO 'POLARS'

By LIEUT. J. M. HINES
Navigating officer, H.M.S. Endurance

King Neptune's legal advisers were truly tested drafting a suitable certificate for H.M.S. Endurance's voyage this year from Crystal Sound beneath the Antarctic Circle to Spitzbergen, north of the Arctic Circle.

They succeeded, however, and "ye" are charged to "know" that all aboard are now "valiant and resolute Hearts of Oak having become trusty, salt lined and brine encrusted Blue Noses" on crossing the Arctic Circle; "Sons of Neptune" as they crossed the Equator, and, "unflinchingly and with daring courage which dismayed" his Royal Court, having crossed the Arctic Circle, "became Freeman of the Raging Main."

Pretty calm

Actually it was pretty calm on the way home and like a mill pond all the way North — a journey which took us from penguins to polar bears. Though one must admit the ship-drawn certificate will look well on the living room wall! Also by penetrating 50 miles of polar pack ice we

crossed Lat. 80° N and wonder if this is a record for an RN surface ship. Perhaps readers who know might like to comment?

When the Endurance left Crystal Sound in February the nights were drawing in and the weather had taken a definite change for the worse. Our itinerary went — Punta Arenas, Falkland Islands, which we toured with the Governor, Sir Cosmo and Lady Haskard embarked, then back to the South American continent, through 550 miles of Magellan Straits and Patagonian channels, North up the West Coast via Valparaíso, Callao near Lima, Rodman near Panama, through the canal, to the West Indian islands of Grenada and Bar-

bados — about a month in the sun.

At last on April 24 we berthed alongside in Portsmouth.

Twelve days to each watch and we were off again — North — our task to recover the British Trans Arctic Expedition, led by Wally Herbert.

Wally Herbert, Fritz Koerner, Ken Hedges and Allan Gill had left Point Barrow, Alaska, with sledges drawn by 40 husky dogs on February 21, 1968. Their aim was to walk right across the Polar Ice Cap via the North Pole.

Great feat

Eventually, on May 29 this year, Ken Hedges and Allan Gill got ashore on a tiny rocky islet, Vesle Tavleoya — the Northernmost island of the Spitzbergen group. Man's first walk across the Polar Ice Cap had been accomplished and it must surely rank as one of the greatest feats of physical exploration and endurance.

Everything went according to plan on our calm, untroubled voyage North. We crossed the Arctic Circle (13 weeks after last crossing the Antarctic Circle) and entered the region of the Midnight Sun.

On May 28 the ship entered open pack ice far up the West coast of Spitzbergen and on the day of the B.T.A.E.'s landfall we were in close thick pack ice. It was very different to the comparatively soft one-year pack ice

we had grown accustomed to off Grahamsland.

There, provided one avoided icebergs, bergy bits and growlers, the ice would usually break predictably. Here it was difficult to tell the consistency of one floe from the next.

Some would be tough multi-year ice, others would be blocks of old ice frozen together in a jumbled ridge — like an igloo builder's brickyard — which would fall apart at the touch of the ship or alternatively bring the ship to a grinding halt. It was the story of the next 15 days.

During this time we reached our furthest North 80 deg. 5 min. N.

As we endeavoured to close the gap Wally also tried to close us.

Occupations blossomed forth: a table tennis tournament, furniture making, line certificate colouring, quizzes, preparations for a "Hello Wally" SODS opera, inter-mess tiddly wink matches, deck hockey, 22 rifle shooting and well supported unarmed combat training sessions.

Perhaps our greatest diversion were the gentlemen of the Press — a B.B.C. feature film group of three and a pair from the Sunday Times, who sent a constant stream of reports back to respective offices.

Flown aboard

The great day came when, after a lot of helicopter flying the B.T.A.E. was flown aboard — men, dogs, sledges and all. Their sun and cold cracked faces, worn clothing, battered sledges and the healthy, battle-scarred, thick coated huskies made an unforgettable impression.

It is a privilege to say hello to someone who has been for a 16-month walk and for a couple of days we did just that, the team staggering under the onslaught of hot showers, draught beer and so many new faces. They responded magnificently and endeared themselves to us all.

On June 12 and 13 the Endur-

Trio of new fast training boats

Three new fast training boats, the Scimitar, Cutlass, and Sabre, will come into service from mid-1970.

These craft are 100ft. long, with a width of 24ft. The hull form has been developed from the Brave class and Vosper's other designs following the Braves. The craft will have two Rolls Royce Proteus engines, which will give a maximum speed in excess of 40 knots.

The emphasis in these craft is on meeting their primary task of acting as training aids for the Fleet in tactical training against fast patrol boat operations. No armament will be fitted.

Arrangements generally will be aimed at producing a reliable and maintainable craft that the Flag Officer Sea Training will have available for use to exercise work-up ships and the Fleet when required.

The complement will be two officers, three senior rates and seven juniors. They can look forward to exciting days of dashing around from Portland, probably much of it independently.

VOTERS TO NOTE . . .

The Representation of the Peoples Act, 1969, has recently been amended in a way which affects Service personnel.

Starting from the February, 1970 Register, for which registration dates are October 10, 1969, in U.K. or September 15, 1969, in Northern Ireland, Service personnel (and their families while overseas) will have to re-register annually instead of being carried forward automatically from one register to another.

A D.C.I. is being issued on the subject, but the main point is that everyone who wishes to be able to exercise his right to vote in Parliamentary and local elections after January, 1970, must make sure that he completes a form before the dates quoted.

Electoral registration officers will continue to acknowledge registration forms. If an acknowledgment is not received within a month of sending off a registration form, a duplicate should be sent.

Club post open in Hongkong

Applications are invited for the services of an ex-Royal Navy chief petty officer writer (pensioner) as successor to the present manager of the China Fleet Club, Hongkong.

The post carries heavy responsibilities, and the occupant should be of high integrity and have a good head for business. Experience of club and welfare work in the Navy would be an advantage.

The post, for which a married man is sought, carries the normal R.N. rates of pay and allowances. In addition, an allowance of 1050 Hongkong dollars (£72) a month is payable from club funds. A furnished flat is provided.

Full details are contained in DCIs, and applications close on August 24.

ance broke her way toward the open water to the West, looking for leads, often halted by pressure ridges. On a few occasions the demolition party went over the side and soon after a fearful explosion would shake us all, with luck cracking the floe that gripped us like a vice. Thus, breaking through and blasting, the Endurance fought her way out of the Polar Ice Cap.

On the West Coast of Spitzbergen we had two calls to make, dropping off 30 of the 32 dogs, which picketed on the foredeck and captured our attention and affection.



Quite a change for a flight crew, used to "pushing around" helicopters, to handle an Arctic sledge. Scene on board the Endurance after she had returned to Portsmouth with the Trans-Arctic Expedition.

Photo: PO Dave Morris

NAVY CHOPPERS IN DRUG HUNT

Police aid from Albion

Marijuana loaded in a Royal Navy Wessex helicopter would have financed a complete squadron of such aircraft had it been sold to Soho junkies — and the police were absolutely delighted that the crew should have it on board.

The Wessex concerned was one of two of 848 Squadron from H.M.S. Albion which have been assisting police in Mauritius in searching out forest plantations of the drug.

Singapore farewell for H.M.S. Albion from pipers of 42 Commando, Royal Marines. The Albion, part of the Far East Fleet for the past two years, left for Fremantle before heading for Britain. She arrived at Portsmouth on July 30.

Police were on board the aircraft during sweeps over the island.

A number of plantations were discovered, one of them in such an inaccessible position that a police officer had to be winched down to "harvest" the crop.

The Albion's recent call at Fremantle resulted in a run ashore which in Australian jar-

gon was a "beaut."

"Stupendous" was the popular view as farewells were said, younger members of the ship's company nursing broken hearts and many of the older ones happy memories.

The Albion reports that there was about the weather a sunny crispness which made you feel "full of the joys" and any thoughts of being cold were soon dispelled by the warmth of the welcome from Perth and Fremantle.

This was the choice of things to do in the space of six days: A dance every night at either the Flying Angel or Stella Maris clubs; 900 gorgeous girls to meet and dance with at the Pagoda Ballroom; social evenings organized by local groups such as the Returned Servicemen's League, the Buffs, Commonwealth Society and Victoria League; free tickets or football matches, race meetings, theatre and films; and coach visits to a brewery.

Sad footnote: One member of the ship's company appeared at the hospitality office the day after departure and asked if they could help as he wished to write to his "girl friend" in Western Australia. He didn't know her address but thought it was a nurses' home somewhere near Perth.

The office said it might be difficult but they would have a go if he would give them the girl's name to forward to hospitals in the area.

Small, silence, then, "That's the snag. I didn't ask her name."

It was a good run. . .

Tiptoe's ballet step



H.M. submarine Tiptoe's links with the world of ballet were taken a step further in July when the patrol submarine visited Cardiff.

The submarine visited Cardiff with the Royal Yacht Britannia when the Prince of Wales became the fiftieth Freeman of the city.

The sailors above are being initiated into the ballet business by Helen Jones (left) and Anne Symonds, both from a Cardiff school of dancing.

The Tiptoe, which was launched by Maira Shearer, has a ballerina as its crest.

803 Naval Air Squadron disbanded for the last time at the end of this year. Anyone who would like a squadron tie is invited to send 17s. 6d., plus 1s. postage, to Lieut. D. Hamilton, 803 Squadron, R.N. air station, Lissie, Morayshire.



DOG AMONG 260 NUBIAN VISITORS

About 260 parents, wives, children and girl friends — and one shaggy dog — embarked on H.M.S. Nubian to spend a day at sea with the sailors.

They were able to see the ship's company at work and in some cases were able to do jobs themselves.

The Nubian left Portsmouth for an area south of the Isle of Wight and during this part of the voyage the ship's helicopter landed on the flight deck, to the particular delight of the children.

Later both the 4.5in. and Bofors guns and the anti-submarine mortars were fired. One of the ship's Gemini dinghies was launched to recover a dummy "man overboard."

Lunch was served in the dining hall and the visitors were able to sample the sailors' food cooked by the Goan staff.

The sun shone brightly throughout, making for an enjoyable day.

First of June Appeal's £8,864

The amount raised by the First of June Appeal for Royal Naval and Royal Marine Officers' Funds for 1968 was £8,864. This comprised £5,365 subscriptions from ships, establishments, etc., and £3,499 income from invested funds.

The Drake fair and Sea Cadet fete raised £1,100.

In 1968 the total received was over £900 less than the preceding year's total.

The office of the hon. secretary and treasurer of the appeal is at the Office of FONAC, Wykeham Hall, Lee-on-Solent.

The NAAFI Town Club at Portsmouth, which has operated at a loss for some time, closed on July 19.

Collingwood go great guns to win

Each year countless people enjoy the Navy's inter-command field gun competition at the Royal Tournament. What is not so well known is that for more than 60 years a field gun competition has been run at the navy's Gunnery School, H.M.S. Excellent, Whale Island.

This is known as the Brickwood field gun competition and the winning crew is awarded a silver trophy of a field gun, individual engraved tankards — and a firkin of beer, donated by Brickwoods Brewery.

Two other trophies are awarded — the Lieutenants' Cup for the fastest officers' crew and the Powerful for the fastest ratings' crew.

The Brickwood Trophy winners from H.M.S. Collingwood.

The competition is run with a 12-pounder field gun and limber, total weight of which is just under a ton. A crew of 18 drag gun and limber a total distance of 200 yards, during which time they perform various tasks, including changing wheels and firing blank rounds.

CO-ORDINATION

The competition is timed, and track judges impose penalties of seconds to the running time if any part of the required drill is not carried out with precision —

some faults even incur disqualification.

All crews are volunteers and training is carried out only in their free time. A high degree of physical fitness is necessary and co-ordination of hand and eye and team spirit is a "must."

Sixteen teams competed in this year's competition and winners of the Brickwood trophy were Collingwood One, who also took the Powerful Cup.

Winners of the Lieutenants' Cup were Collingwood Officers.

Other establishments represented in the competition were H.M.S. Excellent, Daedalus, Dryad, Mercury, Sultan and Vernon and the Royal Naval Barracks, Portsmouth.



INDIVIDUAL



that's what you will be if your clothes are tailored by Bernards. Standing out in a crowd in superbly fashioned Leisure Wear.

Ask for details of Bernards tailoring and complete Mail Order facilities at any of the 25 Branches at home or abroad or write to Head Office.

Payment may be made in cash or through a Banker's Order, Naval Allotment or a Post Office 'Giro' Account.

REMEMBER, YOU REALLY DO
BUY BETTER AT BERNARDS

C. H. BERNARD & SONS
LIMITED

8 QUEEN STREET, PORTSMOUTH
TELEPHONE 23535

Other Branches at: Chatham, Devonport, Plymouth, Portland, Deal, Grimsby, Londonderry, Helensburgh, Dunfermline, Southampton, Gibraltar, Valletta and Sliema, Malta; and at Lissie, Arbroath, Brawdy, Culdrose, Corsham, Lympstone, Yeovilton, H.M.S. Dolphin and H.M.S. Pembroke.

Head Office: Anglia House, Harwich, Essex. Telephone 2281



Wagons ho!

A brisk run-back after completing the Royal Arthur "cliff and chasm" event.



The long, short and tall



They come in all sizes at Royal Arthur. The camera catches a view of the march-past at morning divisions.

Underlying the many activities which take place at H.M.S. Royal Arthur is the theme of leadership. Petty officers take a test at the end of their course at the shore establishment, but there is no passing-out as such and at the moment the course is not a requirement for advancement.

Follow-up reports, however, show that in the vast majority of cases the course "does something" for a man, and very many look back on it as time well spent.

If it develops the qualities of leadership that are required both in the Service and in civilian life, then it has, indeed, been well worthwhile.

LEADERSHIP

Deep in the heart of rural Wiltshire 150 men of the Royal Navy are on a course which is part school class, part outdoor adventure.

The place is H.M.S. Royal Arthur, Corsham, the course — petty officers' leadership. And each week for 45 weeks of the year sees the arrival of a new intake of about 25 for the six-week stay.

The course number is now running at more than 1,100, which means that since the school started in January 1947 some 27,000 men have passed through.

Currently, about half the petty officers of the Royal Navy attend the course at some stage of their Service careers. They come from all branches and each course represents a good cross section of the Navy. ERAs find themselves sitting down to lectures with cooks, and seamen specialists charge round the obstacle course alongside writers.

Lectures include such diverse topics as divisional duties, punishments, computers, management, morale, religion, service documents, small arms (there is a small arms range), current affairs, family welfare, house purchase, mess accounts, map reading, and pay and allowances.

There are also lectures on first aid, leading to a qualification at the end of the course.

Taking charge

Lectures on discipline and qualities of leadership are given by the commanding officer, and the other talks by the staff of the establishment, including the chaplain, and outside lecturers.

Physical exercises of the course include a dozen P.E. periods as well as parade work, which gives confidence in taking charge to men who have, perhaps, never conducted a parade in their lives.

The three big outdoor events are the obstacle course, the "cliff and chasm" and the trek in the Black Mountains, near Abergavenny. For the former, the men work in teams of about six to carry a large wooden log over a series of obstacles. These include a row of logs, water, a high tree branch and a tunnel.

The "cliff and chasm" involves carrying a barrelful of cement up a cliff and over a chasm, using poles, ropes and jackstay line — and the men have also to get themselves across the chasm.

Men coming on the course vary in age from about 20 to 43 and soon after arrival there is a fitness test so that their relative fitness can be measured when they leave.

The men come from any ship on home sea service, refitting, on the home leg of a general service commission or from any U.K. shore establishment. Men between drafts also attend.

In the selection of POs for the course the "first priority" class are those with under four years' seniority; second are leading rates about to be rated, and third POs with over four years' seniority.

On arrival, they find a comparatively small establishment with something of a rural atmosphere — and in this lies one of the secrets of Royal Arthur's success. The school is away from the big naval centres allowing full concentration on the course without outside influences, and in this way an esprit de corps is quickly established.

Club and church

The camp was, in fact, used during the war to house workers from local underground factories. Now the facilities include club, swimming pool and church, and the blocks are named after petty officers who distinguished themselves during the war.

The present commanding officer of Royal Arthur is Cdr. L. A. Bird, formerly captain of H.M.S. Brighton, and the staff includes a padre, medical officer, PT officer and a supply officer. Lieutenant-commanders from all specialisations are in charge of each course, with CPOs as instructor of courses, apart from one Royal Marine colour sergeant.

"Mini courses" of two weeks are also held in the summer for R.N.R. POs and in their case attending the course is a requirement for advancement to CPO.



One of the tougher moments of the course — calling for a real determination — as petty officers conquer a ten-foot obstacle race.

SHIP



"Parade..."—The voice of CPO GI Eric Figg, senior parade instructor and president of the staff instructors' mess, booms out at Royal Arthur. Right, CPO Figg orders off parade some of the ducks who help maintain the establishment's "rural" atmosphere.

VENUE FOR YOUTH STUDY COURSES

Besides the POs course, Royal Arthur is the venue for three-day youth study courses for officers and five-day youth study courses for CPOs and POs.

The officers are those employed on training duties at junior officer, new entry, junior and apprentice training establishments. About 20 come on each course and nine courses a year are held.

There is also an average of 20 in the case of the CPOs and POs employed on training duties at new entry, junior and apprentice training establishments.

Biennially there is a seminar for commanding officers of new entry and training establishments, held under the chairmanship of the Director General of Naval Personal Services and Training.

The face of Royal Arthur has changed little during its 21 years of existence. This year, however, sees the start of the first phase of total rebuilding programme, and by 1974 all the wartime temporary huts should have been replaced by the latest "mod. con." accommodation.

The country atmosphere will, however, be retained — and the ducks and bantams remain at full complement.

CHANGE OF FACE

Black Mountains record goes

When Cdr. L. A. Bird took over command of H.M.S. Royal Arthur he decided that the staff should have a go at some of the physical activities undertaken by POs while on the leadership course.

For the Black Mountains trek the brief was simple: Visit all the points within the allowed time of 36 hours. This had been achieved only once in the 12 years of the trek — by a group of POs in June, 1967.

A team consisting of Cdr. Bird, Lieut.-Cdr. J. M. Phillips (Training Officer), Lieut.-Cdr. M. Keighley (Course Officer), and Chief Writer L. Cooper (captain's secretary) set off at 04.00 on June 1 and headed over the first ridge to Partishow Church. Then came the valley up to the reservoir, along the spine of the centre ridge, to the Hermitage and Tallymaes Bridge — names familiar to many POs.

The notorious ascent of Point 49 was tackled after lunch, followed by the "classified" part of the trek (in case readers are called on to take part). Suffice to say, a brief rest was taken and silent prayer offered at Llanthomy Chapel at 03.00 on the second day.

A hot foot bath laid on by the base party of the visiting course was appreciated.

To complete the course and score the maximum of 2,336 points the team covered about 65 miles in under 34 hours and climbed up and down 19,400 feet of Welsh hillside.

Would they do it again? "Not this week," said Cdr. Bird.

Feature
by photographs
PO DAVE
MORRIS

LOOKS PAINFUL

Oops! PO Trevor Haggett didn't quite "make" the water splash on the obstacle race.

'General' library

A feature of Royal Arthur is the excellent reference library, proudly supervised by Mr. A. C. Booth — "General" to all and sundry — who has "grown up" with the establishment and in 1960 was awarded the B.E.M. for his work.

Mr. Booth is assistant to the Instructor Officer (Lieut.-Cdr. R. F. Spriggs) and takes great pains in helping POs in the "snap" talks, "lecturettes" and presentations which they give as part of their course.

The books are presented in the library in attractive displays, which

include models of ships and planes made by Mr. Booth.

The "snap" talks involve speaking for a minute on a subject picked "out of a hat." The "lecturettes" last for 20 minutes and each man has to research his subject deeply. The presentation is a 50-minute effort divided between three men.

When the library started Mr. Booth had 10-15 paper-backs. Now, with paper-backs, there are 5,000-6,000 books and facilities like overhead projector and tape recorder.

When they leave, POs often donate books to the library in gratitude for the assistance they have received.



That feels better: Relief for the feet of Lieut.-Cdr. J. M. Phillips (left) and CPO L. Cooper when Royal Arthur staff tackled the Black Mountains trek.



WITH 45 COMMANDO ROYAL MARINES IN BERMUDA

Paradise Isle... BEER ONLY FIVE BOB A GLASS!

With the Black Power conference in Bermuda from July 10 to 13 proving a non-event, or rather the absence of activist trouble and rioting that was feared might have accompanied it, the 80 Royal Marines who were quietly and hurriedly sent out from Britain found themselves standing-by in the sun.

For 11 days, the men of Zulu Company of 45 Commando from Stonehouse Barracks, Plymouth, who returned home on July 16, waited for something to happen on this tiny holiday-paradise island, famed for its

H.M.S. Mohawk and H.M.S. Arethusa alongside the quay at Bermuda.



pink coral beaches, exotic flowers and Bermudan shorts.

But the fear that overseas delegates to Bermuda's first Black Power conference might create racial trouble, or that the younger, wilder elements of the colony's community might provoke rioting, diminished, and the

Boot-polishers (left to right): Alan Davies, Henry Redmond, Alan House, Graham Kyle, Derek Carter, Stephen Barrett, and Dai Jones.

islanders, expressing thanks to the Marines for coming, felt that their presence in Bermuda had prevented trouble.

The Marines, commanded by Lieutenant-Colonel Roger Ephraums, were well supported. Three R.A.F. helicopters, which had been flown out in R.A.F. Belfasts, were standing by, and two Royal Navy frigates, H.M.S. Mohawk and H.M.S. Arethusa, were on guard off the island.

Both ships carried a Wasp helicopter. Mohawk had an additional 20-strong detachment of Royal Marines.

While the conference was being quietly held, Marines and sailors from Arethusa donated

blood at the local hospital, a pop-group from the Arethusa appeared on local television, and the Mohawk paid a two-day courtesy visit to St George's, the island's second town.

With their batons and shields unused, the Marines ventured to enjoy some of the island's pleasures, but soon found Bermuda a dollar-extraction plant, geared to the American tourist.

As one Marine said: "With beer at 5s. a glass, and tea at 2s. 2d., our 13s.-a-day overseas allowance didn't go far!"

Bermuda, the Public Relations team from the Ministry of Defence (Navy) were kept busy.

Mr. Jim Gray, Command Public Relations Officer, Flag Officer Scotland and Northern Ireland, who headed the team, found his sun-tanned red face going even redder when in a hurry to attend a Press facility, he found his hired auto-cycle had been stolen.

He had arrived in Bermuda incognito and in secret — and found himself leaving the same way attempting to placate the irate hire-firm.

Said he: "I felt rather foolish with a crash helmet and no machine."

By Tony Hobbs

Royals found themselves having more problems confronting the world's Press and television than acting as the island's third line of defence.

As the Senior Naval Officer, West Indies (Commodore M. N. Lucey), explained, the Marines were there purely as a precautionary measure, and many

'Best looking submariner I've ever come across...'

Or, "Haven't we met at Fort Blockhouse" might have been the greeting from Admiral Sir Michael Le Fanu, when he was given a handshake by one of the dolphins at the Wometco (Miami) Seaquarium.

Had dolphin language been properly understood, he would undoubtedly have been heard to whisper: "He might be the First Sea Lord, but it takes a real submariner to show him a trick or two."



1st & 2nd MORTGAGES

CONTACT

G. D. WHITE & Co. Ltd.

INSURANCE BROKERS AND MORTGAGE CONSULTANTS

244 London Road
Portsmouth, Hants

Telephone 62502/62539

Also at

4b Kings Road
Cowplain, Hants

Telephone Waterlooville 51191/2

AGENTS FOR PORTMAN BUILDING SOCIETY

WOOLWICH EQUITABLE BUILDING SOCIETY

100% FOR QUALIFIED MEMBERS OF PROFESSIONS, WIFE'S INCOME TAKEN INTO ACCOUNT

95% ALL OTHERS: WIFE'S INCOME TAKEN INTO ACCOUNT. NO REGISTRATION FEE

All advice given FREE and without obligation. For details of the method you should arrange your mortgage and for maximum advantage obtainable complete the following questionnaire:

PRIVATE AND CONFIDENTIAL

Full Name
Address
Occupation Age
Wife's Occupation Wife's Age
Number and Age of Children
Basic Income before deductions
Overtime, Bonus, Wife's other Income
Qualifications (if any)
Property to be Mortgaged
Purchase Price Mortgage required
Age of Property Freehold/Leasehold
Type of Property Detached/Semi/Terraced/House/Bungalow
Bedrooms Reception rooms Bathroom Garage/Space

ROYAL NAVY'S PART IN INVESTITURE

Charlie was their darling

GREAT WELCOME TO THE PRINCE

One of the highlights of the Royal Yacht Britannia's programme this summer was the investiture of the Prince of Wales, and the tour of the Principality following the ceremonial.

The Britannia arrived at Holyhead on June 26, in company for the visit being H.M. ships Lewiston and Iveston, and R.F.A. Olwen. The presence of the Royal Yacht, secured to a buoy inside the harbour, attracted many sightseers to the town.

Prince Charles and Princess Anne were welcomed by crowds at Holyhead when they arrived immediately after the investiture ceremony, to embark on the Britannia.

A Royal salute

As the Prince of Wales boarded the Royal Yacht, his personal standard for Wales was broken at the mainmast, and H.M.S. Glamorgan, which had arrived earlier in the day for duty as royal escort, fired a royal salute.

The Britannia sailed to Llandudno, which was being visited by H.M.S. Llandaff and R.F.A.

Olwen, and the Prince landed to begin the tour of Wales. He spent the nights of July 2/3 and 3/4 on board the Britannia at Fishguard and Swansea, respectively.

On Friday, July 5, the Royal Navy escorted Prince Charles to Cardiff, where he received the Freedom of the City.

The Red Dragon of Wales was apparent on every green and white flag waved by ebullient children at Alexander Dock, as the Royal Yacht, ablaze in the sunshine with flags of every colour, nosed her way to her berth in a stiff and jolly breeze.

In company were the Glamorgan and Llandaff, with two patrol submarines from the First Submarine Squadron at Gosport — H.M.S. Olympus and H.M.S. Tiptoe.

The destroyer, frigate, and two submarines opened their hatches and gangways to the

public to allow the friendly and cheerful people of Cardiff to see some of the technology of the modern Royal Navy.

On the Saturday that Prince Charles was to receive the Freedom of Cardiff, the whole of the city centre — probably one of the most beautiful in Europe — was garlanded with happy Welsh citizens. There were humorists in the crowd as there always are in Wales, but no malice.

"Kneel down, boys!" yelled one ribald Cardiffian to the stalwart Welsh police guarding the route. "We're all Royalists here!"

Castle backcloth

Cardiff Castle, with its turreted grandeur and pageantry of flags, made an inspiring backcloth to the ceremony of greeting the new Prince of Wales.

Naval guards of honour from the Glamorgan and the Llandaff had obviously trained vigorously and well for this particular occasion.

When they marched with the band of the Royal Marines they were superbly smart, and lacked nothing even in the presence of those parade professionals, the Welsh Guards.

When Prince Charles walked up King Edward VII Avenue to the War Memorial in beautiful Cathays Park, he was to the Welsh people everything a Prince should be: fresh faced and handsome in dark blue uniform, spectacularly counterpointed by pale blue sash and red trimmed peaked hat.

The Cardiff people loved him, and they showed it.

The Prince of Wales finally disembarked from the Royal



The Prince of Wales being greeted at Cardiff on July 5.

'High admiration'

Signal from the First Sea Lord, Admiral Sir Michael Le Fanu:—

"Reports received from Wales express the highest degree of admiration for ships' companies and Reserve divisions who participated in H.R.H. the Prince of Wales's Royal Progress.

"Everyone was most impressed by the smart bearing of the route liners, the impeccable appearance of the Royal Marine Band, and the precision formation flying of the Fleet Air Arm.

"Thank you. A good effort."

Yacht at 6.45 p.m. for an evening engagement in Cardiff, before returning to Windsor. The Britannia manned ship and H.M.S. Glamorgan fired a royal salute.

The Britannia sailed from Cardiff during the forenoon of July 7, and arrived at Portsmouth next day.

Captain Gwilym Lewis-Jones, R.N., who was responsible for the Ministry of Defence planning and co-ordination of the three Services' participation at the investiture, was created a Commander of the Order of the British Empire (Military Division) in the Investiture Honours List.

WENT TO CAERNARVON



Diane Eccles



Patricia Taylor

Representing the Queen Alexandra's Royal Naval Nursing Service at the investiture were Diane Eccles and Patricia Taylor (pictured above), and Elizabeth Williams and Margaret Jones.

AWARD FOR 'QUAKE AID'

The Wilkinson Sword of Peace for the Royal Navy for 1968 has been awarded to the 7th Mine Countermeasures Squadron. It was presented at the Cutlers Hall, London, in July by Admiral of the Fleet Earl Mountbatten of Burma.

A sword is awarded to each of the three Services for outstanding efforts in fostering good relations in territories in which they are stationed. Making the presentations, Earl Mountbatten spoke of the works of mercy carried out in peace-time by the Services, and praised the imaginative idea of the sword.

Cdr. I. W. Powe, now training commander of H.M.S. Vernon, received the award on behalf of the 7th Mine Countermeasures Squadron for its services when an earthquake of major disaster proportions occurred in Sicily in January 1968.

Four ships of the squadron, under the command of Cdr. Powe, with R.F.A. Sea Salvor in support, sailed with tents, blankets, stores and medical supplies, doctors and soldiers.

The four ships were H.M.S. Walkerton, Ashton, Stubbington and Crofton.

Throughout their time on the island all ranks served with

exemplary discipline and leadership and they carried out relief work under the most squalid conditions, with little food and warmth.

Pretty Wren Air Mechanic Catherine Higgins (right) has been voted pin-up of 767 Squadron and selected to sit on a model of a Phantom which is competing in carnivals. Already she has carried off a first prize at Stratford-upon-Avon and a second at Hamble.

Catherine (22) is engaged to a pilot in the Dutch Navy and they marry at Christmas. "One day he flew in on a training detachment to Yeovilton," she said. "I marshalled him in and refuelled his plane and that's how we met."

PHANTOM PHEMALE



The house that Jack built

Now is the time to start saving. And the easiest way to do that is to make an allotment — either to the Post Office Savings Bank or to the Trustee Savings Bank.

You can allot to:

The Post Office Savings Bank
The Trustee Savings Bank
National Savings Certificates

NATIONAL SAVINGS

Talk to your Supply Officer about it. Or write to The Secretary, H.M. Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex.

WRONG INFORMATION SENT TO JELlicoe

Blunder before Jutland

Was an extraordinary blunder responsible for the outcome of the Battle of Jutland? The Germans claimed the battle as a decisive victory: the Royal Navy maintained it was a success for British forces in that, like a boxer who retires to his corner and does not come out again, the Germans did not return to the fray.

On May 30, 1916, a coded signal from the German Admiral Scheer was intercepted and enabled the Admiralty to warn Admirals Jellicoe and Beatty that there were indications that the German High Seas Fleet might put to sea early on the morning.

Jellicoe sailed from Scapa Flow and was actually at sea three and a half hours before the enemy had weighed anchor.

On the morning of May 31, the Director of Naval Operations asked the cryptographic department which deciphered the German coded signals, where the directional wireless placed the German call sign DK used by Scheer's flagship, the *Friederich der Grosse*.

SIGNAL SENT

On being told Wilhelmshaven, the Director had a signal passed to Admiral Jellicoe that the German flagship was still in the Jade River at 11.10 that day.

Anyone in the cryptographic department could have told the Director that Scheer used this call sign only when in port, and that when the flagship went to sea he transferred it to a shore signal station and used another.

The immediate effect on Jellicoe was that there was no likelihood of contact with the enemy for many hours to come.

Jellicoe therefore reduced speed a little in order to economize on fuel, and also to "vet" neutral ships he encountered and ensure that they were not enemy ships in disguise.

MORE DAYLIGHT

Had he not slowed down he would have arrived in the battle area earlier than he did, and thus have had more daylight left for fighting, and would have been up in support of Admiral Beatty's battle cruisers.

Professor A. Temple Patterson, Emeritus Professor in the University of Southampton, has produced a first-class book, "Jellicoe: a biography," published by Macmillan and Co., Ltd., at 55s.

Professor Patterson's book reveals Jellicoe as a sober and clear-headed realist, but one who "is so extremely anxious about the work that he really does too much. He must learn to work his captains and staff more and himself less" (Admiral Sir Frank Bridgeman).

"Unhappily," says Professor Patterson, "this was a lesson that Jellicoe never fully learnt."

SOUND REASONS

Much has been written about Jutland and those who conducted the battle, but what is brought out in this biography is

that for his every action Admiral Jellicoe has good, sound reasons (many of which he had given before the battle) for acting as he did, and it must never be forgotten that any failure on his (and the Navy's) part would have placed the nation in jeopardy and, maybe, the war could have been lost.

Although, as befits the story of a man who held the fate of the nation in his hands, much of Professor Patterson's book concerns Jutland, the biography deals most adequately with Admiral Jellicoe's whole life and work.

For all lovers of the sea

Naval readers, and especially those who are yachting enthusiasts, will find absorbing reading in the latest volume by Capt. H. M. Denham, R.N. (ret.) — "The Tyrrhenian Sea."

In this delightful area of the Mediterranean off the west coast of Italy, "during average summer months winds from a N.W. direction predominate, blowing mostly with a strength of force 1 to 3 and seldom more than 4 or 5."

Add the Mediterranean sunshine, and the prospect of cruising in the Tyrrhenian Sea sounds like Paradise to the English yachtsman.

The fascination of Capt. Denham's style is the mass of potted history and legend he manages to pack into a practical book for the sailing enthusiast.

NEW ON THE BOOKSHELF

The Tyrrhenian Sea is steeped in history from Hellenic times, but it is the association with Nelson and many of his sea battles which will excite the attention of the naval reader.

To the fortunate few who will one day have the opportunity of taking a boat to the Tyrrhenian Sea, the book abounds in plans, sketches and maps to supplement the information on pilotage, but the armchair traveller will find the same information as a background to bring to life the reality of bygone days.

Published at 55s. by John Murray, "The Tyrrhenian Sea" would make a handsome and welcome gift for any sealoader.

St Vincent

In the year which has seen the deletion from the Navy List of H.M.S. St Vincent, the new entry establishment at Gosport, the Conway Maritime Press, Conway Chambers, 130, Lordship Lane, East Dulwich, has reprinted "A Narrative of the Battle of St Vincent" (25s.), first published in 1797 — the year of the battle.

The book is an eye witness account by Col. Drinkwater Bethune, and contains "Anecdotes of Nelson before and after the Battle."

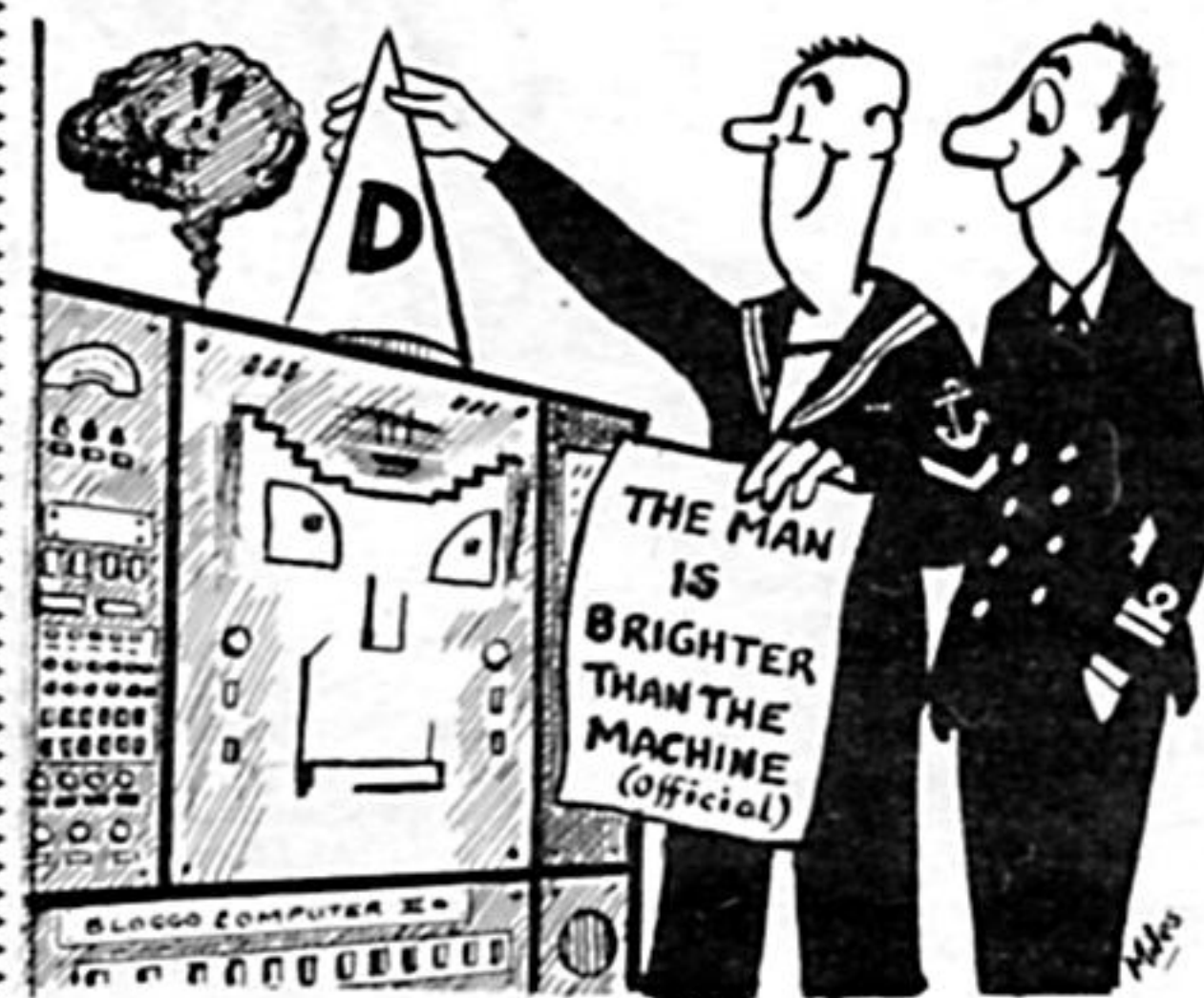
Those interested in naval history will be delighted with the book. It contains nine battle plans showing the dispositions of the ships of the two fleets throughout the encounter, and the manner in which the British Squadron, commanded by Admiral Sir John Jervis, was handled.

French ships

Continuing the excellent volumes of the Navies of the Second World War, Macdonald & Co. (Publishers) Ltd., 49/50, Poland Street, London, W.1 have published two volumes of "The French Navy" (15s. each volume).

The interesting introductions cover the history of the French Navy from 1914 to the end of the Second World War, and each volume has lists of all the various classes of ships, together with full details of dimensions, armament, etc., and innumerable photographs and plans.

WHEN IT COMES TO INTELLIGENCE...



Computers may be technical masterpieces, but when it comes to intelligence, men are still the masters.

This is as true of the advanced computer systems used in ships of the Royal Navy as of computers in business.

And the authority for these opinions? — The Admiralty Surface Weapons Establishment.

For instance, where a high degree of intelligence is needed in fighting a battle, a computer can be practically useless; the computer is at its best doing high speed arithmetic but the man is supreme where complex and unexpected situations arise.

The problem of bringing the mobile, flexible human brain into a system employing computers is something which concerns ASWE.

The danger is of stopping Navy personnel doing the things at which they are best — sizing up a situation and making instant decision in a new situation using past knowledge and experience.

The problem is of devising a system to allow both

Just ask Jack!

computer and man to do the task of which each is best capable.

The fact remains that in an age of electronic wizardry men are still very useful things to have around in ships.

The Admiralty Surface Weapons Establishment, which stands high on Portsmouth Hill overlooking Portsmouth, is something which many "locals" take for granted, while at the same time surrounded with something of an air of mystery.

In July the "lid was taken off" for Pressmen to have a glimpse of some of the important work which goes on there. Although some projects were completely excluded for security reasons, much of the Establishment's work does not come into this category.

The visitors saw something of the Establishment's wide field of activity, much of which has commercial and industrial application.

JELlicoe

A. Temple Patterson

The first biography based on all available sources, including the Jellicoe Papers.

"... exceeds expectations. Admirably succinct, it allows the character of the man to shine through" *Daily Telegraph*

"... a sympathetic appraisal... Professor Patterson delineates clearly the burdens that Jellicoe bore" *Observer*

55s MACMILLAN

Chopper squadron forms

A new Fleet Air Arm helicopter squadron formed at R.N. air station Sembawang. Guest of honour at the commissioning

ceremony of the new 847 Naval Air Squadron was the Commander Far East Fleet (Vice-Admiral W. D. O'Brien).

The squadron operates powerful Wessex Mk. 5 helicopters, specially developed for the troop lift role, and many of the squadron personnel have recently arrived in Singapore from the U.K.

Formation of the squadron will give added air support, even greater flexibility and provide valuable training facilities to the Royal Marines

BULWARK AT VENICE

Illuminated Bulwark added brilliance to the night scene at Venice, when the commando ship visited the port on July 10 to 15. The building is the Doge's Palace.



PAY-



An impossible task which must not fail is how the Royal Navy sees the setting up of a new pay structure by April next year, following the acceptance by the Government of the Prices and Incomes Board report.

The Services have had such a thumping in recent years that nobody need be surprised at prevailing scepticism about the outcome of the next nine months.

As over the formulation of the Navy's future role, uncertainty now continues on the question of money and conditions.

The demoralizing effect of suspense is too obvious to need emphasizing, and in the Navy the present situation has not been helped by some aspects of the very efforts to apply soothing balm.

Over two years

For instance, there has been wide quotation of the statement that the amount of next spring's

Uncertainty, but prospects far from gloomy

rise might have to be spread over two years. By inference, the implementation of the pay structure and improved financial provisions of various sorts could be so joyous that even over two years the effect would be a real new deal.

But the Navy — who can say without cause — eyes any suggestion of splitting up or putting off as simply another example of jam tomorrow.

One of the most unfortunate aspects of the present situation is the gossip about what happened in the Australian Navy over "job comparability."

The story is told that a ship's photographer, because of a civilian shortage in his trade, had his pay upped so far on "comparability"

grounds that he was getting more than his commanding officer.

Less important than the truth of the tale is that it is being told, and undoubtedly the Aussies haven't yet got over the painful effects of their changed pay structure.

It is difficult to visualize in the future Royal Navy a structure which would revolutionize existing differentials in category pay levels, but the job evaluation is an essential part of the exercise if the Service is not to be tied to present pay limitations.

The main Job Valuation of ratings is progressing well. All the leading hands to be interviewed have now been seen, and the Judging Panel (which includes a senior naval captain) is now touring various ships and establishments so that they can allocate points.

The evaluation teams are visiting industry to obtain comparative figures, and it may be of interest that, for the three Services, 756 jobs in some 200-300 different firms are being looked at.

Included in the firms are 11 major shipping companies.

Comparisons

When the points have been assessed in both Service and civilian cases, they will be compared with the earnings data collected by the consultants from industry for the week 7th-13th June; these figures will be rechecked in January.

It is hoped at the end of all this that the points awarded to the 22 different naval ratings who have been evaluated at leading hand level will be sufficiently close together so that one rate of pay will cover them all.

In this way the Navy will avoid any suggestion of a pay code such as the Australians introduced last year.

Job Evaluation of artificers, submarine ratings and the W.R.N.S. is also under way or being planned.

Check points

Some General Service CPOs and POs will also be evaluated as check points for the other surveys, but in the main the pay of a rating other than leading hand will be determined by extension of their pay rates with cross references being made to the check points and to the artificer survey.

But, at the end of it all, it is the Ministry of Defence (Navy) who are responsible that the pay



Yet, in all honesty and despite every gloomy forboding, the outlook is very much brighter than the gossip might suggest.

One major doubt is the realization of the enormous task facing the Navy's team engaged in the pay structure work. Nobody envies them their job, and nobody could be surprised if they stumbled a bit on the time schedule.

Yet they must not fail. Feeling is too strong to contemplate thinking about jam the day after tomorrow.

It is as if the whole pay structure had reached such complexity that it had to be cut off level and a new beginning made.

Rules axed

That new beginning is to be based on the P.I.B. report which has already chopped out bad rules and pointed the way for the axing of others.

Despite understandable doubts about accommodation charges and the like, no-one reading the report can deny the authors a tribute for painstaking inquiry and an understanding in depth of the issues involved.

Standing aside from all this, and rather unnoticed, is another matter of importance.

The little already achieved by the report points to another lesson — the need for new negotiation machinery as well as a new pay structure.

Better machine

Anyone reading the report and conversant with naval conditions will say, "But we have been trying to get that for years without a glimmer of success. Now the P.I.B. have done it with a stroke of the pen."

The question is inescapable: "Why have these improvements been blocked so long?"

Efforts should be made to fashion a better machine as well as a better way of life.



code to be introduced next April is applicable to naval conditions of service.

Assessment of the X factor — adjustment of pay to compensate for the disadvantages of Service life — is the biggest question mark of the whole business, being open to the widest conjecture.

Of all the Prices and Incomes Board report, and subsequent negotiations, this would appear to be the subject for "wait and see." Any other course is "rather like a sword fight in a dark cellar in the middle of the night, every vicious swish sounding like a decapitation when in fact it might have been a miss by a mile.

Construction now Starting- New Federated Homes for occupation this year - homes like this...



Because of our high quality construction we are able to offer 95% mortgages on the majority of our properties subject only to income. This means that for as little as £200 deposit and a monthly repayment of £25.19.0 you could be living in a Federated Home. Under the new Government Option Scheme you can take advantage of the 6½% mortgage interest rate hence making home ownership less expensive. Send today for full details of this development by completing the coupon below.

at Watersedge Park, Portsmouth

FEDERATED HOMES

Federated House

70/70A Queens Street

HORSHAM, Sussex. Telephone 62371



Please send me details of your development at Portsmouth:-

NAME

ADDRESS

(N.N.)

Royal Navy's aircraft

No. 19

Victory flypast

PHOTO POSTCARDS

Photo postcards of the aircraft left and others of this series are obtainable from



The Blackburn Firebrand

veteran

First conceived as early as 1940, the Blackburn Firebrand did not reach a first line squadron until 1945 and consequently saw no action in the Second World War. Its original role as a short range interceptor was changed to torpedo-strike fighter during these five years.

The prototype, fitted with a Napier Sabre III, first flew in February 1942. It carried no armament, but the second prototype was fitted with four 20-m.m. guns.

It soon became apparent that the Seafire enjoyed a lead in performance over the Firebrand and was decided to utilize the Firebrand's load-carrying capacity for torpedo work.

Accordingly, the Firebrand Mk II prototype was equipped to carry an 18-inch torpedo between the wheel bays in the widened centre section and it first flew in March 1943.

Air Station Ford, and became the first Fleet Air Arm squadron to fly single-seat torpedo aircraft since the Blackburn Dart had been retired in 1933.

No 813's Firebrands participated in the Victory flypast over London in June 1946.

813 Squadron also operated with H.M.S. Illustrious and embarked in H.M.S. Implacable. As an all-round strike squadron, 813 were required to be ready to operate with torpedo, bombs, rockets, cannons, camera or on occasions even to lay mines.

EXERCISES

Exercises in which this squadron took part, were Goldfish, Broadside and Emperor in 1950; Bonny Flow, Seagull, Tantallon, Progress and Assess in 1951; and Bounce and Annals in 1952.

827 Squadron were also equipped with Firebrand aircraft and served in H.M.S. Eagle.

The final variants, the Mk V and Mk VA, incorporated detailed improvements to the

"Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s. Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher and Sea Vixen.

Technical data

Firebrand Mk. V

Description: Single-seat torpedo-strike fighter.

Manufacturers: Blackburn Aircraft Co. Ltd.

Power plant: One 2,500 h.p. Bristol Centaurus IX.

Dimensions: Span, 51ft. 3 1/2 in.; length, 38ft. 11in.; height, 14ft. 11in.

Weights: Empty, 11,835lb.; loaded, 17,500lb. (maximum).

Performance: Maximum speed, 350 m.p.h., or 342 m.p.h. with torpedo. Cruising, 256 m.p.h. Range, 740 miles. Service ceiling, 28,500ft.

Armament: Four 20-m.m. Hispano guns in wings and provision for one 1,850 torpedo, or two 1,000lb. bombs or rocket projectiles.

elevator and aileron controls. Production of this variant ceased at the end of 1947 and the Firebrand was superseded in 1953 by the Westland Wyvern.

ESKIMO SPLASH BRINGS TURKISH DELIGHT

When H.M.S. Eskimo paid an informal visit to Izmir, one of the main purposes was to demonstrate the Wasp helicopter, in which the Turkish Navy has expressed interest.

The first day was spent at sea with 25 senior officers of all three Turkish Services embarked, and during the day they watched a demonstration of the Wasp's capabilities.

The Royal Marine who abseiled straight into the sea was a cause of much Turkish delight

and there was more enjoyment at tea-time when a Turkish captain gave an impromptu demonstration of conjuring tricks in the wardroom.

During the rest of the visit some of the ship's company went on a boar hunt and several bus trips were run to Ephesus.

The boars had a low opinion of naval and R.M. gunnery, however. Only two were shot and by the end of the day hunters must have been considerably

more exhausted than the hunted.

In return for much hospitality the wardroom gave a cocktail party and the ship, floodlit at night, was opened to the public.

One of the most successful events was a visit on board organized for children of the British community and their friends.

Among the guests was a three-year-old Eskimo girl, the adopted daughter of an American Serviceman. She was presented with a ship's crest and picture, and the ship hopes to keep in touch with her.

MODIFICATION

In December 1943, the Firebrand Mk 3 was produced, fitted with a Centaurus radial engine. This variant lacked directional control on take-off and after modification by enlarging the fin and rudder it went into production as the Firebrand Mk 4, making its first flight in May 1945.

In September 1945, No 813 Squadron re-formed at R.N.

Canal bank house dips flag to Duncan

Fresh faces at Portland these days are the men of H.M.S. Duncan, latest addition to the Portland squadron.

For the past ten years the anti-submarine frigate has been attached to the Fishery Protection Squadron as leader and latterly as a unit of the London-derry Squadron.

It was a sad day when the Red Hands of Ulster were pulled down and the familiar smells of the River Foyle, the trawlers, the crisp winds of the Clyde and the refreshing sprays of the Denmark Straits drifted into the past.

At Portland the Duncan is carrying out the task of training officers and ratings in the art of anti-submarine warfare.

VISITS A SUCCESS

Recent visits to Brussels and Brest have proved a great success.

The trip up the narrow canal to Brussels was made no easier by the actions of local barges, who insisted on having the right of way at all times.



This was compensated for by the crowds which collected on the banks as the ship passed through towns.

One of the more unusual

Wives were among the happy visitors to H.M.S. Duncan on the ship's families' day. Above, LS Anthony Long, of Southampton, explains a point to his wife Janet. Left, CE2 John Latter, of Fareham, answers a question from his wife Margaret.



incidents occurred when a semi-detached house on the canal bank saluted the ship by dipping a Scottish flag, a heart-warming sight to the commanding officer, Lieut.-Cdr. W. M. Forbes, who has roots in that part of the world.

On the Duncan families' day at the end of June, many visitors spent a day on board at sea in perfect weather.

In company with H.M. ships Murray, Ulster and Wakeful, demonstrations were carried out south of the Isle of Wight of manoeuvring, mortar firing and light jackstay transfers.

At a squadron anchorage in Sandown Bay an excellent lunch was enjoyed.

Psst!
Heard about Naafi's money-saving car or caravan **HP**?

It's great!

You can get big discounts on new cars when you buy through Naafi-with low **HP** charges



Naafi doesn't actually sell cars or caravans. Its part is to see that you pay as little as possible for yours. *This is how:*

Big discounts on new cars

Austin, Morris, Triumph, Rover 15% discount

if you are being posted abroad or moving from one overseas country to another

7½% — 12½% discount on most popular British cars bought in the UK for UK or overseas use with full dealer services including delivery where you wish (e.g. to meet you at the airport if you are returning from overseas).

Low HP charges without strings such as annual subscriptions.

Other Naafi advantages: free personal insurance ☐ deposit saving to build up a deposit for a future purchase ☐ insurance cover at reasonable cost and prompt cover if you are posted ☐ insurance cover against three-quarters of your liability to purchase tax and import duty if prematurely repatriated from overseas.

For biggest savings on car or caravan HP complete the coupon and send it today

Car Sales Manager, Naafi, London SE 11
Please send me details of Naafi HP facilities without obligation. I am interested in

NAME
(block letters)
ADDRESS
(block letters)

- ☐ New car for use in _____ (state country)
☐ New touring caravan
☐ Used car
☐ Deposit saving (to enable me to build up a deposit for a future purchase)

Please tick whichever applies

Post
this
today

THAT'S APOLLO BEHIND THEM



POLARIS CAPTAINS TRY 'SPACE VOYAGE'

(Continued from Page 1)

electronic consoles and paraphernalia there are the machines which can produce an exact simulation of a lift-off from Earth, passage to the Moon, and landing.

The astronauts spend monastic lives here, hidden from public view while they train in command capsules and Moon landing bugs, with cameras and models so ingeniously arranged around them that by working their instruments and looking out of the windows of their ships, they can see exactly what will happen when they do the actual job.

This explains why they are so calm and professional when it comes to the lift-off and mission. It is because they have done it before, even if only visually in a mock-up.

Took off shoes

Cdr. Tony Whetstone and Cdr. Phil Wadman, the captains of the British Polaris submarine Repulse, have been into the command capsule simulators, lain on the astronaut stretcher seats, and been instructed in a lift-off and mission by such astronauts as Stafford and Cernan.

When the captains entered the holy of holies, the Mecca of the Space Era, they had to remove their shoes just as pilgrims do when they reach the real Mecca.

Inside the command capsule it is a fascinating and slightly eerie experience to lie there with the controls under your hand and watch a Moon landing vehicle recede away from you into space — and by another movement of your hand — come sailing back. Just like the real thing.

Majestically

The Press Site is rather like a football grandstand. There is a steep stairway leading to an observation platform, which looks out over the stunted scrubland of Cape Kennedy to the gigantic religious totem pole of the Saturn rocket in the distance.

It was there that British Polaris sailors from H.M.S. Renown, under the command of Cdr. Kenneth Mills, gathered with the Press and the million who went to worship the god of space on July 16.

When that Saturn V rocket lifted majestically off, the whole of Cape Kennedy — right down to Coca Beach and Patrick Air Force Base nine miles away — shuddered and shook as if caught in an earthquake. History was witnessed in the reverberating making. Man went to stand upon the Moon.

Orpheus for Singapore

H.M. submarine Orpheus commissioned at Chatham on June 27 and, after work-up in Scottish waters, will sail for service with the 7th Submarine Division in Singapore.

The Orpheus, commanded by Lieut.-Cdr. D. M. O'Brien, was first commissioned in 1960.

In April, 1967, she was taken in hand at Chatham for conversion from a standard Oberon class submarine to Onyx class.

Within an hour of the splash-down from the successful Moon landing mission, the British Polaris submarine H.M.S. Renown nosed out of the tight land lock.

A week after the Moon landing mission, the British Polaris submarine H.M.S. Renown nosed out of the tight land lock of Port Canaveral and cleaved the gunmetal grey sea on course to its first practice missile firing.

There was an atmosphere of tension. This might be the third British Polaris submarine to fire a practice missile. What most people did not realize was that it was the very first nuclear-powered submarine to come from Cammell Laird's.

So, in its own way, it was as much of a pioneer as the Resolution, the first Polaris submarine to fire at the Cape.

The work-up period at the Cape for the crew of any British Polaris submarine is a taut, exacting, nerve-ruffing business. The crew get edgy. They know they are on trial, and they also know that they are expected to succeed impeccably.

This is enough to put a strain on any man, no matter what position he holds in the crew.

Now came the time of testing for the Renown. All those huge white radar saucers, which probe and strain their skeletal necks to follow the glorious trajectory of Moonships, were now ready to monitor the Polaris missile from the British submarine.

Count-down

The count-down is heard from the escorting American destroyer, full of British and American spectators, Press and television men. A thousand yards from the escorting destroyer the orange telemetry mast of the Renown protrudes from the water with a jaunty confidence.

In the clear blue above, gigantic military planes with protuberant noses full of probe apparatus patrol and bank to monitor the

Six sailors from the Polaris submarine H.M.S. Repulse, photographed in front of the Apollo 10 moonship at Cape Kennedy. They were touring the space centre while relaxing from the submarine's work-up for missile firing.

missile as they did for the Moon shot.

And the count is: "10, 9, 8, 7..." It is completely silent now except for that tinny voice over the loudspeaker "4, 3, 2, 1..."

The surface of the sun-shaded sea suddenly boils into spray. The black and white striped missile leaps from the depths soundlessly.

And just as you expect it to fall, a bright yellow incandescence lights under its tail, and a tearing sound slashes across the silence of the sea, hitting the escorting destroyer.

Up goes the wasp-flanked missile; slowly at first. You can actually see it turning and adjusting itself into trajectory.

"She's down range and on the button." The laconic tinny voice from Control proclaims triumph for the British aquanauts in the American astronaut project.

The lunar module is much bigger than people imagine. The author of this article is seen leaning on the bracing struts of the module, with a simulated Moon landscape under foot, at the Cape Kennedy Space Centre.



'Cut price' chance to be 'first-footers' in Antarctica

What should be the most ambitious Services' expedition to be mounted since the war will take place in 1970/71.

A Joint Services Expedition of ten officers, N.C.O.s and other ranks, together with a handful of scientists, to be led by Cdr. Malcolm Burley, is planned to fly to South America in October, 1970, being landed by helicopters from H.M.S. Endurance, on the Elephant Island group in the South Shetland Islands just off the Antarctic mainland.

Exploratory and scientific work in the Antarctic will extend over several months, and the team would expect to be picked up by H.M.S. Endurance and return to England by air in April, 1971.

The purpose of the expedition is to provide training and experience of an expert and advanced type for leaders of future expeditions or adventure training, and the aims in the hitherto unexplored Elephant Island area will be topographical, geological, glaciology, zoology and botanical.

SHACKLETON LINK

Further aims will be to search the beach camp sites at Cape Valentine and Point Wild for traces of Shackleton's Imperial Trans-Antarctic Expedition's occupation when they were marooned in the area in 1916, and to make first ascents of as many mountains in the area as possible.

Although members will be on duty throughout the expedition, they will be expected to make a personal contribution towards the expedition costs, and to give up a proportion of their annual leave entitlement.

While some experience of

climbing, preferable in snow and ice conditions, is necessary, it will not be expected that everyone should be an expert.

The prevailing Antarctic conditions and the tasks to be attempted will, however, call for a high standard of fitness, considerable stamina, and qualities of determination and endurance.

APPLICATION FORMS

Volunteers may apply to be considered for participation provided they are 21 years of age or more. A Defence Council Instruction is being issued which sets out the form of application and which is to be suitably endorsed by the applicant's commanding officer and sent to the Ministry of Defence through the normal Service channels.

Applications must reach the Ministry of Defence not later than October 1, 1969.

The first recorded landing on Elephant Island was in April, 1916, by Sir Ernest Shackleton and the survivors of his Imperial Trans-Antarctic Expedition.

His expedition ship, H.M.S. Endurance, had been crushed by the pack ice in the Weddell Sea six months earlier. The expedition, after a period drifting north-west on the ice, eventually reached sanctuary on Elephant Island in their three boats.

The only other recorded landings occurred in 1922, when small parties were landed on beaches from the expedition ship Quest while she was at anchor off the island, and also about ten years ago when a small scientific party from the British Antarctic Survey made a further beach landing.

Some battles we'll help you win.

The bills. We'll take care of your regular subscriptions, insurance premiums, and hire purchase payments.

Your budget. Pay by cheque — keep tabs on what you spend. You know exactly what you are doing with your money.

Investment. Put your spare cash into National Savings Certificates, Unit Trusts or Stocks and Shares. We'll gladly advise you.

Insurance. We can help you choose the right Insurance scheme: give advice on life, personal effects, household and motor policies.

Our services are explained in special leaflets available on mailing the coupon below.

To Mr. D.P. Gardiner, Services Liaison Officer, Lloyds Bank Limited, Cox's and King's Branch, Pall Mall, London, SW1. Please send me full details of your services to the Services.

NAME

RANK

ADDRESS

Lloyds Bank,
helpful people



THE 'SHINY SHEFF' MEN MEET AGAIN



24 branches join in '21st' parade

With standards flying in the breeze, the Royal Marine Band of H.M.S. Hermes in attendance, and with men, many of whom had seen service in two World Wars, stepping out bravely, Shipmates of No. 3 Area held their 21st anniversary parade in the Royal Naval Barracks, on Sunday, July 20.

Many of the men were able to recall the time when the parade ground was "holy" — when all men below petty officer and under 35 had to double across it.

There are 24 branches in No. 3 Area, which covers Hampshire, Sussex, Isle of Wight and Wiltshire, and the branches were represented by contingents totalling about 350 members and standards from nearly every branch.

The salute at the march past was taken by Rear-Admiral A. M. Power, Flag Officer Spithead, who, before the parade dispersed, addressed the contingents.

Admiral Sir John Luce, president of the Royal Naval Association, together with Admiral Sir Frederick Parham, a former president and now vice-president, and Rear-Admiral Sir L. Edward Rebbeck, president of No. 3 Area, were also present.

Following the march past the Rt. Rev. Noel Chamberlain, Assistant Bishop of Portsmouth, a former Chaplain of the Fleet, conducted a short dedication service.

Admiral Rebbeck made a presentation to Shipmate Arthur G. Legg, Area secretary for the

past 21 years.

There was a reunion in the evening in the Victory Theatre.

So successful was the reunion of ex-H.M.S. Sheffield officer and men at the "Shiny Sheffield" public house in Sheffield on June 10, that the affair is to become an annual one.

The public house recalls the cruiser's nickname, and notice board for leaving messages for ex-shipmates occupies a prominent place.

Among the more than 100 men from all over Britain who were present was ex-Chief Stoker T. Bolton, of Edinburgh, who served continuously in H.M.S. Sheffield for 12 years.

Admiral Luce at Lichfield

The Lichfield branch, after an effort which lasted 13 years, now has its own club premises, and the members are rightly proud of their new acquisition.

The official opening took place on May 31, the ceremony being performed by the National President, Admiral Sir David Luce, who was accompanied by Lady Luce and other guests, including the Mayor of Lichfield.

The Admiral was piped on board by the local sea cadets, who also provided the armed guard for the occasion.

A plaque was provided to mark the opening of the club.

N. Abbot trips

When the standard of the Sidmouth branch was dedicated, members of the Newton Abbot branch attended the ceremony, the branch standard being carried by Shipmate R. Dolbear, escorted by Shipmates O. Bourne, R. Hooper, and C. D. Lewis.

The salute at the march past was taken by Admiral Sir Arthur Peters.

Among the various Newton Abbot branch activities recently have been trips to Exmouth and to Cater Court for the annual barbecue.

The "ladies" Section, too, has been active, with trips to Whimple, where a visit was made to a cider factory, Teignmouth, Compton Acres and Weymouth, Paignton and Torquay.

Fayre profit £70

When the Dartford branch decided, in 1968, to hold a May Fayre in 1969, the secretary told the branch that a lot of hard graft would be required to make it a success.

Certainly there was plenty of hard work, but the shipmates buckled-to and the affair was a splendid job of work.

The Fayre, which was opened by Mrs. E. Millns, wife of Capt. F. L. Millns, the branch president, realized a profit of £70.



THE ROYAL NAVAL ASSOCIATION

INCORPORATED BY ROYAL CHARTER

Patron: H.M. The Queen

Head Office: 2 Lower Sloane Street, London, S.W.1.

"UNITY—LOYALTY—PATRIOTISM—COMRADESHIP"

REUNION CRITICS

At a recent meeting of No. 4 Area, held at St Austell, the fact that seats for the Reunion were £1 per head, regardless of where people sat, was adversely commented on.

Representatives felt that the £1 charge might prevent a number attending who would go if the charge was only 10s., and that the previous arrangement, where seats were graded in price according to position, should have been maintained.

The Area representatives agreed to hold an Area Rally and as the most central point for this appeared to be Yeovilton, the Commanding Officer, H.M.S. Heron, would be approached for permission to hold it at the Naval Air Station.

Purley jaunts

Social activities continue to play a big part in the life of the Purley and District branch. Following the Area Rally at Chatham, the branch entertained members of the Finsbury branch and a visit was made to the Eastbourne branch.

DISCIPLINE AND RELIABILITY

In the June issue of Navy News, Capt. G. O. Roberts, the principal guest at the Purley branch annual dinner, was reported as having said: "Service conditions and discipline were much easier today."

Capt. Roberts, in a letter to the editor, says: "What I did say about discipline was — It is a

long time since the ultimate sanctions in naval discipline were the yardarm and the lash."

He goes on: "In other newspapers the word discipline is commonly misused these days, and we often read that someone has been disciplined, when the true message is that some degree of punishment has been meted out."

"All ought to understand that a well-disciplined person is a reliable person."

"Those who have the well-being of the Service at heart should be in favour of improvements in conditions of service, and be anxious for the preservation of naval discipline."

President travels 120 miles to attend Cork meetings

In a letter to the editor, Shipmate F. J. O'Mahony, secretary to the Cork and County branch, says that the branch is still very active, both socially and in welfare matters, and ex-service readers visiting the city would find a warm welcome at the branch's headquarters — the British Legion Club at 115, Oliver Plunkett Street, Cork, within 30 yards of the General Post Office, right in the centre of the city.

The branch treasurer, Shipmate J. B. Healy, is also the chairman of the Legion branch, and one of the two bars and the lounge are always available for meetings and social events.

Shipmate O'Mahony says: "Our president — Capt. P. M. B. Chavasse — lives about 60 miles out of town, but he seldom misses a monthly meeting, a round trip of 120 miles. This emphasizes the dedication that the president, the chairman, the committee, and the members have to the association."

"We are the only active R.N. Association in the 26 counties," says Shipmate O'Mahony, "and although our main concern is welfare, the finding of employment for ex-naval members is also a very important function."

ANNUAL DINNER

The highlight of the social events is the annual dinner. The next one, on November 13, will be the 12th, and what originally started off with approximately 40 members has now snowballed closer to the 300 mark.

Shipmate O'Mahony says that if any reader wishes to contact any old shipmates in the Cork area, the branch will be only too glad to put them in touch.

Sea dedication

Instead of the usual church parade, the standard of the Redcar branch was dedicated at sea on Whit Sunday — May 25 — during the annual R.N. memorial service off Spurn Point, Hull.

The dedication service was conducted by Canon D. G. Snelgrove, Rural Dean of Hull.

The Redcar branch club was opened on July 11, and hundreds of requests for membership forms for both full and associate membership are being received.

Arrangements are being made for the "official" opening.

Chairman dies

An H.M.S. Lively survivor, ex-CPO Dick Herron, the Durham City branch chairman, died on June 28.

Shipmate Herron joined the Service in May, 1924, leaving in July, 1948. He became a member of the Durham branch in

1950 and has been chairman since 1963.

A keen member, he was branch delegate, branch area representative and vice-chairman of No. 11 Area, and was also the R.N.B.T. representative, in which capacity he did a lot of good work.

NEW LAYBURN ENSIGN MARKS END OF AN ERA

At noon on July 25, the last White Ensign to be worn by an HM Ship permanently based at Malta, was hauled down, thus ending an era, when the Royal Navy and Malta were almost synonymous.

The honour of wearing this ensign fell to the Layburn, no sleek greyhound of the ocean, but a humble boom defence vessel conceived in the days when the White Ensign proliferated on the high seas. Of dignified, though antiquated appearance, she has spent her short eight years of life in and around the Mediterranean tending Ministry of Defence moorings, writes Lieut.-Cdr. R. H. Parsons, the commanding officer.

Often misspelt, occasionally miscast, seldom misguided, but never misunderstood, she has visited a great number of ports and has made many good friends. We shall miss them, especially our regulars, No. 1153 Marine Craft Unit, RAF Cyprus, the Army at Dhekelia and the Royal Air Force at Tobruk.

The Layburn recommissions in the near future with a civilian crew under the Blue Ensign and we wish them good fortune and hope they will have as much fun in her as we, her last RN crew, have enjoyed.

New A.D.C.s

The following officers have been appointed as aides-de-camp to the Queen:

Capt. P. Keith-Welsh, Capt. R. E. Roe, Capt. D. Williams, Capt. J. G. Raikes, Capt. E. M. Brown, Capt. M. S. Ollivant, Capt. N. E. F. Dalrymple-Hamilton, Capt. (Commodore) J. S. Le Blanc-Smith, Capt. E. G. Griffin, Capt. R. H. P. Elvin and Capt. H. R. Wykeham-Martin.

Association for past and present communicators

An association of past and present chief petty officers of the Communications branch is being formed, with the aim of making possible an opportunity for all those with a common interest to meet annually for a reunion, and to enable them to keep in touch with one another.

All serving and ex-serving communication chief petty officers are eligible for membership. Officers who served in this rating before promotion are also eligible. The question of associate membership is under discussion.

A well known senior Communications officer has been invited to become the association's first president.

A reunion is being held in the chief petty officers' mess, H.M.S. Mercury, on Saturday, September 13. All ex-communication chief petty officers who have not previously received an invitation are requested to forward their names

OTHER REUNIONS

An association has been formed for ex-Field Gun crews of the Fleet Air Arm. An annual reunion is held at Lee-on-Solent, and it is hoped to be able to run social functions in the future.

Ex-Fleet Air Arm field gunners should write to Mr. R. W. T. Marr, Flat 1, Fire Station, Lancaster Grove, London, N.W.3., for details and application forms.

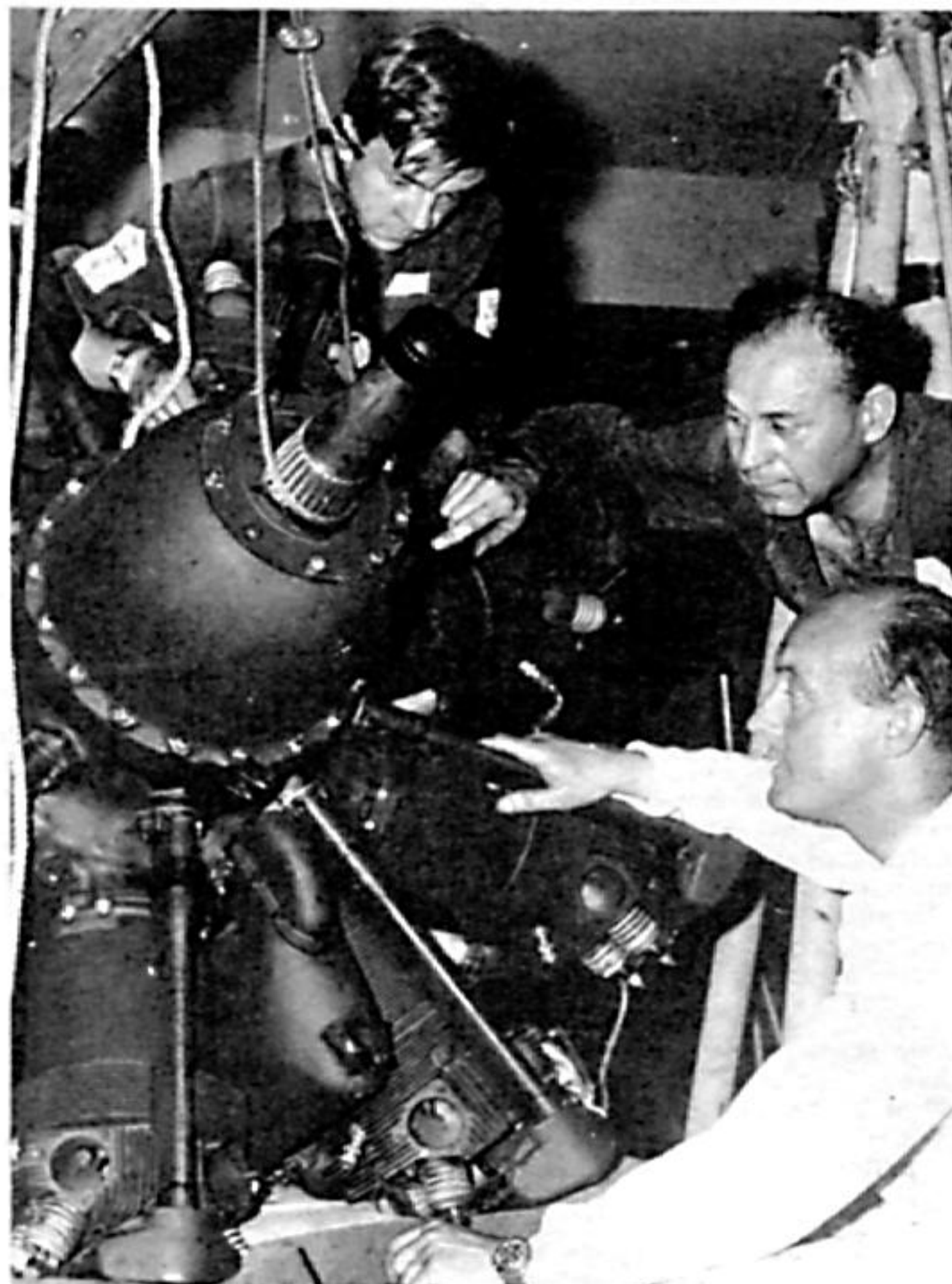
Reunion of the H.M.S. Barham Survivors' Association, September 27, in H.M.S. Chrysanthemum. Tickets, men only, 25s. Details: Mr. Len Horner, 10 Astbury Road, Peckham, London, S.E.15.

Harwich Naval Force Association (1914/1918) reunion, October 7, Victory Ex-Services Club, 63/79 Seymour Street, London, W.2, 7.30 p.m. Details: Capt. P. L. Gunn, Mill Cottage, Belchamp Walter, Sudbury (Suffolk).

CALLING OLD SHIPS

Mr. R. J. Barnes, 52, Westfield Gardens, Kenton, Harrow, asks if any reader has knowledge of H.M.S. Crescent (the 1892 cruiser which was sold in 1921) between the years 1908 and 1914. He is particularly interested in A.B. A. Barnes, and would like to see a photograph of the ship's company.

'Transplant' for a veteran



Lieut.-Cdr. Bob Evans, maintenance test pilot at the Royal Naval Air Station, Yeovilton, was a "transplant surgeon" at the Imperial War Museum.

He flies the Navy's last Fairey Swordfish, famous torpedo bomber of the Second World War, and in order to extend the flying life of the famous aircraft, it was decided to remove the engine from the Swordfish exhibit at the museum, and use it as a replacement for Yeovilton's 24-year-old veteran.

After the transplant, the Swordfish will once again be available for flying displays.

Admiral Frewen's 'new hat'

The flag of the Commander-in-Chief, Portsmouth, was struck for the last time on June 30. The same flag was raised again on July 1, this time for Admiral Sir John Frewen under his new title of Commander-in-Chief Naval Home Command.

This major change in the Navy's command structure means that Admiral Frewen will also "wear the hat" of Flag Officer Portsmouth Area Command, taking in Portland.

THE 'NEWS' DIARY



DAY TO REMEMBER

On the day of his retirement after 30 years in the

Royal Navy, Lieut.-Cdr. Harry Griffin was at the Royal Naval College, Greenwich, to see his daughter Lesley promoted to probationary third officer in the W.R.N.S. After the passing-out parade, Lieut.-Cdr. Griffin presented Lesley with his boat cloak (pictured left).

Photo: L/A C. Dalby.

Ganges 'on the road'

"Take a lorry, several photographs, some ship and weapon models, make a PVC cover over the whole, and you have a recruiting display." So thought Mechanician Richard Shephard, of Sheringham (Norfolk), and IREM John Hunter, of Fairfield, Liverpool.

But it was not quite as simple as that. With the unstinted help of the shipwrights and sailmaker, and a good deal of searching around for display items, they have realized their aim and the show is now on the road.

In fact they have already travelled all over East Anglia attending galas, fetes, and carnivals, and have represented the Royal Navy at Oundle School. Wherever the display has gone it has aroused a great deal of enthusiasm, and provoked many inquiries about the Navy as a career.

Market research reports that at least ten young men have gone to careers offices as a result of having seen the display.

Flower girl



Wren Lewisohn.

Wren Gillian Lewisohn was chosen to present a bouquet to the Queen when Her Majesty visited the Royal Tournament on July 16.

Gillian, who joined the W.R.N.S. in 1967 on a four-year engagement, is serving as a meteorological observer at R.N. air station, Lossiemouth.

Gillian's father and uncle served in the Royal Navy during the Second World War.

Lieut.-Cdr. Bob Evans (in white) accompanied by Chief Air Fitter Chris Forbes and Leading Air Mechanic "Red" Readwin at the removal of the Pegasus 30 750 hp engine.

Private eye

One of the amusements (in retrospect) of newspaper life is the "howler," often blamed on "printer's error" (he usually gets the kick anyhow), but quite as often the fault of the author in the use of unaccustomed technical phraseology.

A choice specimen concerns the visit of a V.I.P. to Portland, who (according to a newspaper report) "witnessed a display of flying, jock-strap transfers, replenishing, and surface long-range gunnery."



Still as Commander-in-Chief, Portsmouth, on June 25, Admiral Sir John Frewen met the executive staff of the Royal Sailors' Rests when he opened the new R.S.R. centre at Tipner, Portsmouth. They were (left to right): Mrs. Townsend (wife of the missionary in charge), Mrs. Way (wife of the Superintendent of the R.S.R. in Edinburgh Road, Portsmouth, Mr. Way, Mr. R. I. Sellers (treasurer of the society), Mrs. Savage (wife of the general secretary), and Mrs. Mather (wife of one of the trustees). With Admiral Frewen is Cdr. Mather.

HIS FATHER AT COLLEGE

It is not all that rare at Britannia Royal Naval College, Dartmouth, for sons, arriving for training to find their fathers already there.

However, it is not often that they receive instruction from them. Cadet Terence Jane, who is just finishing his first year at the college had instruction in Damage Control by his father, CPO Jane, chief shipwright on the staff.

CPO Jane teaches N.B.C.D. in addition to his other duties at the college, but does not think that he will be faced with a reversal of roles in the future, since he leaves the Navy after 27 years' service in 1972!

He has, however, served with his son already. In 1963 he was in H.M.S. Belfast when Terence was one of a party of Sea Cadets who embarked for a visit to Gibraltar.



CPO Jane, on the staff of the Britannia Royal Naval College, Dartmouth, instructs his son, Terence, in damage control.

Nursing 'chutist

Parachute jumping is the hobby of Nurse Lesley Anne Seward, of R.N. Hospital, Haslar, who has just completed a three-week course in free-fall parachuting at the Army Parachute Association establishment at Netheravon (Wilts).

Lesley, who gained her S.R.N. qualification last October, completes her four-year engagement with the Navy this September.

Her ultimate aim is to go to Africa, where she hopes to join a flying doctor service.

COMING to the CLYDE!

Scotland's leading Naval Outfitters are at your Service

UNIFORMS

CAPS & BADGES etc for

R. N. OFFICERS
P.O.s
RATINGS

JAMES MALCOLM
(Established 1904) LTD.

Scotland's NAVAL Tailor
229 ARGYLE STREET
GLASGOW C.2
Telephone: 041-221 3155

KINGSLAND SCHOOL

Hartley, Plymouth 71278

Boys Boarding and Day

Juniors to 11+

Seniors to 'O' Level. Academic and Practical.

The aim is to provide SMALL CLASSES with qualified and experienced staff so that boys can progress to G.C.E. 'O' Level in as many subjects as possible. For those with a disturbed education special remedial classes can be arranged.

Full Sports Facilities and Heated Swimming Pool.

Prospectus from Secretary.

DE BEER, KIRSCH & CO. INSURANCE AND MORTGAGE BROKERS

are happy to announce their appointment as principal agents for the Southern Region for the

TARGET UNIT TRUST GROUP

Why not share their confidence in our ability by letting us advise you on these, and other Unit trusts, Life Insurance, Finance & Mortgage requirements.

Over twenty representatives and managers at your service

Write, Phone or Call at our Office:

8 Bargate, Southampton. Tel. Southampton 22855

CLASSIFIED ADVERTISEMENTS

PERSONAL



A "GOOD COMPANION" or MARRIAGE partner can be YOURS - Which do you prefer?

"ASK" BARBARA WORTH'S BUREAU

(Good Companions)

Est. 1956

'to pilot you into a Harbour of Happiness or Marriage'

Send S.A.E. for Brochure:

Barbara Worth's Bureau (Regd.)
P.O. Box 307, Southwick, Brighton
BN4 4BN (Tel. Southwick 3633)

For Integrity and Discretion

THE BLANE BUREAU

(Introductions & Matrimony)

Write: 6 St Andrews Road, Gosport.

THE SOUTHERN BUREAU arranges introductions for friendship and marriage. All ages. Everywhere. — 3/15, Eastern Villas Rd., Southsea, Hants.

DUREX. Japanese, American, Continental goods at discount prices. Latest German Ripple/Swedish brands. Send for details of free dozen offer. — Premier, 388, Black Lion Street, Brighton.

SOMEWHERE, SOMEONE is looking for you! On our register? We can and will help you, it's our job! It's a very personal service and highly confidential. Act now! — Manchester Marriage Bureau, 24, Mosley Street, Manchester M2 3AY. Central 6719.

THE MARGARET MOODY MARRIAGE BUREAU, Dept. N. 1008, Anlaby High road, Kingston-upon-Hull, Yorks. The successful and efficient bureau in the North with a nation-wide clientele. Scrupulously confidential and discreet. Full details under plain cover on request.

THE MARRIAGE BUREAU — HEATHER JENNER, 124, New Bond Street, W.1, 01-629 9634. Edinburgh 031-667 5527. Bristol 0BR2 68441. Lancashire 0391 5 24005. Birmingham — Hereford 5276. Kent, Ham Street 255. Manchester 061-236 2321.

LONGING FOR LETTERS? Lonely? Unhappy? Write: Introductions, Jeans, Queen Street, Exeter, Devon.

FRIENDLY FOLK ASSOCIATION, The Terrace, Torquay (established 1943). Social introductions, friendship/marriage. All ages. Brochure free.

AUFREY ALLEN MARRIAGE BUREAU, POUGHILL, BUDE, CORNWALL. Established 1955. nation-wide, confidential. Details sent plain sealed cover without obligation.

SOCIAL SERVICE SOCIETY, 45a, Blossom Street, York. International Introductions, Friendship, Marriage contacts.

LONELY? BORED?

Find friends, pen-pals, romance, marriage, or adventure at home and abroad: Send s.a.e. for details now to: ELITE FRIENDSHIP Bureau, 104, Lower Ford Street, Coventry. The ONLY guaranteed club for both sexes young or old, single or married. Use our Experience for Your pleasure!

FAMILY PLANNING BARGAINS

DUREX GOSSAMER	1 Doz 3 Doz	7/6	21/-
DUREX FETTERITE	12/-	35/6	
DUREX NU-FORM, Pre-shaped	12/-	35/6	
DUREX SUPERTRANS	9/6	27/-	
CONTURE, Pre-shaped	12/-	35/6	

BAYNES, 16 Chester Avenue, Whitefield, Manchester

PENFRIENDS OPPOSITE SEX. Members throughout Britain and most parts of the world. All ages. — Write for free details: World Friendships, 74r, Amburst Park, London, N.16.

A NEW SERVICE FOR THE SENIOR SERVICE

Personally record your letters on Cassette tapes. Leading makes. Audio. Domestic Electrical Goods. POST FREE at Discount Prices. Illustrated leaflet from: Economy Club, 460 Green Lane, London, N.13

INTRODUCTIONS arranged privately, view friendship, marriage. Clients all ages, everywhere. — Write for details, stating age, to Mayfair Introductions, Dept. (58), 60, Neal Street, London, W.C.2.

SITUATIONS VACANT

FOREMAN

Take charge assembly carpentry products. Ability to set out work, and organize, essential. — Write details, age, experience, salary required:

Dartington Timberwork Ltd.
Moretonhampstead, Devon.

CORPS OF COMMISSIONAIRES

Founded 1859

Another career when your Service engagement expires. Age no bar. Divisions in 10 cities of the U.K.

Apply:

Headquarters

419A Strand

London, W.C.2

01-836-6453

THIS IS NOT A NINE TO FIVE JOB!

Personal Assistant/Driver required by London businessman. Applicants must be first-class drivers and be free to travel anywhere at anytime. Also applicants should be of good appearance and pleasant personality and have sober habits. A knowledge of entertaining, sport and travel an advantage. Also a knowledge of Central London would be useful. This vacancy is particularly suitable for a Service man under 30 who is due for release within the next six months. Preference to ex-provost staff. This is a permanent appointment with a pension scheme and a starting salary of about £1,500 p.a. plus expenses. Uniform provided, etc.

Write giving the fullest details to: NAVY NEWS BOX No. 107

PREPARE NOW for your civilian job. Be a good firm's Rep. at £25-£80 a week. Good jobs waiting for trained men. Spare-time tuition. — Details free from Dept. NN/10, National School of Salesmanship, 265, Strand, London, W.C.2.

BE A PRIVATE DETECTIVE. Expert postal tuition trains action-minded men and women for this very profitable business. M.O.D. Refund scheme applies. — Ex-Inspector Meek (Metro. Police), 20, Old Tiverton Road, Exeter, 7.

ARE YOU A LIVE WIRE? Work in a large organisation, office, factory? Can you use an extra £20 a week? Then start in business for yourself selling at work — Send s.a.e. for special bargain list to M. and A. Lester (Wholesale) Ltd., 269 Hackney Road, London E.2.

HOLIDAY ACCOMMODATION

HOLIDAY FLATLETS SOUTHSEA

Fully equipped flatlets Available all year round FOR SHORT LETTINGS Everything supplied except towels No restrictions. Own keys. Very suitable for honeymoons, holidays, and visits when husband's ship is in port, etc. Special off-season rates for Naval personnel and families

CURTIS, 70 Festing Grove
TEL. PORTSMOUTH 33581

WINTER HOLIDAYS. Architect-designed Bungalows. Excellent amenities. Open fire; electric central heating; television. Beautiful surroundings. Illustrated brochure. — Forsters, Dept. 6, Ashton, Helston, Cornwall.

BUSINESSES

GENERAL GROCERY BUSINESS, Plymouth residential area. T/O £15,000 at 14 per cent. Excellent living accommodation (4 bedrooms), £6,850 Freehold, S.A.V. — Jackson Mitchell & Partners, Business Transfer Agents, 202, Exeter Street, Plymouth.

RATES

RUN-ON per word: 6d. PUBLIC AND LEGAL 9d. per word. ENTERTAINMENTS, FUNCTIONS OR MEETINGS: 9D. PER WORD. Advertisers may have replies addressed to a box number. For this service and postage an extra charge of 1s. 6d. is made. The box will count as three words. MINIMUM RATE: 8s.

Send Copy and Monies to:

Advertisement Dept.
Navy News Office
Royal Naval Barracks
Portsmouth (Tel. 26040)

MISCELLANEOUS

R.N. CAP RIBBONS & BADGES past and present. Send 4d. stamped addressed envelope for list. — GREENBURGH Bros. Ltd., 81-82, Queen Street, Portsmouth. Tel. 26331.

REMOVALS & STORAGE

COUNTRYWIDE SERVICE

Packing and Shipping

WHITE & CO. LTD.

2 STURBINGTON AVENUE
PORTSMOUTH
Telephone 63221
ALSO AT
SOUTHAMPTON, BOURNEMOUTH
WINCHESTER, LONDON

Excellent New Full Colour
Print of H.M.S. VICTORY
24in. x 18in., unframed, in tube.
10/6 inc. postage
Apply: C.O., H.M.S. Victory (Ship),
H.M. Dockyard, Portsmouth.

HOW TO STOP SMOKING

and very quickly overcome that ceaseless craving to smoke. Save money, safeguard health. Send today for details of the world-famous, inexpensive Stanley Treatment. STANLEY INSTITUTE LTD. (Dept. R.N.), 12 Bridewell Place, London, E.C.4

LIFE ASSURANCE GUIDE

free on request

SCHOOL FEES LOAN PLAN, EQUITY LINKED POLICIES

Commander W. T. Blunt, R.N. (Retd.)

Specialist Life Insurance Broker

20 Manor Way, Hayling Island (Tel. 2930)

HOME TUNE

ELECTRONIC ENGINE TUNING

YOUR OWN BUSINESS as part of National HOME TUNE fleet. You need mechanical or electrical ability. £1,250 and the will to succeed. We supply all equipment including new vehicle, latest electronic unit, help with raising capital, initial stock, training course and CONTINUOUS guidance to help you succeed. Earn up to £3,000 p.a. and more, starting full or part-time. HOME TUNE—maximum opportunity with minimum risk. HOME TUNE (Dept. CAR) 26 Bridge St., Leatherhead, Surrey (A division of Sutton Industrial Marketing Ltd.)

Walker Bros. (Printers) Ltd.

PRINTERS & STATIONERS

RUBBER STAMP MANUFACTURERS

Basin Street, North End, Portsmouth, PO2 7LS, Hants

Phone: PORTSMOUTH 61273 (STD 0705)

Enjoy the satisfaction of running your own Business in South West England

CONSULT

COLSON'S

Business Transfer Agents

16 ADDISON ROAD, PLYMOUTH

TEL. PLYMOUTH 62672

We have a wide selection of Businesses to offer in Devon and Cornwall. Free advice given, so let us have your requirements. Mortgages and loans arranged.

EMBROIDERED BLAZER BADGES

in Wire or Silks, any design

WOVEN MOTIF CLUB TIES

a speciality

Hand-painted WALL PLAQUES

any Crest or Emblem 35/6 each

Illustrated Brochure Free

GREENBURGH BROS. LTD. Tel. 26331

81/82 QUEEN STREET - PORTSMOUTH

MINIATURE MEDALS

We can make up any required set of Miniature Medals. We have them for every campaign since 1900. They are not expensive. The set—1939-45 Star/Atlantic Star/Defence Medal/War Medal costs only 34/-. Send for quotation and tell us the medals you want. Ribbon bars either with pin at back or for sewing on to uniform 1/- per ribbon. Your own full-size medals mounted—4/- per medal. Wire and silk Blazer Badges.

Enquiries with stamp to
ROBERT ANDREW LTD.
101 Manchester Street
Oldham, Lancs.

ROYAL NAVY REMOVALS

We are based at Ilchester (H.M.S. Heron). Our vans travel the country. Write or ring for free estimate. Distance no object. Storage facilities available. Direct route guaranteed.
CHARLES FENABLES, RIVER COTTAGE
ILCHESTER, SOMERSET. RING 322

Are you leaving or moving your suitcases and boxes from Admiralty hiring or Married Quarters???

Then you need the
TAXIVAN SERVICE
Phone Portsmouth 63497

QUARANTINE

Twenty years' experience in looking after every aspect of importing dogs at competitive rates.

Kitcombe Kennels, Farringdon,
Near Alton, Hants. Tisted 232

GURKHA KUKRIES

A rare and genuine speciality, as issued to the troops. Excellent gift item and a true international collector's piece. Curved polished blade with 2 skinning knives. Silver plated and decorated horn handle, lion's head pommel, regimental badge mounted on strong and tooled black leather scabbard, very impressive, makes excellent wall display. Ideal decor for home, office, clubs, pubs, etc. A Gurkha won't give you one, we have some, at this very low price, 10" 24/9, 13" 34/6, 17" 54/10, post free. Send only 94/6 for complete set of three while limited stocks last. Overseas please add extra for p.p. (trade inquiries invited). T.O.O. Co. (Dept. N.N.), 41 Thornhill Road, Coventry, CV1 4HS, England.

'Hard to beat' Diamonds

The soccer record of H.M.S. Diamond which commissioned two years ago is one that her ship's company of 297 can be justly proud. Of the 62 matches played in Home Waters, all over the Indian Ocean and Far East, 45 were won, 10 lost and 7 were drawn. Goals for were 238, goals against were 87.

At the beginning of the commission when the ship was still at Chatham, the Diamond achieved some fine wins against teams from H.M. Ships Kent, Hampshire and Hermes.

The full Navy (Chatham) side was defeated and in one representative match the Royal Navy Chatham team was composed solely of Diamonds.

With the coming of sea time, practices and matches were limited and the opposition became harder — teams like the full Dutch, Norwegian and South African Navies were played, but still the team was successful until the arrival at Singapore after 114 days at sea out of 138.

At Singapore, in spite of winning all their matches against small ships, including two defeats of H.M.S. Dainty, the eventual winners of the league, Diamond finished third because she had played less matches than the teams above her!

An unlucky defeat against 40 Cdo started a run of losses, and five matches, three under H.M.S. Terror lights, were lost in a short time.

Better results have, however, now been achieved. Melville City, a West Australian League side, was defeated, and so was

Camps Bay, a leading first division Capetown league team.

R.A.F. Gan was defeated — the first time by a Royal Navy ship in two years, and H.M.S. Mauritius was held to a draw; this was the first time they had not defeated an R.N. ship.

Now returning to the United Kingdom, the Diamond is looking forward to the 1969/70 season at home, anxious to protect its most valued record among many fine results — only four Royal Navy ships and establishments have ever defeated the Diamond team.

In memoriam

Robert J. Fielder. A/LEM.
P/077005. H.M.S. Bulwark. January 25.
Peter Byrne. LEM. P/K.965336.
H.M.S. Centaur. March 2.
William Y. J. Aitken. PO Ck(S).
D/M.947989. H.M.S. Fulmar. June 15.
John W. A. Harbour. CPO SA.
P/MX.849192. H.M.S. Pembroke.
June 18.
A/Sub-Lieut. Michael J. Fitzgerald.
June 19.
Andrew C. Thomas. LOEM.
D/052312. July 1.
James Bird. OEA(O). P/MX.55831.
H.M.S. Victory. July 4.
Sub-Lieut. Ashton A. Shuttleworth.
July 5.
Lieut.-Cdr. John B. Cardew. July 24.

Isn't it time you were promoted?



If your sea-going career seems in the doldrums, and if you believe you should hold a higher-rating job than your present one then this will interest you.

Hain-Nourse is one of the most modern and forward-looking bulk carrier and general cargo companies in the business. We're a member of the huge P&O Group. And we're looking for more Officers.

But we're not just hiring anybody. We're looking for enthusiastic able and ambitious officers responsible enough and determined enough to move further up the ladder in a company that's going places.

We'll offer you more responsibility, a progressive salary, better chances of promotion, generous leave (we fly you home and back!), a worthwhile pension scheme, assistance with house-purchase, opportunities

for wives to travel with their husbands. We want men who are good and ready to step into these positions:

CHIEF ENGINEER OFFICER
CHIEF OFFICER
SECOND ENGINEER OFFICER
ELECTRICAL OFFICER

Write with full details of your career to: (26H) The Personnel Manager Hain-Nourse Ltd, 24 St. Mary Axe, London EC3

HN

A MEMBER OF THE P&O GROUP

Initiative test?

But this was a situation they don't tell you about in the Sea Cadets. Lucky young man was aboard H.M.S. Sirius



when the frigate visited Southend, and received an affectionate greeting after presenting flowers to the town's carnival queen.

Photo: N/A T. Light

oooooooooooooooooooo

Sea King on Engadine

The Navy's first Sea King helicopter squadron, No. 700 S, formed at R.N. air station Culdrose on July 1. An intensive flying trials squadron, it is commanded by Lieut.-Cdr. V. G. Sirett, and will be officially commissioned on August 19.

The first Sea King to carry out a deck-landing on a British ship at sea landed on the Royal Fleet Auxiliary Engadine off Portland on July 2.

It was flown by Lieut.-Cdr. C. J. Horscroft, R.N., and Lieut. P. J. G. Harper, R.N., both of Boscombe Down (Wilts).

GOODBYE, WAKEFUL

H.M.S. Wakeful steamed slowly into Portsmouth Harbour on her final journey, paying-off pennant trailing in the water, and "the Carnival is Over" playing as a lament over the ship's broadcasting system. CPO Tel Michael Puttock was on board, but his baby son, with his mum Doreen and sister Caroline, was more interested in the camera.

Photo: PO Dave Morris



HELICOPTER MISSILES IN SERVICE

H.M.S. Plymouth, three miles off Portland, gave a demonstration to Press representatives and other visitors of the Navy's helicopter light strike system — a

Wasp equipped with the AS wire-guided missile.

As part of current defence policy steps have been taken to

give the Wasp, embarked in Leander, Tribal, and Rothesay-class frigates, an anti-surface ship role. This was achieved with the wire-guided missile.

A Career with a growing Company



FieldTech Limited is identified with the leaders of U.S. Aerospace industry. Join us. We are an expanding, strongly marketing-orientated company

within the Hunting Group, concerned with the selling and servicing of airline and general aviation avionic products and systems as well as a wide range of industrial electronic and research equipment.

We are planning now to meet future demands in product support and are seeking:—

AVIONIC TEST ENGINEERS

Two licensed engineers, or similarly qualified men, aged between 28—45 years. Ex-Service NCOs would be suitable. One man is required with experience on DME/ATC equipment and pulse techniques in general; and the second experienced on VHF/COM/NAV and radio altimeter equipment with a bias towards the latest techniques.

Salary from £1,500 dependant on experience.

AVIONIC TECHNICIAN

One man aged between 25—45 years with grounding in electronic principles and techniques and experience on either HF or VHF/COM/NAV equipment. Salary from £1,200 dependant on experience. Ex-Service personnel welcome.

TRAINEE TECHNICIAN

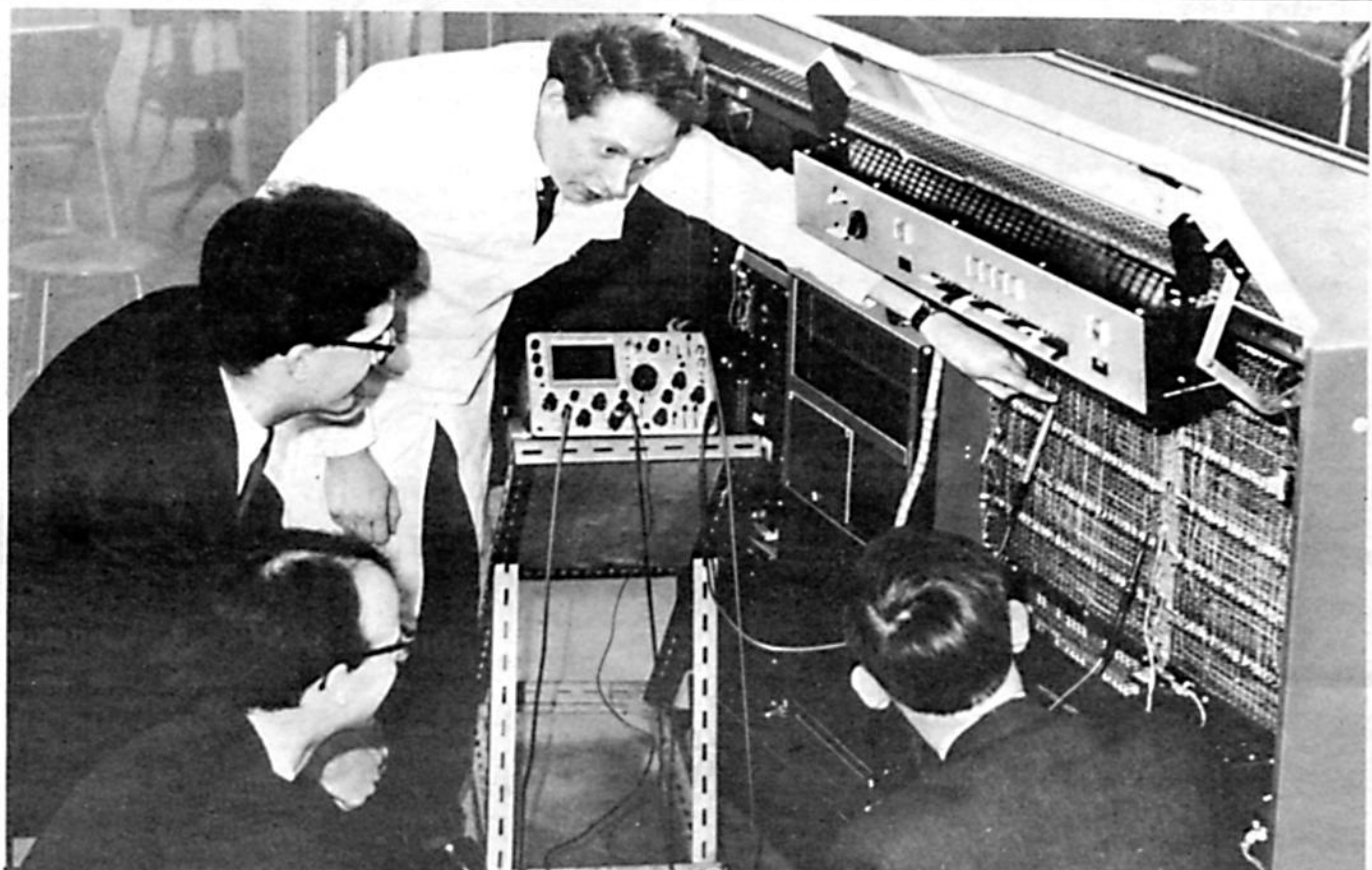
One man aged over 18 years with experience in assembly wiring and production techniques of modern electronic equipment. Salary to be negotiated.

There is a contributory pension scheme including life assurance.

Please write in confidence to:

Mr. P. E. Woolhouse, Service Manager, FieldTech Ltd., London Heathrow Airport, Hounslow, Middlesex. Tel: 01-759 2811.

FieldTech Ltd



You know about electronics! Learn to teach computer technology at ICL

This is a chance to begin a new career where your experience won't be wasted. Where it will in fact start you off at a gratifyingly high level. ICL, Britain's biggest computer company, needs instructors. Men who can grasp quickly the new developments in computers and communicate them to others. Could you be our man?

Qualifications

HNC and/or experience in radar, or in maintenance work on a variety of electronic equipment. You will probably be in the 25-35 age group. A foreign language would be an advantage.

Training

ICL will give you a first-class initial training. You will be among the first in-the-know about new developments. And that will put you among the most knowledgeable, up-to-date people in computer technology. Each year a proportion of your time will be spent on projects which will

enable you to keep up to date with the developments and research in the computer industry.

Fine modern school

You will work mainly at the new ICL Training Centre—one of the largest and most modern in Europe—at Letchworth, Hertfordshire. There may be opportunities to travel.

The Training Centre has 70,000 sq. ft. of classroom and laboratories, and company products costing about £1 million are used for instructional purposes. In 1968, over 2000 people received instruction from the Centre, of whom, 196 came from 30 overseas territories.

Starting Salary—£1300-£1700 (according to qualifications and experience).

Assistance with removal expenses may be given.

Write for an application form, quoting reference No. 947/C to A. E. Turner, International Computers Limited, 85-91 Upper Richmond Road, Putney, London S.W.15.

The Computer Industry





C. & N. (Electrical) LTD. THE GREEN GOSPORT

Due to the recent expansion of the Workshop Area the following vacancies exist:

SHEET METAL WORKERS

ELECTRICAL FITTERS

BENCH FITTERS

ELECTRONIC WIREMEN

PAINTERS

(SPRAYSHOP & SHIPWORK)

E.V.T. COURSES CAN BE ARRANGED

- Modern Factory with good working conditions
- Area rates of pay, plus merit money
- Earnings up to £19/7/6 per 40-hour week, plus overtime
- Company pension scheme

Apply in writing or phone
GOSPORT 82392

VACANCIES FOR EX-SERVICEMEN



Airwork Services Limited offer employment to ex R.N. aircraft and electronic technicians who wish to continue their trade after termination of service. Opportunities exist in many parts of the U.K. and overseas offering accompanied and un-accompanied posts. Enquiries should be addressed to the Personnel Manager.

AIRWORK SERVICES LIMITED

BOURNEMOUTH (HURN) AIRPORT - CHRISTCHURCH - HAMPSHIRE

Contracts Engineer

Wimbledon

This is a challenging opportunity for a young man who will be responsible for the preparation of contracts, quotations and technical specifications and also to act as a liaison between customers and the design and production departments of the Company. Ideally candidates should be aged 23-29 with ONC in Mechanical Engineering or an equivalent qualification.

Please contact:

The Personnel Officer,
**Masson Scott Thrissell
Engineering Limited,**
Riverside Road,
London, S.W.17



A member of the MOLINS ORGANISATION

ADVERTISEMENT RATES

Display	Size in inches	Cost
Whole Page	14½ x 10½	£100 0 0
Half Page	7½ x 10½	£52 10 0
Quarter Page	7½ x 5 5/16	£26 5 0
Half double column	7½ x 3½	£17 10 0
Half single column	7½ x 1 11/16	£8 15 0
Each single column inch	1 x 1 11/16	£1 5 0

No Blocks - Copy, Pictures or Artwork to: Business Manager, Navy News, R.N. Barracks, Portsmouth. Tel. Ports. 26040

British Transport Police
need

Constables and Policewomen

in London and throughout
the Country

Leaving the Services? Then choose a really worthwhile civilian job.

Variety, generous free travel, good pay, pension.

Here is an opportunity for those with intelligence and initiative.

Qualifications: Physically fit with good eyesight.

Men: 19-35 and at least 5ft. 8in.

Women: 19-35, single and at least 5ft. 4in.

Write to:

**Chief Constable (Recruitment), Dept. B
British Transport Police, PO Box No. 25
Park Royal, London NW10**

Excellent Opportunities exist in the

Royal Fleet Auxiliary Service

The Royal Fleet Auxiliary Service is the part of the MERCHANT NAVY which directly supports the Royal Navy. The fleet is being continuously modernised and new vessels are replacing certain older vessels.

Service with the RFA Service offers an interesting, rewarding career afloat, with many attractive features including:-

- Excellent pay
- Allowances for service overseas
- Non-contributory pension scheme
- Generous leave terms

There are vacancies in the following grades:-

Junior Engineer Officers

Applicants to be under 30 and have served a recognised apprenticeship.

Fourth Engineer Officer As above; preferably with Pt. A 2nd Class Certificate; appointment will depend on previous sea-going experience.

Third Engineer Officer Applicants to be under 40 and in possession of 1st or 2nd Class Certificates.

Second Engineer Officer Limited to applicants with 1st Class Certificates and appropriate experience.

Deck Officers

2nd Mate's Certificate, up to age 24
1st Mate's Certificate, up to age 26
Master's Certificate, up to age 33.

For further details write to:

**The Careers Officer, Royal Fleet Auxiliary Service (DFMT.74A),
Empress State Building, London, S.W.6.**

U.K. DIVISION OF RANK XEROX LIMITED

prospects in the '70's for field service engineers

Here's something you may not know:

H.M. Forces training equivalent to City and Guilds Electrical Engineering Certificate fits you out for a satisfying job in the Rank Xerox Photocopier/Duplicating machines field.

Men over 21 with practical experience in light electrical or electro-mechanical work are needed now and in the future for our expansion programmes.

We give you six weeks product training followed by full field training. You then become an independent engineer, meeting clients on your own, with the resources and facilities of Rank Xerox behind you. There's a good starting salary, and after twelve months you could be earning £1,400 p.a. - with free Life and Accident Insurance, a Pension, and other fringe benefits including a Company vehicle or "walking allowance."

You may work in London, the Home Counties, or the provinces. Write for application form and more details to:

**Personnel Manager, Recruitment (R.N.)
Rank Xerox Limited, U.K. Division
P.O. Box No. 98, London, N.W.1**



RANK XEROX
LIMITED

A DIVISION WITHIN THE RANK ORGANISATION
JOINTLY OWNED WITH XEROX CORPORATION

The Rank Organisation

Holders of The Queen's Award to Industry for 3 successive years.



A BUSINESS OF YOUR OWN

Yes - your business - where you keep the profits - where enthusiasm, hard work and initiative, together with the skill and "know-how" which we will provide, spells real success.

Founded in 1947 we are now operating in over 1,000 towns and cities across the world offering professional "on-site" cleaning.

Already many men within our organisation who have served in H.M. Forces are successfully running their own business, building a future and keeping the profits for themselves and their families - Could this be you?

For the right man we will equip, train and set him up to trade successfully and profitably in business. We will also give field assistance, promotional backing and continuous support.

If you can raise £500 or more, and have the urge to work for yourself, write to:

B. W. WHITE,
Service Master (Great Britain) Ltd.,
138 Hammersmith Road, London, W.6

HORSTMAN LIMITED

require

CENTRE LATHE TURNERS MILLERS AND GRINDERS CAPSTAN SETTER OPERATORS

The Company offers good conditions of work, secure employment, lodging allowances will be paid to successful applicants

Apply: Personnel Officer,
Locksbrook Road, Bath, Somerset

Electronics Experience?

Move up into computers as a Technical Author

If you have had good experience in the maintenance or design of analogue or digital equipment you may have the qualifications for a new and rewarding career as a Technical Author with ICL—Britain's biggest computer manufacturer.

What is a Technical Author?

The job involves the preparation of teaching and servicing manuals for computing and data processing equipment and liaison with servicing and design engineers. Initial salaries are very competitive with a high rate of progression for versatile and ambitious persons. On-the-job training will be given as necessary.

Where you will work

In the ICL Equipment Group, where the design, development and manufacture of all computers and data processing equipment is initiated. We have opportunities for you at Stevenage (Herts.), Kidsgrove (Staffs.) and West Gorton (Manchester) where ICL's extensive and interesting research and development activities are concentrated. Write to the location of your choice:

Stevenage: C. W. Squires, International Computers Limited, Cavendish Road, Stevenage, Herts., or phone 0438 3361 quoting ref. 612.

Kidsgrove: G. Brown, International Computers Limited, West Avenue, Kidsgrove, Stoke-on-Trent, Staffs., or phone 0782 29681 quoting ref. 701.

Manchester: J. B. Harrison, International Computers Limited, Wenlock Way, West Gorton, Manchester, M12 5 DR, or phone 061 223-1301 quoting ref. 805.

The Computer Industry ICL
International Computers Limited

AUSTRALIA

Cook(S) Cook(O) Victualling Steward

Skilled men from the above branches who are prepared to emigrate are required for work at Construction Camps in the Australian Bush.

Two year Contract. Single men preferred.

Air conditioned accommodation

Three weeks' annual leave

Basic wage per 40-hour week \$55

Average earnings per 70-hour week, \$125

£ Sterling = 2.14 Australian Dollars

Applications by airmail to:

JOYCE CATERING PTY LTD.

60 LARKIN STREET, KAMBALDA, W.A. 6442

Commanding Officer Appointments for 12 month duty Air-Sea Rescue Saudi Arabia

We shall shortly be making delivery to the Civil Aviation Department of the Saudi Arabian Government of two 56ft. twin screw Air/Sea Rescue Launches

Applications are invited from suitably qualified and experienced men in respect of three Commanding Officer appointments for a sixteen month contract. Duties will include completion trials in the U.K., acceptance trials in Saudi Arabia, also twelve months subsequent operational and training service.

Daily Routine 8 hour watch keeping duties. Off-duty shore accommodation and uniform provided.

Salary up to £60 sterling per week plus allowance and return air fare.

Apply in writing, giving full details concerning qualifications, experience, age and health to: The Chairman, J. Bolson & Son Ltd., Poole, Dorset.

All applications will be treated in strictest confidence.

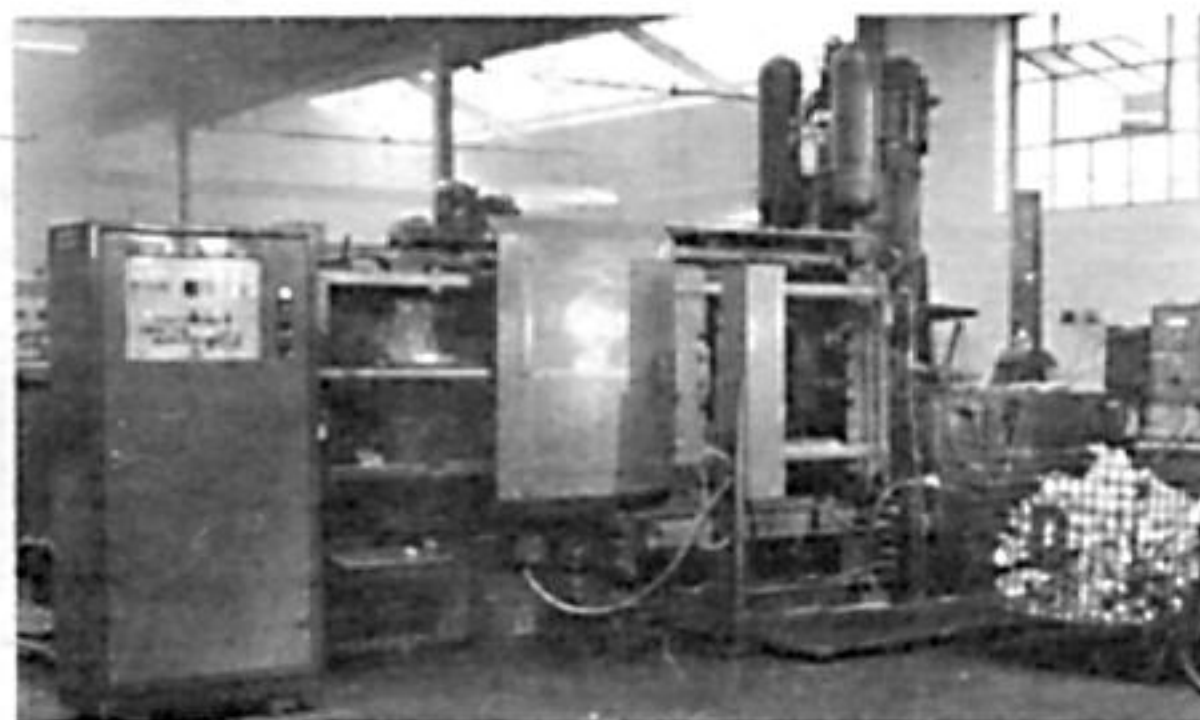
DO YOU SEEK SECURITY AND A NEW HOME FOR YOUR FAMILY?



THE HOME

This is the type of rented, tailor-made accommodation which is available for the Naval wife and family when the time comes to vacate Married Quarters.

We can have one waiting for your family too - How about it?



Particularly suitable for Artificers (First Class).

Suitable for Electrical Artificers (First Class).

Suitable for all Rates up to and including Petty Officer in the Engineering and Seaman Branches.

Suitable for Petty Officer and leading Rates in the Engineering Branch.

THE JOB

This is a Buhler 400 ton Diecasting Machine - electronically controlled, one of the most modern in the world. A number of these are installed in our new Bletchley Works.

Some are already in the charge of M.E. and Seaman Rates, specially trained for the job during their E.V.T. course.

Why not let us earmark the next new one for you?

Typical vacancies include :-

**MACHINE TOOL SETTERS
QUALITY CONTROL INSPECTORS
TOOLROOM MACHINISTS
MAINTENANCE ELECTRICIANS
DIECASTING MACHINE OPERATORS
DIE SETTERS**

These occupations all earn over £20 per week (some considerably more), plus generous overtime on a purely optional basis. Paid holidays.

Why not write us with your brief details including date available for training - even if it is some months ahead. We will reply by return with suggestions for a "shore-side" billet in our new and expanding Factory only 40 minutes by rail from Euston.

We can invariably achieve the required standard within a normal E.V.T. period of training. This means that you can pick up your new job immediately upon release - with somewhere to put the family, too.

**Write to:- MR. J. R. PRICE (Ex-C.O.E.A.), Training & Personnel Officer
DYSON DIECASTINGS LTD., BLETCHLEY, BUCKS**

RADIO TECHNICIANS

Government Communications Headquarters has a number of vacancies for Radio Technicians. Applicants should be 19 or over.

STANDARDS required call for a sound knowledge of the principles of electricity and radio together with experience of using and maintaining radio and electronic Test Gear.

DUTIES cover highly skilled telecommunications/electronic work, including the construction, installation, maintenance and testing of radio and radar telecommunications equipment and advanced computer and analytic machinery.

QUALIFICATIONS Candidates should hold the City and Guilds Telecommunications Technician Intermediate Certificate or equivalent technical qualifications. Others may be considered, provided they have G.C.E. 'O' level passes in English Language, Mathematics, and Physics.

SALARY Scale is from £915 at 19 to £1189 at 25 (highest pay on entry) rising to £1372. (These scales are being further increased at 1.1.70.) Posts are unestablished, but opportunities exist for establishment and also advancement to higher grades up to £2145 with a few posts carrying still higher salaries.

ANNUAL LEAVE allowance of three weeks, three days, rising to four weeks, two days. Normal Civil Service sick leave regulations apply.

Further particulars and Application Form available from:

Recruitment Officer (R/T) CGHQ
Oakley, Priors Road, Cheltenham, Glos. GL52 5AJ

APPOINTMENTS

It has been announced that Vice - Admiral Sir Michael Pollock, the present Flag Officer Submarines, is to succeed Admiral Sir

Horace Law as the Controller of the Navy in January, 1970.
Rear-Admiral I. W. Jamieson, the present Flag Officer and

Admiral Superintendent Gibraltar, is to be the Chief of Staff to the Commander-in-Chief, Western Fleet, in succession to Rear-Admiral P. W. B. Ashmore in December.

Other appointments recently announced include the following:
Capt. B. H. Notley, Bulwark in command, November 3.
Capt. C. J. A. Johnson, Triumph in command, November 19.
Capt. T. G. F. Hardy, Condor in command, January 7.
Capt. M. J. Button, Ganges in command, November 27.
Capt. P. K. C. Harris, Victory for duty with Commodore Naval Drafting as Capt. Naval Drafting (desig.).
Capt. R. W. Halliday, Euryalus in command, January, 1970.
Capt. A. J. Cooke, Galatea in command, December 16.
Capt. R. A. Gilchrist, St Angelo, January 12 and in command.
Cdr. J. G. Brigham, Lincoln in command, October 14.
Cdr. M. T. Prest, Londonderry, December 1 and in command on commissioning for trials and service.
Cdr. G. T. J. O. Dalton, Nubian in command, December 5.
Cdr. A. R. Wood, Naiad in command, d.t.b.r.
Cdr. J. M. Webster, Salisbury in command on commissioning.
Cdr. G. J. Byers, Cambridge in command, December 9.
Cdr. E. G. S. Walker, Victory as Executive Officer, December 18.
Cdr. P. A. C. Neate, Tamar as Executive Officer, December 1.
Cdr. J. C. Q. Johnson, Raleigh as Training Commander, December 19.
Cdr. G. H. R. Morrish, Osprey as Executive Officer, December 19.
Cdr. E. M. G. Johnstone, Eagle as Executive Officer, September 27.
Cdr. A. G. Worsley, Seahawk as Executive Officer, December 19.
Lieut.-Cdr. J. M. Slaughter, Odin in command, August 30.
Lieut.-Cdr. D. W. Shrubbs, 819 Squadron in command and as S.N.O., R.A.F. Ballykelly, October 30.
Lieut.-Cdr. D. J. Lickfold, Seahawk for 845 Squadron in command, November 3.
Lieut.-Cdr. B. C. Sarginson, Seahawk for 846 Headquarters Squadron in command, November 3.
Lieut.-Cdr. G. D. Hotchkiss, Glasserton in command, October 7.
Lieut.-Cdr. W. J. Davis, Wolverton in command, November 24.
Lieut.-Cdr. N. Unsworth, Eagle, November 3 and for 826 Squadron in command.
Lieut. G. S. Pearson, Yarnon, October 13 and in command.
Lieut. R. E. Seath, Belton, December 15 and in command.

GEC-Marconi Electronics

ELECTRONICS?

The Marconi Company has a world wide reputation for Electronics; its fame is recognised in its four consecutive Queen's Awards. The Company is still rapidly expanding and requires additional staff to meet its needs.

A number of vacancies exist in the Technical Information Department for Technical Authors who will be engaged on writing the handbooks for the Company's products. The work covers all aspects of radio, radar, space, communications and computer and digital systems.

Ideally the candidates should have practical, up-to-date experience in these areas - perhaps as an NCO on third line servicing or as an instructor. Candidates should also be able to express themselves clearly, and since much of the time is spent with development engineers, be able to get on with people well. Training will be given where appropriate to bring the technical knowledge up-to-date.

Marconi 

Successful candidates will enjoy all the benefits of a progressive Company. Those interested should write, quoting reference RAF/CEN/15, for a brochure and application forms to: Mr. G. Hicks, Personnel Officer, The Marconi Company Limited, New Street, Chelmsford, Essex.

Member GEC-Marconi Electronics Limited

FERRANTI LIMITED

DIGITAL SYSTEMS DEPARTMENT

- ★ WOULD YOU LIKE TO ENTER THE MOST RAPIDLY EXPANDING FIELD IN ELECTRONICS DIGITAL COMPUTER PROGRAMMING?
- ★ HAVE YOU HAD OPERATIONS ROOM EXPERIENCE IN THE ROYAL NAVY?
- ★ DO YOU LIKE WORK REQUIRING FULL USE OF YOUR INTELLIGENCE?

THEN APPLY FOR AN APPLICATION FORM TO:-

D. J. O'CONNOR, PERSONNEL OFFICER
FERRANTI LIMITED
WESTERN ROAD, BRACKNELL, BERKSHIRE
TELEPHONE: BRACKNELL 3232

You will be trained, with full pay, in programming techniques, and work at an Admiralty Establishment near Portsmouth. Salaries and conditions of work in this competitive field are excellent.

Please quote reference D/88/AD.

Flying Instructors

We have a continuing requirement for experienced Flying Instructors, and Pilots with DF/GA experience, for our contract in the Middle East.

Salaries range up to £5,000 per annum, and there are generous tax concessions. The Company provides free accommodation and an excellent standard of messing for unaccompanied staff; assistance will be given if furnished family accommodation is required.

Please apply in the first instance to:-

THE PERSONNEL MANAGER,
AIRWORK (OVERSEAS) LIMITED,
BURLINGTON ARCADE,
OLD CHRISTCHURCH ROAD,
BOURNEMOUTH, HANTS.



COMPETING IN POWER-BOAT RACE

Navy interest in the round Britain power-boat race, now nearing its end, is centred on the Royal Marines' entry, Kay Haylen, and the Submarine Command entry, Tornado (pictured below).
The First Sea Lord, Admiral Sir Michael Le Fanu, was winched down from a helicopter to the Royals' entry on July 23.

He met the owner of the boat, Mr. Jimmy Maybank, and the Royal Marine crew, commanded by Major Stuart Syrad, a specialist hovercraft pilot, responsible for training frogmen at the R.M. Amphibious Training Unit, Poole.
The submarine entry is

crewed by Lieut. E. R. Ruscombe-King and Lieut. W. McLaren, both of the submarine H.M.S. Churchill. Both are members of the Royal Naval Sailing Association.
Vice-Admiral Sir Michael Pollock, Flag Officer Submarines, "dropped in" on the boat, lent by W. and J. Tod, during her handling trials in Spithead.



Air team's gun triumphs

Not only did Naval Air Command walk away with all three trophies in the field gun contests at the Royal Tournament, but they created a new record for the fastest run - 2min. 50.5sec. - beating the record set up in 1966 by 0.3sec.

Consistently good, Air Com-

mand scored 28 points in the Challenge Cup, time for the 16 runs being 48min. 29.9sec. - and this despite two runs which incurred a total of 45 seconds penalties.

Devonport and Portsmouth were neck and neck - Devonport scoring 22 points for an aggregate time of 51min. 43.4sec., and Portsmouth amassing 21 points for an aggregate time of 51min. 6.7sec.

Portsmouth's best time was 2min. 55.6sec. and Devonport's best 2min. 56.6sec.

Vehicle contest: Navy takes all 24 prizes

The Royal Navy swept the board in the Inter-Services vehicle handling competition at the Royal Tournament. There were 24 prizes to be won, and the Navy and Royal Marines won them all.

The challenge cup for the best aggregate time went to the clear winners, the Navy, each member of the team receiving a medallion. The Navy's time was 32min. 02sec. The R.A.F. was second in 35min. 41sec. and the Army third in 36min. 48sec.

The fastest Land Rover time

was by the Navy I team in 1min. 47sec., and each member of the team received an inscribed tankard.

The fastest "mini" award was won by the Navy II team (W.R.N.S.) in 1min. 50sec., each member receiving a fountain pen.

3 rowing trophies for Navy

The Navy won three trophies at the second Joint Services rowing regatta, held on the Thames at Pangbourne.

The regatta was the culmination of many months hard work on the part of the organizers Inst. Cdr. A. I. Mayfield, and Inst.-Lieut.-Cdr. D. Phillpot.

The weather was particularly kind and an excellent day's racing was enjoyed.

The Navy had representatives in all but two of the nine events. Portsmouth Command R.C. had the largest entry with three eights in the NAAFI Challenge Cup for open eights but their first crew were unable to hold off the challenge of the Army and Air Force and managed only fourth place.

REVENGE

Revenge was gained in the senior sculls when Lieut. D. I. Balfour beat three scullers from the R.A.F. With less than 25 yards to go he was lying a close second, when the leading sculler hit one of the buoys marking the course and Balfour was able to scull past him and cross the finishing line first.

The most successful naval club at the Regatta was Britannia Royal Naval College, who returned home with two trophies out of three events entered.

Their junior four easily beat R.A.F. Marham in their first race and so went straight through to the final, where they met R.M.A. Sandhurst and R.A.F.C. Cranwell.

The Dartmouth four made a good start and from then on drew away to beat Cranwell by 3 1/2 lengths. Sandhurst were placed third.

Cadet S. R. Meyer won the trophy for novice scullers in convincing manner, beating seven other scullers on the way.



join the men
who lead

We shall need former Service Personnel with Fighter Control and Surface to Air Missile experience in April/May 1970 for U.K. trials of Air Defence equipment before proceeding overseas to Libya.

The posts to be filled are:

Air Battle Commander
Weapons Director
Display Controller/Radio Report Officer
Fighter Controller
Fighter Tracker
SAM Controller
SAM Tracker
Early Warning Tracker
Height Operator
Mobile Reporting Post Commander
Mobile Reporting Post Tracker
Launch Control Officers

Please write or telephone for an application form quoting Ref. 7071 to:



Mr. B. N. Wilson (7071)
Senior Personnel Officer (Overseas)
Overseas Operations Group
British Aircraft Corporation
Stevenage, Herts. Tel. Stevenage 2422

BRITISH AIRCRAFT CORPORATION
the most powerful aerospace company in Europe

4-minute mile barrier broken by marine

The last two months in the Royal Navy athletics world have been strenuous but most rewarding, many good results having been achieved, both in Navy as well as Command events.

The most distinguished performance was that of Cpl. Jim Douglas, R.M., who, on July 23 at Mottspur Park, became the first Navy man to become a sub-four-minute miler. He finished second to Loughborough University man John Kirkbride in a time of 3min. 58.5sec. — 0.5sec. behind the winner.

His potential was clearly marked during the Royal Navy championships on July 2, for he won the 800 metres in 1min. 57.4sec., and, an even better result, won the 1,500 metres in 3min. 45sec. — a time equivalent to a 4min. 3sec. mile.

Air Command took the team trophy for the championships with 131 points, the Royal Marines coming second with 118 points, Plymouth getting 71, and Portsmouth 68.

CONSISTENT

The consistent L.Std. R. Meadows, of H.M.S. Fulmar, won the 5,000 metres event in a time of 15min. 0.6sec., so winning the Gordon Wright trophy.

Sgt. Tony Toms, the Navy record holder for the pole vault, took it to 12ft. 2 1/2in. In the Welsh championships the previous week he vaulted 12ft. 6in.

PO Wren Deirdre Watkinson — the "flying Wren" — has come back into form, and, running for Plymouth, won the 100, 200 and 400 metres races, as well as the 100 metres hurdles. She was also third in the discus event.

The Wrens' trophy, however, also went to Air Command, with 69 points, Plymouth being second with 58 and Portsmouth third with 53.

OUTSTANDING

Outstanding in the Portsmouth Command athletic championships were Sgt. Ted Kelland and L. Std. Snowy Brooks.

Sgt. Kelland won the discus, shot and hammer events with throws of 152ft., 47ft. 1in. and 162ft. 8in., respectively.

L. Std. Brooks, who is serving in H.M.S. Hermes, won the 100 metres in 11.3sec., the 200 metres in 23.4sec., the long jump (21ft. 8in.) and the triple jump (41ft. 5 1/2in.). He was also third in the 400 metres and third in the high jump.

"Old timers" showed that they were still serious contenders for honours. CPO George

Morrallie won the 3,000 metres in 9min. 53.4sec., and was second to Jeff Bartley in the 5,000 metres. Veteran Lieut.-Cdr. Bob Pape was third in that race.

ONE-MAN-BAND

The Dupree Challenge Cup was won by H.M.S. Collingwood, their all-round strength managing to amass 102 points to Hermes (53 points) and Portland (49).

The Minor Establishment Cup went to the one-man-band "team" — Sgt. Kelland of R.N. College, Greenwich, with 18 points. H.M.S. Bellerophon was second with 13 points.

H.M.S. Dryad won the W.R.N.S. championship.

The Inter-Services athletic championships were held at Portsmouth on July 16, with the Royal Navy taking third place (90 points) the Army's 143 and the R.A.F.'s 141.

The W.R.N.S. who won the trophy last year, were also third

— 55 points to the W.R.A.C.'s 71 and the W.R.A.F.'s 60.

Cpl. Jim Douglas won the 800 and 1,500 metres, and PO Wren Deirdre Watkinson won the 200 metres, the 400 metres, the 100 metres hurdles and was second in the 100 metres.

RECORDS SET UP

Twenty-one new Naval Air Command records were set up during the Naval Air Command championships, including a new Navy record for the javelin by Lieut. Mike Turner — 69.4 metres (226ft. 10in.).

The Command championship went to Lee with 98 points to Lossiemouth's 76 and Yeovilton's 75.

There were three "doubles" in the Lee team — Peter Gabbett won the high jump, Peter Horwood the 800 and 1,500 metres, and Alan Cronin took the 100 and 400 metres hurdles.

There was a fine race in the 5,000 metres, Joe Clare winning in 15min. 25.6sec., only 1.3sec. in front of Bob Meadows.



Jim Douglas (right) and Peter Horwood, first and second respectively in both the 800 metres and the 1500 metres in the Navy championships.

Athletes 'nursery' achieves a quest

In the past three years the Royal Naval Athletic Club (South) — a nursery to bring along young athletes for future selection for the Royal Navy teams — has emerged from the doldrums in all aspects of track, road running and cross-country running, writes Lieut. John Hastie, R.N.

This year we have achieved a quest that has been denied us for 21 years — in winning the prized Ryder Trophy athletics match against such clubs as Belgrave Harriers, Blackheath Harriers, Herne Hill Harriers, Portsmouth and Southampton Athletic clubs.

Trackwise we also won the Burtoft Trophy, came second in the Eastleigh Reynolds Garrett Trophy and were second in our first invitation to the Bournemouth Garry Owen Trophy.

Two of the most outstanding athletes of 1969 are club members Cpl. Jim Douglas and PO Phil Hampton. Cpl. Douglas leapt to fame in middle distance running by winning the Southern Counties 1,500 metres in 3min. 43.8sec., and at Mottspur Park,

on July 23 ran the mile in 3min. 58.5sec.

He is the first Navy sub-four-minute miler and is certainly in the ranks of Britain's top middle distance men.

TOUGH MARATHON

PO Hampton won the tough Isle of Wight marathon at his first attempt, and a month or so later he won the Polytechnic marathon.

Earlier this year Phil finished ninth in the Boston (U.S.A.) international marathon. In this race, he and his two clubmates, CPO Joe Clare and PO Danny McFadzean, took R.N.A.C. (South) into second team place.

Last month Joe Clare finished 18th in the A.A.A. Road Runners' Club national marathon championships. In 20th place was Phil Hampton. SA Bill Preston finished in 67th place and POM(E) McClenaghan was 101st. Team winners were Coventry Godiva, with R.N.A.C. (South) in second place.

The club has a fine record in this event, being third in 1967 and first in 1968.

STRONG FIELD

Last winter our team ran very well over the "country." They finished the fifth team in a strong field of 16 teams at the Royal Military Academy, Sandhurst's, 75th invitation cross-country race.

We also won our annual cross-country race at H.M.S. Dryad in our "mini-Inter-Service" match against teams from B.R.N.C., Dartmouth, R.M.A. Sandhurst and Milocarians A.C.

YEOVILTON WIN DECATHLON

The Royal Navy Decathlon championships were held at Portsmouth on July 11 and 12, the R.N. air station, Yeovilton, achieving first two places.

LREM P. Walhen obtained a Grade I A.A.A. standard, and LREM L. Bovell, CEA K. Suffnell and LS T. Lineham Grade III standards.

'DR. WHO' MAN TALKS SOCCER



50th match of series

The 50th match between the Royal Navy and the Army will be played at the U.S. Portsmouth ground on August 22. The series, which began in 1908, has been played every year except during the two world wars.

In 1914, the match was selected as the second match in the M.C.C.'s Centenary week at Lord's. It brought the Navy's first victory, a decisive one by 170 runs, and this was helped by Mid. R. L. B. Cunliffe's eight wickets in the match. Captain Cunliffe, as he became, will be present at the 50th match.

The present state of the series is — Royal Navy, won 7; Army, won 22; matches drawn or abandoned, 22. The last time the Royal Navy won was in 1964, when they beat the Army at Portsmouth in the last of the two-day matches.

Since then, the series has been played on a one-day basis, the last three years under Gillette Cup rules over 55 overs. This means that, except in bad weather, there will always be a result.

PAST AND PRESENT

After this year's match at Portsmouth there will be a gathering of past and present members of the Royal Navy Cricket Club and the Army Cricket Association.

Inst.-Cdr. Gerry Tordoff (Cambridge University and Somerset) will be skipping the Royal Navy side, and the main support for batting is likely to be from Lieut. Roger Moylan-Jones, this year's Combined Services captain. Lieut. Michael Gretton, PO Robbie Robinson, Lieut. Simon Newsom, Lieut. Gavin Lane, and Lieut. Richard Perse, R.M., who will probably keep wicket.

The bowling is likely to be opened by Lane and OAE(O)I Bob Healey, who earlier this season won a "Man of the Match" award in the Gillette Cup, with strong support from Lieut.-Cdr. John Smith, Tordoff and Newsom.

The final two places would appear to be open and the contenders are likely to be Inst.-Lieut. John Lucas from St

CRICKET NOTES BY SMITER

Luke's College and H.M.S. Ganges; Lieut. Bryan Leigh, R.M., who played for Norfolk Young Amateurs, one of last year's "caps"; Sub. Lieut. Tony Ellis, a Rhodesian batsman; and Sub. Lieut. Greg. Besomo, R.A.N., who has considerable experience in Sydney Grade A cricket.

In addition to the Army match, the Royal Navy will be playing the United Banks at Portsmouth on August 19, and the R.A.F. at Uxbridge on August 21.

STRONG SIDE

In a one day, 55-overs match against Sussex second XI, the Royal Navy lost to a strong side captained by Tony Buss and with four other players with considerable first team experience.

Marines 'tops' at tennis

The Royal Navy Inter-Command tennis championships were held at Portsmouth on July 10 and 11, winners being the Royal Marines.

In second place was Portsmouth Command with 18 games to the Royals 20, with Naval Air Command third with nine games and Plymouth Command fourth with seven games.

Capt. Herman (Eastney) and Lieut. Dunlop (B.R.N.C., Dartmouth) won all their singles matches, and Cpl. Gibbs and Mne Grant (both of Eastney) gained full points in their doubles.

In the Naval Air Command championships the Hummingbird Trophy for the open men's singles was won by REA J. R. Purdy, of H.M.S. Goldcrest, who beat Cdr. D. G. Mather 6-6, 6-3.

PEEWIT TROPHY

The Peewit Challenge trophy for the open men's doubles was won by Cdr. D. G. Mather and Inst.-Lieut. Nightingale, of

Before a crowd of 1,000, a Combined Services team from Chatham met disc jockey Ed. Stewart's Showbiz XI in a soccer game in aid of the Medway Town's Multiple Sclerosis Society.

The Combined Services team was captained by PO (PTI) George Willott, and the game ended in a 5-5 draw.

Pictured after the game with a Navy group is Fraser Hinde (Jamie from the TV serial "Dr. Who"). The Navy men are AB Bob Hickmot, PO Ck. George Burnett, L.Wr. Mike Hickling and POEL Pete Haran.

Photo: PO (Phot) R. Whalley

Batting first, the Navy scored 98 in 40 overs (Lieut. Mike Gretton 30, Inst.-Lieut. John Lucas 34).

With such a small total to aim at, Sussex took their time. Healey, Smith, Booth and Tordoff bowled tightly and it was not until the 36th over that Greenidge (52) hit the winning run — 100 for one wicket.

On July 13 the Royal Navy played Devon at Exeter. Devon scored 197 for 9 in a 55 overs match (John Solanky 103, Dave Traylor 59, Lane 4 for 22, Booth 3 for 53).

Inst. Cdr. Gerry Tordoff and Lieut. Mike Gretton put on 74 in 27 overs to give the Navy a good, but slow, start. When the 55 overs were completed the Navy were still 17 runs behind with two wickets in hand. Gretton 52, Tordoff 26, Dunt 27, Lane 22.)

H.M.S. Daedalus, who beat REA J. R. Purdy (H.M.S. Goldcrest) and CPO A. Stork (H.M.S. Daedalus) 6-3, 6-4.

The inter-stations men's doubles for the Easthaven trophy was won by H.M.S. Daedalus "A" team (Cdr. Mather and Lieut. Nightingale). They beat the H.M.S. Daedalus "B" team (Lieut.-Cdr. P. M. Nowell and AA R. J. Gladwell) 6-1, 6-3.

Developing Navy hockey talent

Although hockey in the Royal Navy is booming, there are many instances where the younger talent is never brought to light, yet these are very often the players who in the near future could well be representing their Command or the Royal Navy.

Entry into such competitions as the Royal Navy Hockey Cup can very soon bring such players to the fore. Details of the 1969/1970 Knock-Out competition will be published shortly in D.C.I.s., but all ships and establishments at home are urged to enter teams this season.

Entries should reach Lieut. B. A. Jeffs, R.M., D.P.R.O.R.M., Melville Road, Eastney (Tel. Portsmouth 22351, extn 6281) by September 1.

ALL-ROUNDER ALAN HAS A WIDE CHOICE

One of the up and coming sportsmen in the Royal Navy is POEI (Air) Alan R. Cronin, who is at present in H.M.S. Daedalus at Lee-on-Solent, qualifying as an electrical mechanic (air).

Alan lived in Southampton before joining the Navy in 1962 direct from the Weston Park Boys School for a 12-year engagement. He has had one commission abroad in H.M.S. Ark Royal, when he was with 890 Naval Air Squadron.

An all-round sportsman, he has represented the Naval Air Command at several sports and the Navy at two of them. At the

age of 22 his achievements look pretty good:

Athletics: The 110 and 400 metres hurdles are Alan's events and in both he has been the Command winner for the last two years. He ran in the 110 metres hurdles for the Navy in 1968 against the Army and, all being well, will represent the Service again this year.

In the Navy championships in July he ran third in the 110 metres hurdles, 4sec. behind the winner, his good friend and rival

EA 1 (Air) R. Barnes, in a time of 15.4 secs. Alan's aim is to break 15 secs. for the 110 metres and 55 secs. for the 400 metres hurdles.

For the first time this year he competed in the decathlon, the hard and gruelling event that is too tough for most athletes, but at the half way stage, unfortunately, he had to retire.

Fencing: In 1967 Alan was Naval Air Command champion at the foil and epee, and in 1968 was runner-up in the epee. Unfortunately, he was not selected in either year for the RN team in the Navy championships. This year he decided to concentrate more on athletics and has left fencing alone.

HARD TRAINING

Badminton: When Alan was in 890 Naval Air Squadron in H.M.S. Ark Royal during 1965-66, his athletics suffered a little, but he represented the ship at badminton, and after hard training went on to represent the Navy in the Far East.

There were no Air Command championships last year or this year and it is unlikely that there

SPORTSMAN OF THE MONTH

will be any Navy championships either, this year.

Boxing: Although not up to Navy standard, in 1967-68 he represented his ship at middleweight boxing and even got as far as the Command Championship final, but was beaten.

SENIOR GREEN BELT

Karate: His last and private sporting interest lies in Karate. He is a member of the Southampton and South of England Karate team (Wadaru style), in which he is a Senior Green Belt. This year he was in the team that beat the West of England.

To participate in all these sports Alan has to be extremely fit, and one of the ways he does it is by trampolining, a sport that looks easy... until one does it.

CHALLENGE

PO Cronin is at an age when every sport is an attractive challenge, but he is beginning to realize that he will have to concentrate on one sport to reach further heights. The Navy hopes he chooses athletics and that he breaks the 15 secs. and 55 secs. barriers in the hurdles events.

NAVY SWIMMING EVENTS

6 records set up

ATTEMPT ON CHANNEL

NA Martin Parr, of H.M.S. Daedalus, is to attempt to swim the English Channel from Dover soon after August 15. Actual time and date is decided by a cross-Channel pilot and depends on tides and weather.

Parr has been training steadily for some months, one session being a swim from Southsea beach to the Nab Tower and back, a distance of 23 miles. It is understood he is only the second man to have attempted this swim.

As a culmination to his training, Parr will swim from Weymouth to Lulworth Cove — a distance of ten miles — in a competitive event on August 9.

Six new records were set up in the three-day Navy swimming and water polo championships held in H.M.S. Ganges on July 23, 24 and 25.

Two of the new records were established by LEM David Wilson, who now holds six Navy records (some subject to ratification).

The two new records by Wilson were the 880 yards freestyle (10min. 27.4sec.) and the four-by-two individual medley (3min. 16sec.), breaking the 1964 record of CPO J. F. (Paddy the Fish) Hayes of 3min. 24.6sec.

Other records held by Wilson are the 100 yards backstroke, 100 yards butterfly, and the 440 and 220 yards freestyle.

IN MEDLEY

New records were set up in the medley relay (four-by-two-lengths), Naval Air Command winning in 2min. 38.2sec., thus breaking the 1963 record of Portsmouth by 2.3 seconds, and the team relay (six-by-two-lengths).

In this latter race, Plymouth Command's record of 3min. 39.5sec. set up in 1961 was beaten by Naval Air Command in a time of 3min. 33.5sec.

L/Cpl. B. Shepherd won the 100 yards freestyle in 52.6sec., beating his own 1968 record of 53.3sec. He and LEM Wilson had already beaten the existing record by 0.3sec.

The sixth record broken was the women's 100 yards breaststroke, won by L. Wren P. M. Critten in a time of 1min. 26.3sec., beating her own 1967 record of 1min. 31.4sec.

Lieut. H. Bonser, R.M., won the 100 yards butterfly and 100 yards breaststroke. AA App R. Burley won the 100 yards backstroke, NA C. Boothby the 200 yards breaststroke, PO J. Blake the 220 yards freestyle, and a promising youngster, J/Mne R. Novis, the 440 yards freestyle. Command winners were the

Royal Marines with 100 points, but the closeness of the men's championships is emphasized by the fact that Naval Air Command was only one point behind. Plymouth was third with 85 points and Portsmouth fourth with 79 points.

The women's championships was won by the Plymouth and Royal Marines with 46 points. Portsmouth came second with 42 and Naval Air Command third with 40 points.

The water polo champions were the Royal Marines, with Plymouth, Naval Air and Portsmouth Commands finishing in that order.

JUNIORS

The Royal Navy junior swimming, diving and water polo championships were held in H.M.S. Figgard on July 4 and 5. Ganges winning the swimming events and the diving, and H.M.S. Figgard winning the water polo.



Taking things in his stride — Alan R. Cronin.

A gruelling win over 300

By beating 300 competitors over a gruelling six-mile course in Galloway, Western Scotland, in a time of 111 minutes, Lieut. M. H. (Mike) Wells-Cole, R.M., became Britain's new orienteering champion.

In orienteering a person has to race through the countryside, finding his way to various checkpoints along the course by map and compass.

A 'hat trick'

The R.N. women's fencing team won the women's Inter-Service fencing championship at R.A.F. Halton on June 11 — the third successive year.

The team consisted of 3/O F. J. Heal, PO Wren R. B. McHugh, Wren S. M. Nunn and Wren M. A. Smith.

SPORTING ROUND-UP

The Royal Navy was second in the men's foil and third in the epee and sabre events.

In England squad

LS Tony Oxley, beaten finalist for the A.B.A. bantamweight title this year, has been selected for the England training squad, which has begun preparations for next year's Commonwealth Games in Edinburgh.

Now he loses

The former A.B.A. light-heavyweight champion, ex-Royal Marine Max Smith, whose first six professional fights were victories, lost his seventh match on points. His opponent was Roy John, of Pontypridd.

FIXTURES

AUGUST

- 4-9 Tennis: Royal Navy championships, Wimbledon.
- 6 — Cricket: R.N. v. Hampshire II, Southampton.
- 7 — Cricket: R.N.C.C. v. Free Foresters, H.M.S. Drake.
- 11-12 — Tennis: Inter-Service championships, Wimbledon.
- 13-14 — Cricket: Combined Services v. M.C.C. Schools XI, Lord's.
- 14 — Cricket: R.N.C.C. v. Club Cricket Conference, Barnes.
- 18 — Water polo: R.N. v. Cheltenham, Cheltenham.
- 19 — Cricket: R.N. v. United Banks, Portsmouth.
- 20 — Athletics: Combined Services v. A.A.A. v. B.U.S.F. Portsmouth.
- 21 — Cricket: R.N. v. R.A.F. Uxbridge.
- 22 — Cricket: R.N. v. The Army, (50th match), Portsmouth.
- 23 — Sept. 1 — Gliding: Junior Inter-Service championships, Bicester.

SEPTEMBER

- 24 — Cycling: Inter-Service and R.N. 12-hour time trial, Northants.
- 29 — Water polo: R.N. v. Clonard S.C. Belfast.
- 30 — Oct. 1 — Cricket: Combined Services v. Ireland, Uxbridge.

PADRE IS A FENCER



The fencing padre, 30-year-old Ian Thompson (above) won the sabre event in the 1969 inter-service individual championship in Singapore. He was the only naval and "non-combatant" entry among 20 in the event and has now been selected for a combined services fencing team tour of Australia.

Now serving with H.Q. 3 Commando Brigade, R.M., as the Church of Scotland and Free Church padre, he has recently returned from another highly successful tour to Sydney. During this trip he not only preached but also led a team of Brigade fencers on an exhibition tour.

He was also selected to captain the R.N. team in the inter-services team competition at Nee Soon.

FROM THE FAR EAST

AIM TO RETAIN SOCCER TROPHY

The Far East Fleet's soccer team, holders of the Inter-Services Football Championships Trophy, are hoping to repeat last year's effort, when they drew with the R.A.F., who had been beaten by the Army, and became champions by beating the fancied Army team 4-0.

The competition starts on August 7, when the Army play the R.A.F. The well-balanced Far East Fleet team meets the R.A.F. on August 12, and the Army four days later.

July was a busy month for Far East Fleet sportsmen. Some 3,000 men of the Royal Navy, Royal Marines, Royal Australian Navy, Royal New Zealand Navy and Royal Malaysian Navy took part in a four-day summer sport competition in

H.M.S. Terror at the end of the month, following the large-scale maritime / air exercise "Julex '69," in which 24 warships of the four navies took part.

Among the 15 different sports which took place, two unusual events were tried for the first time in Singapore. They were a tri-athlon (running, swimming and shooting) and tag-singles badminton, played on the same lines as tag-wrestling.

you get adventure as a seaman.

Why sit around in an office or factory? You can have a life of adventure. As a Seaman you'll see action. Go places. Live an exciting life with a great bunch of men. You can become a Petty Officer earning, if married, around

£28 a week—with further good promotion prospects. And you'll have a good secure job. Send for the free booklet. You can join on leaving school.



Name

Address

Date of birth

(Enquiries from U.K. residents only)

Royal Naval Careers Service (Dept. NN1), Old Admiralty Building, London, S.W.1. Please send me, without obligation, the free booklet 'The Royal Navy as a Career'.



UK or European posting? Step off the plane and into a new car!



- Forces discount prices
- Free transporter delivery
- Special forces H.P. terms
- Tax free or tax paid
- 3 years to pay
- All paperwork completed for you
- Last minute orders no problem

Post the coupon for this FREE Information Pack

Order your new car before you leave. When you get back it will be ready and waiting for you at the airport—fully insured, with all the paperwork completed for the U.K., Europe, or both. The Information Pack gives you the full gen: forces discounts, special H.P. terms, the lot... Plus a sheaf of colour brochures of all the latest models to browse through at leisure. You can then weigh everything up, take your time choosing—and take delivery wherever you land. Post the coupon for a free copy; there's no obligation whatever.

Post to: NATOCARS Ltd., Moorlinch Garage, Bridgwater, Somerset. Telephone: Ashcott 488

Please send me your Information Pack—without obligation. NN8

Name _____ Rank _____

Present Address _____

Tax free for U.K. and then _____ (country)

Tax paid for U.K. only _____ (tick)

Delivery Date _____

Vauxhall • Hillman •

Singer • Sunbeam •

Humber •

