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The Newspaper of the Royal Navy and the Royal Naval Association

No. 175, 15th YEAR, JANUARY, 1969 Published first Thursday of the month Price: One Shilling

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It's Best to look to BERNARDS

The First Sea Lord with Lieut.-Cdr. A. H. F. Wilks, commanding officer of H.M.S. Belton.

ADMIRAL ABOARD

It must be rare for a tiny coastal minesweeper to act as host to the First Sea Lord, but this was the honour which fell to H.M.S. Belton when Admiral Sir Michael Le Fanu saw trawling demonstrations in the North Sea.

Admiral Le Fanu sailed from Hull on December 2, leaving before dawn in the side trawler Joseph Conrad, which was bound for the Murmansk fishing grounds.

After seeing the trawling demonstrations, the Admiral transferred to the Belton, spending the night at sea and disembarking with his Naval Assistant (Capt. M. La T. Wemyss) at Leith. They returned to London by air.

'DUTY FREE' FOR MEN FROM OVERSEAS

Holiday spirit for sailors

Just like holiday-makers returning from abroad, naval personnel from overseas will now be able to bring ashore not only their duty-free tobacco but a half-bottle of spirits and a bottle of wine.

Goods (excluding mechanical lighters) to a total value of £3, may also be allowed free of duty.

This valuable concession by the Customs authorities applies to naval personnel over 17, returning from overseas as part of ship's company of one of H.M. ships or crew of a naval aircraft, and also naval personnel serving aboard other vessels (e.g. ship's flights in Royal Fleet Auxiliaries).

FIRST TIME ONLY

Goods are to be landed on the first occasion only of proceeding on leave over seven days, or on draft, after arrival from abroad. The goods must be in accompanied baggage, and declared on arrival.

The concession operates forthwith on a temporary basis, pending the consideration of detailed rules which may ultimately be necessary.

HERMES AT HONG KONG

For the men of H.M.S. Hermes it was Christmas far away from home. The carrier arrived at Hong Kong (left) on November 29 and stayed until December 7, when she left for Singapore.

One of the highlights of the Hong Kong stay was the visit on board of local actresses (above).

Fortnightly pay back again

Twice-a-month pay for ratings is to end, the Admiralty Board having decided to reintroduce the fortnightly arrangements as from April. Official pay days will then be on alternate Thursdays.

Fortnightly pay was discontinued early this year in favour of a scheme for twice-monthly pay-meant, the aim being to ease the work load on pay staffs and to ensure that ratings would know exactly how much they should receive.

The scheme met with criticism when it was realized that on occasion naval families would have to go three week-ends without pay, causing difficulties in domestic budgets.

Naval families will welcome the latest decision, especially as the Admiralty Board are ensuring that pay amounts will be regularized as under the twice-a-month plan.

Opportunity has also been taken to make pay day officially Thursday, although many ratings are already paid on that day.

The scheme now ended had caused additional calls on pay staffs, nullifying any gain by simplified procedure, so there is no grief so far as they are concerned.

In fact, fornightly pay is already working, due to the introduction of the extra pay day at Christmas.

Chief petty officers can continue to have their money paid direct into a bank.

NEW NAVY BASE

H.M.S. Cochrane, occupying a 24-acre site adjoining the Royal Dockyard, Rosyth, was commissioned on December 11 in the presence of Vice-Admiral I. L. M. McGeoch, the Flag Officer Scotland and Northern Ireland.

This new establishment replaces the accommodation ships Duncansby Head and Girdleness, at present collectively forming H.M.S. Cochrane.

Trials vessel ordered

An order for a new £3m. experimental trials vessel has been placed with Scotts Shipbuilding and Engineering Co. Ltd., of Greenock.

It is planned to have her ready for service in 1971.

Fourth nuclear sub. launched

The Royal Navy's fourth nuclear Fleet submarine, H.M.S. Churchill, was launched on December 20 at the Barrow-in-Furness yard of the Vickers Ltd. Shipbuilding Group, the naming ceremony being performed by Mrs. Christopher Soames, daughter of Sir Winston Churchill.

Three nuclear Fleet submarines — the Dreadnought, Valiant, and Warspite — are already in commission with the Navy. Two others, the Churchill and another, are in course of construction, and two more have been ordered.

In addition to these "capital ships of the future," three nuclear-powered Polaris submarines have been commissioned, and a fourth is building.

The new Churchill is the second ship to have the name in the Royal Navy, but the first to be named after Sir Winston.

The predecessor, a four-stack destroyer, was acquired from the United States in 1940, all ships of her class being named after towns and villages in America and the U.K. Transferred to the Russian Navy, in July, 1944, she was sunk seven months later in the Arctic.

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DRAFTY'S CORNER

So - home is the sailor

Last month we sat at a drafting officer's elbow and took notes as he did his drafting to Sea Service. Now we are going to take a look at what he does about the men coming in from sea, and how he decides on their shore jobs.

Long before men come home, Drafty asks their captains when each man will have had all leave due and so be available for draft. The date is called " availability date " in drafting jargon and until it is known no decision can be made about the next draft.

With re-engagement leave lumped with other leave, an availability date can be almost four months after arrival in the U.K.

Because men going seawards have to be picked about six months in advance so that they can receive five months' notice, Drafty knows in, say, December, where vacancies at home are going to occur in April.

Need to revise

But perhaps it would be wiser to say " thinks he knows," because much can and does happen in five months to make him revise an earlier forecast.

If he went nap, in December, on the April vacancies at home, and told the April homecomers where they were going, every change he made as a result of a man being found unfit for a sea draft would have to be matched by a change of destination for a homecomer.

No one would know where he stood. So Drafty likes to wait until he is more certain before he makes a decision which cannot later be altered without hardship all round.

Obviously the longer he waits the more certain he can be. And it is easier to take advantage, at short notice, of unexpected vacancies in a man's preference area that were not visible at long notice.

The compromise between unreliable long forecasts and those accurate ones too short to be of use has been struck at the 13-week point.

Weekly task

So every week a drafting officer looks at the cards of the men he knows will be " available " 15 weeks hence. He has a fortnight to find a billet that most nearly meets each man's wish, and then to issue the draft order that will arrive 13 weeks in advance of its effective date.

Not, you will notice, 13 weeks before arrival in the U.K.

There is one common problem which faces every homecomer who has passed provisionally for higher rating while abroad, or who has been recommended for a course.

If the school is in his preference area, the course will not involve a family move. If it is not, the course will mean that a man does his shore service in two or even three separate drafts.

List of Ships for which C.N.D. will be Issuing Draft Orders during February, 1969

SHIP	Joining in Aug. for:
SCYLLA (G.S.C.)	Trials
WISTON (M.C.M.9 M.E.)	Main Party
LONDONDERRY (G.S.C.)	Trials
AURORA (G.S.C.)	Advance Party
VIDAL (G.S.C.)	Main Party
GLAMORGAN (G.S.C.)	Retard (4th) Party

For example, the Chatham man may go there on completion of leave, then after a month or so to Portsmouth for a course, and then back to Chatham until due for sea again.

This three-move cycle is one that Drafty tries to avoid by sending the man on course at the beginning of his shore time, or failing that at the very end. And he tries to avoid married quarter problems by making the first draft " over six months " whenever he can.

How easy or difficult it is to suit the homecomer depends on the numerical health of a branch, and on the competition, at that time, for jobs in a particular place.

If the branch is in surplus and has no vacancies calling to be filled at once, a man can properly be sent supernumerary where he wants to go, to fill a vacancy that will occur there when another man is later drafted away.

This is the easy but alas increasingly rare situation.

A branch may be generally in surplus, yet have a few unfilled billets. Or it may be generally underborne, with quite a lot of unfilled billets, some in the less

" Dear Drafty — When I asked for a job close to Shepherd's Bush, I didn't mean this so-and-so shepherd or this so-and-so bush ! "

popular places. Then Drafty has to face facts and make decisions that are bound to be less attractive to some than to others.

To go over all the courses open to him would be to repeat what has been said in other articles in this series.

Enough to say that much thought, care, and persuasion goes into the problem of squaring a man's wishes with the Navy's needs and the contentment of other men.

P.S.—Out of the 10,310 men drafted to shore during the last six months 8,165 (79.2 per cent.) got their first preference, 1,467 (14.2 per cent.) got their second or third preference area, and 678 (6.5 per cent.) were drafted elsewhere.

EXCHANGES

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

R. S. Allen, PO Wtr. H.M.S. Warrior (C-in-C, Western Fleet) will exchange for any United Kingdom shore base.

M. Ellard, RO 2(W). H.M.S. Jaguar, due to go East of Suez for 10 months, will exchange for Home Sea Service or General Service Commission ship on its home leg.

T. J. Mooney, A/LM(E). H.M.S. Rhyl, to be stationed in the West Indies until July, 1969, will exchange for draft to H.M.S. Osprey.

G. Meaney, L. Wtr. Britannia Royal Naval College, Dartmouth, would like to exchange drafts. Applicants should state present job.

R. D. Clarke, CEA(O), H.M.S. Eagle, on draft to R.A.E. Aberporth in lieu of C.C.E.A. on March 11, will exchange with rating who has a shore draft in either Portsmouth or Devonport areas.

A. S. Branchett, SA. H.M.S. Berry Head (Local Foreign Service — married accompanied) year or over in Singapore, will exchange with rating in H.M.S. Eurvalus or H.M.S. Plymouth.

C. Hardy, AB (*UW). H.M.S. Eskimo. Being drafted to H.M.S. Keppel (Home Sea Service) at Rosyth April 24. Would like any Far East draft.

G. Vasey, M(E)1. 72 Mess H.M.S. Drake (ex Eagle) being drafted to Victory February 10. Will change for draft to Singapore based ship or H.M.S. Terror.

R. Welch, Std. Captain's House, H.M.S. Pembroke, being drafted to H.M.S. Fife (long refit at Chatham) will exchange for any seagoing ship.

P. J. Smith, LM(E). 12 Gilpin's Gallop, St Margarets, Nr. Ware, about to join H.M.S. Tyne for six months, will exchange for similar draft in Portsmouth or Chatham area.

M. J. Ford, OS(RP*) H.M.S. London on General Service commission — Home/East of Suez (April 1969) will exchange with man serving in any Portsmouth/Plymouth based ship.

R. D. Thomas, AB(RP—), H.M.S. Galatea, being drafted to Bellerophon (over six months) March 3, will change with similar rating detailed for the Persian Gulf or any ship.

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Advancements

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

To A/CERA
B. W. Fletcher, 857346; D. E. Bing, 887614; L. J. Thistleton, 982047; G. G. Smith, 983505.
To a/Ch Mech
R. R. Gilbert, 920823; M. A. Jones, 946464.
To A/Ch Shpt.
G. H. Brooks, 928919.
To CH(M(E)
C. Rutter, 866790; P. E. Cross, 847170; T. J. Walkin, 902795; W. Pemberton, 892087; J. C. Studley, 884229; K. Stewart, 907940; G. H. W. Charman, 847192; M. W. Gregory, 914407; E. A. Jones, 833715; G. F. Billinghurst, 854143; P. Raisbeck, 894513.
To Ch OEL
D. Wood, 745690.
To A/Ab REA
D. P. Williamson, 969806.
To Ch REMech
R. Graham, 964603; G. C. A. Mason, 969352.
To Ch REL
T. Driver, 937281; D. W. Oakley, 941097.
To CRS
J. A. Bradley, 883164.
To CCY
B. H. Fouracre, 940649; R. A. Dommersnes, 921934; W. Hickmott, 912195.
To CPOMA
I. E. Johnstone, 818060; K. V. Clark, 835738; K. E. Viney, 900868.
To CPO
R. Furness, 819535; W. Williamson, 889901; E. J. Budd, 835508; E. A. Roberts, 883305; F. M. Queen, 889629; G. J. Rogerson, 646395; R. W. Hartshorn, 842484; A. Yates, 871091; W. Melvin, 660976; C. F. Bishop, 839543; G. A. Guest, 760415; J. Powell, 843820; W. J. Cathcart, 857262; J. W. Lavender, 841641; J. Gale, 835968; K. Tremlett, 858474; S. J. Brokenshire, 857173.
To MAA
E. D. Harrison, 670829; H. J. Bell, 889306.
To CPO Wtr.
J. H. Norton, 900711; D. N. Brown, 912723; J. W. Kendall, 913387; C. J. Meegan, 872484.
To CPOSA
R. A. Clifford, 885255; T. Loveland, 900472; A. Magor, 855106.
To CPO CA
D. A. Gardiner, 868168.
To CPO Ck (ex S)
J. A. Peters, 900841; J. Roberts, 835306.
To CPO Ck (ex O)
A. D. Liddle, 105972; E. Roper, 817610; W. J. M. Evans, 890651.
To Ch Slmkr.
G. R. Bland, 932639.
To CAA(AE)
B. H. Wood, F969813; F. R. P. Usher, F943617.
To CAF(AE)
D. Kent, FX875464; C. Jackson, Fx882141; L. W. E. Brazier, FX882129; C. G. Reffold, FX837222; A. F. Barnes, FX814526.
To CAF(O)
J. L. Bedwell, FX882472.
To CA(SE)
E. T. Crispin, FX910964; W. A. C. Edwards, FX906460.
To CA(Phot)
R. A. Safe, F944601.
To CA(Met)
P. G. Rossington, FX859919.
To CHE(Air)
J. A. Bell, FX847872; P. F. O'Sullivan, FX880926.

TRICKLE SCHEME

New arrangements are given in D.C.I. (Navy) 1473/68 regarding the application of the "Trickle Advancement Scheme" and all ratings affected should make a point of studying the D.C.I.

As an example of how the trickle advancement is applied, the allowance of advancement to Seaman CPO for the quarter ended December 31 is 17, whether there are vacancies or not.

If there are 17 or more vacancies, the trickle allowance will not be required, but if there are only 12 vacancies, five additional advancements may be made.

The D.C.I. gives the trickle advancement allowances for all branches and rating levels up to and including the quarter ending September 30, 1969.

Not reclassified

For those of you who are following the articles in Drafty's corner, I must correct an error in last month's issue. You will remember the article describes how men are drafted to Sea Service. One of the billets to be filled was for a man in H.M.S. Triumph which is on L.F.S.

This type of service in a ship counts as Sea Service whether a man is accompanied by his family or not, and the reference in the article to such service being reclassified as Shore Service when a man becomes accompanied was incorrect.

What does change is the length of his service. For a married man this will normally be about 25 months, but the single man is of course not bound beyond 15 months.

NEW STYLE TIFFY APPRENTICES

Amalgamation of that sterling body of men called Shipwright Artificers with the rest of the Marine Engineering branch of which they have formed a vital part for some years, has reached another milestone.

From January, 1969, a new apprentice is being introduced at H.M.S. Fisgard, to be called the Marine Engineering Artificer Apprentice, to replace both the existing Engine Room and Shipwright Artificer Apprentices.

The technical and academic training of all these MEA apprentices will be identical, but there will be two craft streams: 50 per cent. will receive training to a higher standard in metal-working trades such as coppersmithing, sheet metal working, and welding.

FLEXIBILITY

In the future Fleet, where the proportion of small ships will increase, the flexibility produced by this amalgamation will be an increasingly important factor.

Moreover, it is apparent to everyone that if skilled ratings are to be able to cope with the pace of technological change, their training must be aimed at producing ratings who are predominantly technicians rather than those who are predominantly craftsmen.

All MEA apprentices will have the opportunity to achieve an ONC or City and Guilds award, and will also take a new First Class Course in H.M.S. Sultan later in their careers.

This course will consist of management and administration training, together with further technical training to ensure that the First Class Artificer is kept up to date.

The employment, responsibilities, and career prospects of officers and ratings already serving, who are trained as Shipwrights and Engine-room Artificers, will not change radically, and therefore no cross-training will be needed.

Nevertheless, eventually all serving Engine-room and Shipwright Artificers will be called MEAs; the ex-ERA will be called an MEA(P) — the (P) standing for propulsion; and the ex-Shipwright Artificer will be an MEA(H) — the (H) for Hull.

Shipwright officers will be known as Engineer-Lieutenant, etc.; and their sub-specialisation as Hull.

The date of these changes in nomenclature is still to be decided.

Mechanicians (2) will be trained in one of two corresponding craft streams from the early 1970s, and will take the new First Class Course.

HISTORICAL NOTE

The year 1968 marked the centenary of the introduction of artificers into the Royal Navy, but the shipwrights, or carpenters as they were then called, existed in the days of Samuel Pepys.

Among his other duties in those days, the carpenter was required "to frequently pass up and down the hold with his crew and be watchful against all leaks from shot underwater! "

The first Chief Engineer of the Royal Navy was appointed in 1847. He was an ex-shipwright apprentice, Thomas Lloyd by name, and having studied naval architecture later instructed himself in steam.

In 1903 came the introduction of the training of naval boy shipwrights in the Royal Dockyards and until 1947 they were trained alongside their civilian counterparts. Twenty years ago, shipwright apprentices joined the E.R.A. apprentices at H.M.S. Fisgard and H.M.S. Caledonia.

Standing Force at Southampton

The NATO Standing Force Atlantic, comprising the British frigates Argonaut and Dido, the Netherlands destroyer Zeeland, and the United States destroyer Glennon, paid an informal visit to Southampton from December 5 to 11, after which they dispersed to their home ports for Christmas leave.

Norwegian, Canadian, and German ships have also participated during the year.

Starting this year, Portugal is to contribute at least one ship.

The force, formed in January, 1968, at Portland, has visited 11 NATO countries on both sides of the Atlantic, and is constantly exercising to maintain a high state of preparedness.

This operational force will remain permanently in existence, available for any duties required by the North Atlantic Council.

The first, and present, senior officer is Capt. G. C. Mitchell, R.N. in H.M.S. Argonaut. He will be relieved shortly by a Dutch officer.

COMMISSIONING FORECAST
See page 4

SHIPS OF THE ROYAL NAVY No. 158

SUBMARINE WITH AN HONOURED 'PEDIGREE'

The fleet submarine H.M.S. Warspite, the seventh in the Royal Navy to bear that "honoured name," follows a ship which took part in two world wars and gave splendid service for over 30 years.

The name is generally believed to be an Elizabethan compound after the manner of **Dreadnought**, i.e. Wars-despite, a term of defiance, although it has also been connected with "spight," the archaic name for the woodpecker.

The first Warspite was a ship of 1596, sold in 1649.

Three 3rd rates followed — one of 1666 renamed Edinburgh in 1715 and broken up in 1771; another of 1758 renamed Arundel in 1800; and the third of 1807, burnt in 1876.

The first Warspite was a ship cruiser of 1884 sold in 1905 and the sixth, a battleship, "The Old Lady" of 30,600 tons, carrying eight 15-inch, and eight (originally 12) six-inch guns, was built between 1912 and 1915, being sold in 1947.

At Jutland

Part of the 5th Battle Squadron, the battleship Warspite was severely damaged at the Battle of Jutland, the ship's helm being jammed, causing her to circle towards the enemy at "hellfire corner."

As late as 1929 the ship carried the scars of Jutland, for in the Captain's Office, the jagged edges of a shell hole remained.

The battle honours of the ships which bore the name bear evidence of their work. In the Second World War alone the battleship was awarded 13. There are 25 altogether.

There was the Second Battle of Narvik, when the Warspite, wearing the flag of Admiral Whitworth and accompanied by nine destroyers, entered the fjord and sank eight German destroyers and a U-boat.

Then, after the Norway evacuation, H.M.S. Warspite became the flagship of the late Admiral of the Fleet Sir Andrew Cunningham in the Mediterranean, taking part at Matapan (when three Italian cruisers and a couple of destroyers were sunk), and being present at Crete, Sicily, and Salerno. She also took part in the D-Day invasion.

Broke adrift

Sold in 1947, the Warspite chose a rocky cove in Cornwall for her grave instead of submission to the shipbreaker's hammer, for while being towed northwards she broke adrift and was driven ashore.

There must be many who have fond memories of that fine ship.

The present nuclear-powered Warspite was built by Vickers at Barrow, being laid down December 10, 1963, launched on September 25, 1965, by Mrs. Wilson, wife of the Prime Minister, and commissioned on April 18, 1967.

Of 3,500 tons displacement (standard), she is 285 feet in length and has a beam of 33 feet. She has six tubes for 21-inch homing torpedoes. Complement is 13 officers and 90 men.

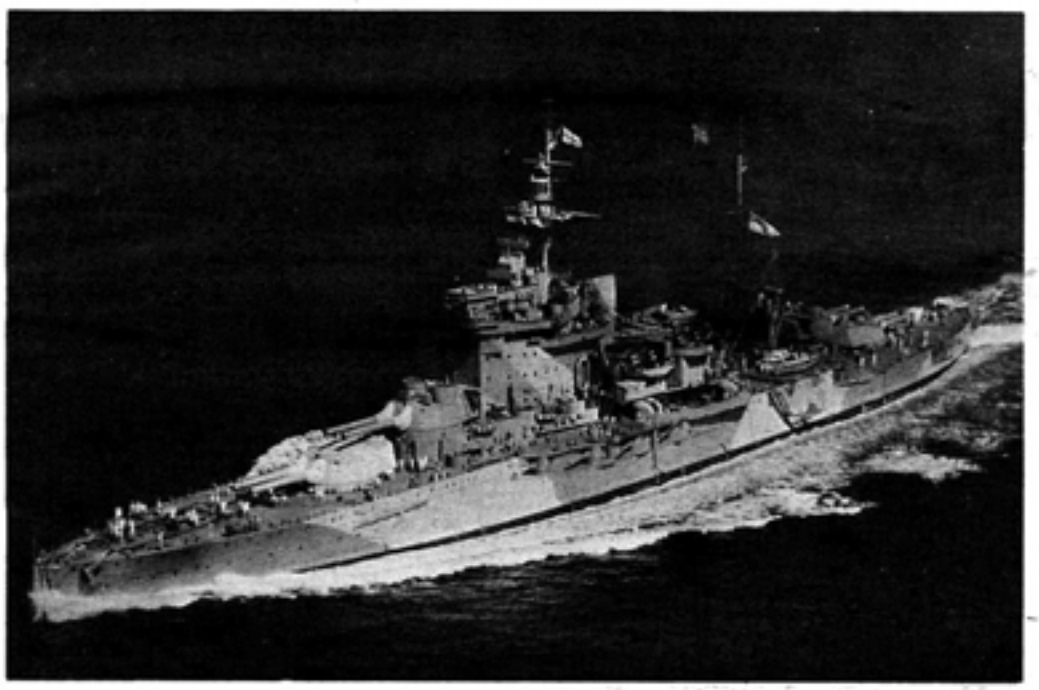
28 days submerged

The endurance of this class was demonstrated by the 12,000-mile homeward voyage from Singapore of H.M.S. Valiant, setting a record for submerged passage by a British submarine of 28 days non-stop.

The badge of the present ship is a ship's gun (circa 1600) in gold on a green field. The battleship's crest was a woodpecker (the spight) on the branch of a tree.

The ship's motto — **Belli dura despicio** — (I despise the hard knocks of war) — is an extremely apt one.

An era now past. The " Jutland " Navy Warspite in her full glory.



Computer pay start by 1970

It is anticipated that the Naval Pay and Records Computer Project at Fort Rowner will start to handle certain pay accounts of ships and establishments in 1970.

The main personnel block, which, when completed, will house 700 people, and the computer building, were started in the autumn of 1967.

A section of the Director General of Navy Accounts, dealing with fleet pay affairs, will be the first to be transferred to Fort Rowner.

At a later date the staff from the Commodore Naval Drafting, now at Haslemere, will be accommodated in the new computer establishment.

PHOTO POSTCARDS

Photo postcards of H.M.S. Warspite 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, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadwood, R.F.A. Tidesurge, Striker, Plymouth, Barrossa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolaston, Dundas, Brighton, Fearless, Manxman, Glamorgan, Auriga, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), Relentless, Fife, Intrepid, Dampier, Aisne, Leopard (1967), Ocelot, Galatea, Londonderry, Abdiel, Sirius, Vidal, Minerva, and R.F.A. Engadine.

HIROSHIMA VISIT

The Daring class destroyer H.M.S. Diana, and the fast anti-submarine frigate (ex destroyer) H.M.S. Grenville, called at Hiroshima on December 2 on a goodwill visit.

LEADING POINTS ON THE ROSTERS

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

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

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

CPO 1482 (2)	PO 208	LS Int
Ch Smkr 989		
CPO Wtr 1609	PO Wtr 402	LWtr 275
CPO SA 1707	PO SA 445	LSA 307 (4)

CPO Ck (Ex S) 1715	PO Ck (ex S) 1252 (2)	LCk (ex S) 380
CPO Std 2166	PO Std 595	L Std Int
CPO Ck (ex O) 2233	PO Ck (ex O) 1044	L Ck (ex O) 303
MAA 1480	MAA (ex cov'n) 1476	RPO 641
CERA/ Ch Mech 384/ 257	Ch M(E) 2171	PO M(E) 99
LM(E) Int.		Ch Shpt Dry
Ch CEA/Ch CE Mech Dry	Ch OEA/Ch OE Mech Dry	Ch C E1/ Ch O E1 1847
PO C E1/ PO O E1 Dry	LCEM/ LOEM DRY	
Ch REA/ ChRE Mech Dry	Ch R E1 1270	PO R E1 Dry
LREM Dry		
CPO MA 623	PO MA 506	L MA 327

CCY 1320	CY 494	LRO (T) 467 (2)
CRS 1650	RS 368	LRO(G) 322
CRS(W) Int	RS(W) Dry	LRO(W) Dry
CAA(AE) Dry	CAA(O) Dry	CAM(AE) Dry
CAM(O) Dry	CEA(Air) Dry	CREA(Air) Dry
CHELMECH (Air) Dry	CHREL-MECH (Air) Dry	
CAF(AE) 2530	POAF(AE) 333(2)	LAM(AE) Normal
CAF(O) 2404	POAF(O) 395	LAM(O) 397
CA(AH) 2178	POA(AH) 939	LA(AH) 220
CA(SE) 1099	POA(SE) 280	LA(SE) Int
CA(Phot) 1295	POA(Phot) 590	LA(Phot) 380
CA(Met) 1589	POA(Met) 76	LA(Met) 344
CHEL(Air) 2267	POEL(Air) 189	LEM(Air) Int
CHREL(Air) 2220	POREL(Air) Int	LREM(Air) Dry

GAMBIA GOES TO BREAKERS

On the day that H.M.S. Blake left Portsmouth for trials at the start of her new career on December 2, H.M.S. Gambia, the Mauritius class cruiser of 8,000 tons, which was first commissioned in 1942, left harbour under tow for a Scottish shipbreaker's yard.

The Gambia, which saw action in the Pacific during the war, was placed in reserve in 1960 and has been moored in Fargham Creek ever since.

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COMMISSIONING FORECAST

Manxman gets first mention in her new role

After nearly six years' continuous service with the Far East Fleet as a minesweeper support ship, H.M.S. Manxman returned to Portsmouth on December 19, and will start her third " life " in February.

Built as a fast minelayer, capable of 40 knots, the Manxman was converted to a minesweeper support ship.

She now commissions at Devonport on February 25 as a Mechanical Engineer officers' training ship.

Details of the commissioning forecast are as follows:

JANUARY, 1969

PLYMOUTH (A/S Frigate). January 2 at Chatham for trials. Port Service. Commissions February 27.

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

ESKIMO FLIGHT. January 13 at Portsmouth. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

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

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

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

KEDELSTON (M/H). January 23 at Devonport. Home Sea Service. 4th MCM Squadron. U.K. Base Port, Rosyth.

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

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

FEBRUARY

CAPRICE (Destroyer). February 6 at Chatham. LFS(A). Half trials crew. (Gibraltar refit).

BLAKE (Cruiser). February 27 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

PLYMOUTH (A/S Frigate). February 27 at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

MANXMAN (ME officers' training ship). February 25 at Devonport. Port Service. U.K. Base, Devonport.

MARCH

APPLETON (CMS). Early March at Bahrain. Recommission with reduced crew. Foreign Service Commission.

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

CAVALIER (Destroyer). March 27 at Gibraltar. LFS(A). Half trials crew.

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

WOOLASTON (C.M.S.). Late March at Gibraltar. Ferry crew only.

820 SQUADRON, BLAKE. March-May at Culdrose. General Service Commission. Wessex. U.K. Base Port, Portsmouth.

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

APRIL

HARDY (A/S Frigate). April 11 at Gibraltar for trials. Home Sea Service.

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

GLAMORGAN (G.M. Destroyer). April 21 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.

GRENVILLE (A/S Frigate). April 24 at Portsmouth. Home Sea Service. U.K. Base Port, Portsmouth (C).

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

MAY

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

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

JUNE

KENT (G.M. Destroyer). Early June at Portsmouth. L.R.P. Port Service.

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

HARDY (A/S Frigate). June 6 at Gibraltar. Home Sea Service, Portland Squadron. U.K. Base Port, Chatham. (C.)

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

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

HYDRA FLIGHT. June 23 at Portland. Foreign Service Commission. U.K. Base Port, Chatham.

JULY

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

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

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

SALISBURY (A/D Frigate). July (tentative date) at Devonport, for trials. Port Service. U.K. Base Port, Devonport.

NEW CAREER FOR H.M.S. BLAKE

H.M.S. Blake (left) on December 2 sailed from Portsmouth on sea trials at the start of her new career as a cruiser/command headquarters ship.

She had been four years in Dockyard hands.

Other ships of the same class, the Tiger and Lion, are to be similarly converted.

ASHANTI (G.P. Frigate). July 10 at Portsmouth for trials. Commissions October 7.

AUGUST

ANTRIM (G.M. Destroyer). Mid-August at Portsmouth for trials. Port Service (trials). U.K. Base Port, Portsmouth. Commissions January, 1970.

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

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

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

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

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

LONDONDERRY FLIGHT. August 25 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.

SEPTEMBER

NORFOLK (G.M. Destroyer). September (tentative date) at Portsmouth for trials. Port Service (trials). U.K. Base Port, Portsmouth.

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

HYDRA (Survey ship). September at Chatham. Foreign Service Commission. East of Suez (FE). U.K. Base Port, Chatham.

DIDO (G.P. Frigate). September 18 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

OCTOBER

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

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

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

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

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

ASHANTI (G.P. Frigate). October 7 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port, Devonport.

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

NOVEMBER

BULWARK (Commando Ship). November at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Devonport (C).

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

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

DECEMBER

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

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

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

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

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

"Who's been eating my jelly-babies what mum sent for Christmas? "

JANUARY, 1970

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

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

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

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

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

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

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

HAMPSHIRE (G.M. Destroyer). End January at Portsmouth. L.R.P. Port Service.

FEBRUARY

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

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

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

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

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

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

ARGONAUT (G.P. Frigate). February at Devonport. General Service Commission (Phased). Home/East of Suez (F.E.)/Home. U.K. Base Port, Devonport.

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

MARCH

ACHILLES (G.P. Frigate). March at Glasgow (tentative). General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

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

APRIL

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

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

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

MAY

LEANDER (G.P. Frigate). "Early May. Dockyard control at Portsmouth. Port Service.

ARETHUSA (G.P. Frigate). May. Recommission (Phased). General Service Commission. Home/East of Suez (F.E.)/Home. Captain's command.

NORFOLK (G.M. Destroyer). May at Portsmouth. General Service Commission, 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 — 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.

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.

MARCH, 1969

ORPHEUS Final manning date March 14 at Chatham for service with Seventh Submarine Squadron.

AURIGA Final manning date March 17 at Chatham for service with Second Submarine Squadron.

ARTEMIS Final manning date March 24 at Portsmouth for service with First Submarine Squadron.

JUNE 1969

OBERON Final manning date Mid June at Portsmouth for service with Seventh Submarine Squadron.

JULY 1969

WALRUS Final manning date July 4 at Devonport for service with First Submarine Squadron.

SEPTEMBER 1969

OPPORTUNE Final manning date September 5.

'Cod' trophy goes to the Wasperton

The "Chromium Cod" trophy for the six coastal minesweepers of the 4th M.C.M. Fishery Protection Squadron (see December issue) was won by H.M.S. Wasperton (right) commanded by Lieut.-Cdr. J. Manley.

The sporting activities, staged at H.M.S. Lochinvar, consisting of football, hockey, squash, seven-a-side Rugby, shooting, tug-of-war, throwing the heaving line, and finally a cross-country run with about 115 runners, resulted in H.M.S. Letterston leading on points.

General drills commenced with a communications quiz, won by H.M.S. Wasperton, but the other drills — dan buoy recovery, jackstay transfers, and a gemini race — all to be held while on passage to Hamburg, had to be cancelled because of the rough weather conditions.

In Hamburg the Captain Fishery Protection (Capt. G. D. Cooper) announced that as the competition had been only partially completed, the general appearance and bearing of men at Divisions, and the ship's appearance had been taken into account, and that H.M.S. Wasperton had been adjudged the winner of the newly-instituted trophy.

NAVY RUGGER MATCH FOR DEVONPORT

The really exciting part of the Navy rugger season is now starting. There are only four working-up matches before the Navy v. Army game on February 8, which might appear to be too few.

Fortunately we have a concentration of talent in Portsmouth this year, and there is already in being that exceptional team spirit which always knits a Navy rugger team.

It is good to see a Navy match at the Rectory Field, Devonport, again. The difficulty has always been to get opponents to travel to the West Country, but this year the Civil Service have agreed to play there.

It is hoped that all enthusiasts, both Navy and civilians, will support the game on January 22.

The following Saturday we have the annual Blackheath match at Blackheath and, finally, a two-day tour to play Oxford University at Oxford and Hampshire at Portsmouth.

It is a pity Simon Newsom has had such an unlucky season because of injury and may not be available. Good second row forwards are also badly needed.

With many of last year's team still playing well, however, there is a good nucleus to build up a real championship side.

From Tournament

Resulting from the 1968 Royal Tournament at Earls Court, a cheque for £23,000 has been sent to Mr. Denis Healey, the Secretary of State for Defence, for Service charities.

Battered Tiptoe's Bahamas joy-ride!

The Royal Navy's oldest submarine still in commission, H.M.S. Tiptoe, returned to Portsmouth on November 9, a little battered but triumphant, after an eight-week visit to the Bahamas.

Four weeks of the time away was spent exercising with H.M.S. Sirius and R.F.A. Engadine, but our correspondent dismisses the work side of the trip as " purely incidental "!

The pleasurable side of the visit was, however, a different story. There were barbecues, swimming, cricket, and rugby on white sands under a tropical sun, and so many invitations were received that some of them had, regretfully, to be refused.

During a rest period between exercises the crew were able to sunbathe and fish from the casing, but swimming was " out " after AB Richard Taylor, from Folkestone, caught a four-foot shark.

IN LUXURY HOTEL

One week-end was spent in Freeport, Grand Bahama Island. There the whole crew was accommodated in a luxury hotel, with transport to and from the boat provided in a red London Transport bus.

On a second visit to Nassau, a rugby match was played against the local team, the Buccaneers. The submariners lost by a rather high score, but the winners were very generous and awarded the team an oil painting as a consolation prize.

Before returning, the Tiptoe visited Bermuda for four days, berthing in Hamilton. The news of Lieut. Rodney Pattisson's " Gold " in the Olympics reached the submarine there, causing much pleasure, for Lieut. Pattisson served in the Tiptoe before going to Mexico.

During a soccer match against H.M.S. Malabar, L Ck Mick Eager, the captain of the team, executed a brilliant sliding tackle, but unfortunately broke his leg in the process. This brought the game to an abrupt end.

FULL AHEAD—THROTTLES JAMMED—IN VERNON BASIN

Although built for minesweeping, the two inshore 'sweepers, H.M.S. Dittisham and H.M.S. Flintham, have been slightly modified to enable them to fulfil the important and interesting role of seamanship training for the juniors of H.M.S. Ganges.

Minesweeping equipment is still fitted and this seamanship task is taught along with many others. Not the least of the ships' roles is the job of teaching sailors to live aboard ship.

It was just after last Easter that a small party turned up at H.M.S. Vernon to collect the two ships which were to form the H.M.S. Ganges Training Flotilla.

After a lot of hard work fitting in equipment, and taking a certain amount out to make room for the juniors' messdeck, the ships were ready for sea in early June.

DURING TRIALS

There were a few hair-raising moments during the acceptance trials when Dittisham's throttles jammed at full ahead while still in the Vernon basin, but nothing untoward happened.

The past six months have been full of interest. Various east coast ports, from Hull to Ramsgate, have been visited, and both ships have had their share of stormy weather.

Several appearances on Anglia TV have, no doubt, done something for recruiting, and the Ganges juniors have enjoyed the training trips — both day running and on trips to the Continent.

The longest cruise was to Norway. The juniors on this trip were divided into two parties, one taking to the hills on expedition training, while the other was sightseeing and sunbathing in the fjords.

ENVIED SUN-TAN

The weather in southern England at this time was somewhat damp and, having worked in shorts while in Norway, the sun tan was more than a little envied upon the return to Harwich.

Another trip was a week-end on the Norfolk Broads. The voyage to Great Yarmouth was a little bumpy, and those in the ships were glad to be able to spend a night there.

On the Friday the two 'sweepers went up the River Yare to Norwich, securing at Thorpe Bridge.

A large party was invited to the television centre to see a film, taken by a cameraman who had travelled with the ships through the Broads.

To end the programme a tug-of-war was organised between the two ships' companies. Thanks to the efforts of their 17-stone anchorman, the Dittisham pulled off a victory, ensuring a kiss from Miss Yarmouth for Dittisham's captain, Lieut.-Cdr. J. A. Hepworth. The team regretted that there were no replicas for them.

A full training programme is carried out when on passage from one place to another, or when day-running from Harwich. This programme includes dan-laying, anchoring and minesweeping, all of which can be done much more clearly on board than can be demonstrated in a classroom.

Being capable of going into confined waters, two local trips have been up the River Orwell to Ipswich, the first of which was to bring about 100 schoolboys to Shotley to have a look around H.M.S. Ganges.

The second trip had a rather more attractive set of passengers, as it was a families' day, and the two ships were crowded with wives, daughters, and girl friends of the crews.

In case anyone thinks that the days of the gunboat have passed, it was announced in the Press recently that the gunboat Dittisham escorted the Trinity House Ship Siren on buoy maintenance duty at the "Independent Nation of Sealand" (Roughs Tower).

The Press announcement further described Dittisham as being "1,470 tons." The CERA is still hunting for the lost 1,330 tons, for even the anchorman of the tug-of-war team accounts for only 17 stones of it.

Last month, after visits to London and Southend, the ships visited Delft (Holland) before going to Chatham for docking and refit period.

H.M.S. Dittisham, built by the Fairlie Shipbuilding Company at Fairlie, Scotland, was launched in October, 1953, and held in reserve until the spring of 1968.

Landlubbers ahoy!

Pirates from H.M.S. Dundas, in full attire, awaiting the arrival of children from a Bordeaux orphanage.

Navy ships visit Bordeaux

The Portland Squadron, H.M. Ships Undaunted, Pellew, Murray, Dundas and Grafton, accompanied by the R.F.A. Black Ranger, paid a visit to Bordeaux from October 19 to 23 — a visit which will be long remembered by all those who went.

The journey up the River Gironde to Bordeaux was not without event. Shortly after entering the estuary, the ships ran into thick fog, and one by one they settled down to a long and rather nerve-racking passage.

The French Navy had organised many visits for the men of the squadron, notable being those to local vineyards, distillers and other local sights. Bus tours were arranged for all and were very popular.

The squadron was berthed on the Quai du Douanes, right in the centre of the town.

SPORTING EVENTS

The usual round of sporting events was arranged, and the squadron deflated a local French new entry establishment at soccer, but lost the following day. A local hockey side also proved too good for the squadron teams.

An item of particular interest was that the commanding officers of all the ships were initiated into the Commanderie du Bontemps de Medoc et des Graves.

The ceremony was conducted at the Chateau Langoa-Barton and ended with a presentation of scrolls and badges to the officers, followed by a gourmet's lunch.

During the stay many friendships were made with the Bordelais, and as a result of this and the ships' proximity to the centre of the town, a large number of visitors came onboard when the ships were open.

The Pellew and Murray gave the traditional children's party.

THICK FOG AGAIN

There was thick fog again when the squadron left Bordeaux, but even that could not blanket out the warm welcome from the Bordelais.

That welcome was remembered, even on Trafalgar Night in H.M.S. Undaunted, a ship with the same name as that which transported Napoleon to Elba.

The six 'Good Samaritans'

Learning of the Lord Mayor of London's Venture 69 programme, six naval ratings became " Good Samaritans " and helped four elderly people at Hilsea.

The six — Ian Moakes, Terry Wilson-Salt, Dick Clement, and David Green, all artificers from H.M.S. Collingwood, REM Donald Goldsmith, also of Collingwood, and AB James Baptist, of H.M.S. Artemis — carried out repairs at the Eventide Old People's Homes.

Spending 14 hours on the work, the helpers turned themselves into decorators and odd-job men.

NEW STORE FOR BERNARDS

In his annual report Mr. T. H. F. Bernard, chairman of Messrs. Bernards, the well-known naval outfitters said "Progress has been made with our plans to build a new departmental store at Portsmouth which, with our branches around the country and the Mediterranean, should ensure that our customers in the Navy will continue to enjoy an unsurpassed service."

Boy's V.C. for Museum

Rear - Admiral H. E. Morse, who was a lieutenant at the time of the Battle of Jutland in May, 1916, was present at the Imperial War Museum on November 27, when the family of Boy Seaman Jack Cornwell presented the Victoria Cross he won, to the Museum, for safe keeping.

Admiral Morse, who saw the incident from the bridge of H.M.S. Chester, said the light cruiser encountered four German cruisers in the mist, and both sides opened fire.

Soon there were 80 killed and wounded on the Chester's upper deck, but Boy Cornwell, only 16, although mortally wounded, remained at his exposed post quietly awaiting orders. He died shortly after the battle.

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Diver's Christmas on bed of the ocean

Taking part in the United States Navy experiment "Sealab III" — aimed at discovering man's capability for living and working at 600ft. below the sea's surface — are two Royal Navy men, Lieut.-Cdr. C. Lafferty and P.O. Derek Clark.

Five teams of eight men are to spend 12 days living and working in a chamber 57ft. long and 12ft. in diameter, and P.O. Clark, a 34-year-old clearance diver, spent his Christmas helping to build a 15ft. long cylinder on the seabed.

The cylinder is to be used by divers as a resting place and workshop.

Other groups are concerned with oceanography, physiology, salvage techniques and ocean technology.

60-DAY EXPERIMENT

The experiment is expected to last 60 days. While on the seabed the men breathe a mixture of helium and oxygen at a pressure of 280lb. per square inch — the pressure maintained also in the chamber.

To ensure a slow return to normal pressures and to avoid the chance of the diver's nightmare, the "bends," the men will have to spend almost a week in decompression chambers aboard the escort vessel Elk River.

P.O. Clark has been in the United States for six months preparing for his duty under the waves. He lives with his wife in San Diego.

Lieut.-Cdr. Lafferty leads the team investigating water clarity, sonar turbulence and physical oceanography. Before going to the States he was the clearance diving officer at Plymouth.

He expects to descend to 600ft. on New Year's Day.

The Royal Navy's Superintendent of Diving at the Admiralty Experimental Diving Unit in H.M.S. Vernon, Cdr. Philip White, visited the United States last month to receive a first-hand report on the experiment's progress.

PANTOMIME TIME

Fairy tales are not altogether unknown in the Royal Navy, but imagination and ingenuity know no bounds in preparing for the annual "pantos." Here is an attractive line-up of the girls in H.M.S. Vernon's "Aladdin."

Devonshire's big refit

One of the first jobs to be tackled when H.M.S. Devonshire starts her first major refit at Portsmouth this month, will be to cut five holes in her hull.

Two of the holes will measure 13ft. by 9ft. They will give easy access to the lower decks of the ship, and will speed the removal of major items of machinery being replaced or overhauled.

It is expected that the guided-missile destroyer will be in Dockyard hands until late 1970 — sea trials beginning in mid-summer of that year.

All parts of the ship, the fixtures and fittings, will be brought up to an "as-new" condition, and improvements in design since the ship joined the Fleet in 1962 will be incorporated.

Devonshire was the first of the six County class destroyers now in service. Two more — the Antrim and the Norfolk — are due to join the Fleet during this year.

Neptune `tries´ Privy Councillor

The Queen and the Duke of Edinburgh arrived in Recife, the main port for the north-east area of Brazil, by air on November 1, and, after carrying out engagements ashore in the early evening, embarked in the Royal Yacht Britannia which, with H.M.S. Danae and H.M.S. Naiad, had arrived at the port on October 29.

The Royal Squadron sailed from Recife the same evening for Salvador de Bahia.

A Crossing the Line ceremony was held on board the yacht on November 2, when members of the Household and the Britannia ship's company were arraigned before the court of King Neptune.

In brilliant sunshine, watery justice was dispensed and immediate execution, in its non-capital sense, followed.

No appeals

There were no appeals to the Privy Council, though a number of Privy Councillors were on board. One of them, the Minister-in-Attendance, Lord Chalfont, actually experienced the Court's ready justice, emerging wetter for it but apparently satisfied.

While on passage, Capt. J. D. Honywill (Danae) and Capt. J. F. N. Davenport (Naiad) were transferred by light jackstay to the Royal Yacht, for dinner with the Queen.

The next day, Sunday, November 3, the Queen landed at Salvador de Bahia to carry out a crowded morning of engagements. When the Britannia sailed shortly after noon a large fleet of motor-boats waved farewell to the Queen.

The Royal Squadron arrived off Rio de Janeiro at 0730 on November 5, two Brazilian destroyers, the Piaui and the Santa Catarina, having joined at 0530 as additional escorts.

The Sugar Loaf

The Sugar Loaf and the many mountains surrounding Rio which, in clear sunny conditions provide an impressive background for the many blocks of skyscrapers which encircle the southern part of the harbour were, on this occasion, shrouded in mist.

The Britannia and escorts steamed through the narrow harbour entrance, accompanied by a large fleet of yachts and launches which were there to greet the Queen.

Shortly after the Royal Yacht had anchored, Her Majesty left to fly to Brasilia. After carrying out engagements in the leading cities in Brazil for the next few days, the Queen re-embarked in the Britannia on November 8 to begin a full programme in Rio de Janeiro.

State Banquet

The first event was a State Banquet given on board by the Queen in honour of the President. This was followed by an evening reception on board, attended by the banquet guests and a large number of leading Brazilian personalities and Commonwealth and foreign ambassadors.

At all the engagements which the Queen carried out in the city, she received the same enthusiastic welcome which had been extended to her in other cities of Brazil.

Flew to Chile

The Queen and Prince Philip left the Britannia on November 11 to fly to Chile to begin another State visit.

Her Majesty had expressed a wish that the Royal Yacht should be used to give Sea Day demonstrations while in Brazil. More than 150 guests, including Brazilian Service officers, and representatives of British commercial interests attended the Sea Days held on November 12 and 13.

With H.M.S. Naiad in company the two ships gave demonstrations of transfers by jackstay, and various seamanship, gunnery and mortar-firing demonstrations.

The frigate showed the versatility of her Wasp helicopter by transferring personnel and carrying out depth charge attacks on an imaginary submarine.

All the guests were entertained to a buffet luncheon in the Royal dining room, and were afterwards shown round the Britannia.

Both Sea Days provided opportunities to demonstrate British equipment and technological progress, enabling Brazilian and British businessmen to meet and talk under favourable conditions.

The British community in Rio laid on all forms of activities for the men of the Royal Squadron, including dances, swimming and bus tours.

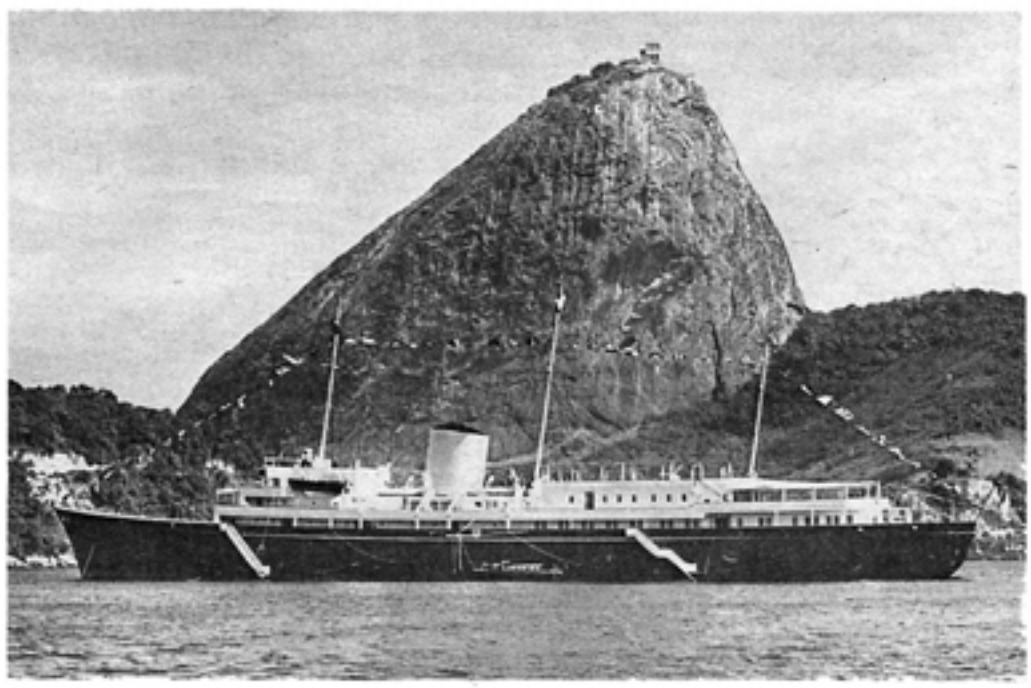
These tours were very popular as there is so much of interest to see in Rio and the surrounding area, not to mention the superb beaches, particularly the well-known Copacabana.

Soccer attraction

A Brazil versus a Rest of the World soccer match in the largest football stadium in the world was an added attraction.

Although H.M.S. Danae was able to take part in the five days of unequalled entertainment offered by Rio de Janeiro, she was unable to take part in the Sea Days, for on November 10 she sailed for South Africa to commence her duty on the Far East Station.

H.M. Yacht Britannia at Rio de Janeiro, with the Sugar Loaf Mountain in the background.



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Plane 'burial honours'

In your article on the Avenger aircraft and its history with the Royal Navy I must point out that the last Avengers in service were aboard H.M.S. Warrior when she was headquarters ship for Exercise Grapple at Christmas Island in the Pacific in 1957.

Three aircraft were taken out from the U.K. for ferry service duty between Malden Island and Christmas Island during the first British H-bomb tests, and although one crash-landed and was written off, a replacement was supplied from the United States (Hawaii to be exact).

This one was offered back to the Yanks on completion of the exercise, but they declined. On the return trip to the U.K. the aircraft were fired unmanned from the catapult with full ceremonial burial honours.

I trust this puts the story right and brings it truly up to date.

A. J. Ringer,
(P.O. Writer).
R.N.A.S. Lossiemouth.

MANXMANITE'S IDEA

I read in the November issue of Navy News that H.M.S. Manxman is due back in the U.K. to become training ship for engineering.

Having served in the Manxman during the last war as a leading seaman, I wondered if any of your readers who are ex-Manxmanites would be interested in meeting at the ship and (with the Navy's permission) have a look around the old girl for old times' sake?

I should like to hear from anyone interested in this meeting. Manxman was a happy ship, and it would be nice to meet some " old ships " again.

E. Carnall
(Lieut., R.N.R., ret.)

39, Cranmer Ave.,
Whatton-in-the-Vale,
Nottinghamshire.

'Woad' team from Triad

Having spent two years in the Persian Gulf, long before the days of air conditioning ashore or afloat, I have great sympathy with the writer of the article in your November issue.

I was a sub-lieutenant in H.M.S. Triad, and one of my duties was sports officer. A few months after I joined we went to Bombay for annual refit, and took the opportunity to overhaul sports gear. We decided to have blue football shirts.

After the first game, which was in the hot weather, the team stripped off their shirts and they looked like the Ancient Britons, the dye having covered their skins.

We had chintz covers for the armchairs in the wardroom, and, on at least one occasion, the pattern of the chintz was imprinted on the back of the officer's tropical shirt.

It could be uncomfortably cold. We spent Christmas at Basra when the temperature was around freezing point. The Somalis, who messed on the boat deck, felt it very badly.

Luckily for them there was a large engine-room skylight opening on to the boat deck near their mess, and they spent most of the day perched on the pivot rod for the skylight covers, like swallows on a telephone wire.

J. H. Gretton
(Commander).
Kenninghall, Norfolk.

Critic of the Med. reinforcement

One reads that due to the Russian build-up of ships in the Mediterranean the Royal Navy already there is to be reinforced with three types of vessel — a carrier, or a commando ship, or an assault ship.

I would be most interested to know which vessel has the most destructive value — three different types of ship with completely different roles to play, and two of them utterly useless without the carrier, especially with a vastly-superior Russian fleet already there.

One reads also that the "Darings" are to be withdrawn. What nonsense this is, surely, with the Russian menace on and under the water.

These ships are invaluable, whatever role they have. If converted destroyers can last 25 years or more as frigates, then there is still ten years of usefulness left in the "Darings."

Why cannot they be converted to G.M. destroyers, instead of scrapping or selling them?

R. B. Hayter.
Knebworth, Herts.

The Navy News in Canada

It was with interest I recently discovered just how far afield Navy News travels, apart from H.M. ships and naval bases all over the world.

Apart from the fact that I send it to a friend in Canada, I received a letter this week from The Sentinel, the combined forces magazine of Canada, in which it was mentioned that they were well up on activities of British armed forces by an exchange of publications with each of them.

(Mrs.) Joyce Sutton.
Hornchurch, Essex.

Letters to the Editor

Deaf artist appeal

My son, a petty officer, has had the Chinese deaf girl artist to paint for him an eight-inch plate picture of his parents from a photograph.

It seems she is a well-known character in Hongkong because my son was told about her before he left for the colony.

Can anyone let me have her name and address or details of what she does? The Deaf Magazine would like to publish the details.

S. Woodhouse.
Slough, Bucks.

Tally collection

My present cap tally collection stands at 617, a few of them (according to research by one of my friends) going back to 1843.

Of these old tallies, some are done in Old English, and the others in Old English script (in yellow cotton). I wonder if any of your readers have tallies of this vintage?

W. F. Wiley
Vancouver, B.C.

"Wight" aircraft

Would any of your readers help me with photographs, data, or memories about "Wight" aircraft? I am attempting to compile a comprehensive illustrated history of the aircraft built just prior to and during the Great War by J. Samuel White and Company, of Cowes.

M. H. Goodall.
2, Queenswood Road,
St John's,
Woking, Surrey.

'Indom.'s' convoy role defended

Archie Meiklem's letter on the Malta convoy on August, 1942 (November issue) was read with interest, but if memory serves me true he appears to be under some misapprehension regarding the role of the carrier in that operation.

The Indomitable was recalled from the Eastern Fleet then based on Mombasa, and following operations against the Japanese in the Indian Ocean and the Vichy French at Diego Suarez, especially for Operation Pedestal to join up with the "heavy" section of the Nelson, Rodney, Victorious, Eagle, and Furious, with a specific role from the start.

The plan was for these ships to escort the convoy to within some 200 miles of Malta and then to do a diversionary raid on Rhodes to enable empty merchant ships to get through from the Eastern to the Western end of the Mediterranean.

MAGNIFICENT COVER

The Furious was to fly off R.A.F. Spitfires to Malta on the second day and then return to Gibraltar. "Indom." and the remainder of the "heavies" were scheduled to be relieved by long-range Beaufighters from Malta at 1900 on Day 3, from whence they would continue on the planned diversionary raid.

The main fighter defence from Indomitable, Eagle and Victorious, with the special 16-inch anti-aircraft shells of the Nelly and Rodney, gave magnificent protective cover for the first three days, frustrating the whole enemy might thrust against the 45 warships and 15 merchantmen involved.

Up to that time, when "Indom." was made the main target of 30 Stukas, suffering heavy damage, the only ship actually lost was the carrier Eagle (to submarine attack).

ON THIRD DAY

The attack on "Indom." came after 1900 on the third day. Together with other ships in the battle she played a vital role, and on finally reaching Gib it was with almost total disbelief that news of the happenings during the last two days of the convoy were received.

Mr. Meiklem's feelings can be well understood, but on looking back the results, meagre though they may have appeared at the time, proved sufficient to give Malta a breathing space, and the tide turned.

F. T. Sigley
(CAF A/E ex-800 Squadron).
Careers Office,
Stoke-on-Trent.

Curious about Aggie's Brigade

Knowing that I hoped one day to join the Royal Navy, a friend of mine kindly made me a present of 36 cap tallies of H.M. ships. Among them, in exactly the same style, was one which said "Miss Weston's Naval Brigade."

I would be most interested to have information about this tally.

Raymond John Adams
(aged 11)
West Ealing,
London, W.13.

SCAPA SCUTTLE MEMORIES

In the November Navy News you referred to the surrender and scuttling of the German High Seas Fleet. I was a signalman aboard H.M.S. Westminster (No FO 2), 13th Destroyer Flotilla, when the flotilla left Port Edgar with Captain D aboard (Seymour if my memory serves me right).

Soon after leaving May Island we were closed up for Action Stations. Just as it was getting light we sighted the German Fleet steaming towards us in line ahead, with all their guns fore and aft. Later they formed into squadrons.

The thing that impressed me at the time was that their steering was so perfect that you imagined a straight edge held against each ship in line, so exact was its position.

Later the Westminster was renumbered 46 and joined the 2nd Destroyer Flotilla.

In 1919 the flotilla was stationed at Scapa Flow with a squadron of battleships — flagship H.M.S. Renown.

On July 19 of that year we were all at sea on P.V.s, and about noon the Renown hoisted the Blue Burgee, which at that time meant " Disregard the admiral's movements."

Almost immediately afterwards a signal was made for all ships to return to harbour with all despatch except the Westminster, which was ordered to stand by the Renown.

It was late in the afternoon when we entered Scapa, and I shall never forget the chaos. There were ships everywhere — some upside down, some on their sides, and others with bows or sterns sticking in the air.

The German crews were rounded up and kept under armed guard on the quarterdeck of the Renown.

During their incarceration there, whether in excess of zeal or provocation, an armed guard shot and killed one of them — but that is another story.

Incidentally, H.M.S. Columbine, which you also mention in the same issue, used to look after our papers, pay, etc.

Frederick F. Foat
(Signalman J63016)
Guildford, Surrey.

New Governor took passage in Sirius

When the Leander class anti-submarine frigate H.M.S. Sirius returned to Portsmouth on December 6 on completion of a Home Sea Service Commission, those on board could look back to a most interesting year, the highlight possibly being the period spent in the West Indies.

While in that part of the world the Sirius carried the new Governor of the Bahamas, Sir Francis Cumming-Bruce, and Lady Cumming-Bruce from Miami to Nassau, where they were ceremoniously landed for the inauguration ceremony.

In the picture Sir Francis is seen inspecting the guard of honour provided by the ship.

During the year Sirius visited Aarhus (Denmark), took part in the Western Fleet Assembly at Rosyth where she won not only the Frigate Cup, but also the Fleet Swimming Challenge Cup, and took Mr. G. Reynolds (Minister of Defence for Administration) to sea for a day to demonstrate the ship's anti-submarine systems.

A most successful families' day was held during the summer when 150 relatives and friends were embarked, enjoying a day's trip around the Isle of Wight.

In the West Indies the Sirius paid visits to the Florida ports of Fort Lauderdale, Miami and St Petersburg.

A Mediterranean trip was also part of the ship's Home Sea Service to take part in the exercise Eden Apple, on the completion of which she visited Naples, Malta and Gibraltar.

Cdr. J. N. Humphry-Baker, the commanding officer, left the Sirius on December 10, being relieved by Cdr. J. A. de M. Leathes. Cdr. Humphry-Baker has taken up the appointment of Executive Officer, H.M.S. Ganges.

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FOUR-LITRE VETERAN FOR 845 SQUADRON

`Toad´ got champers honour

A 1956 Austin 4-litre which started out as an ambulance was christened at R.N. Air Station, Culdrose, on November 15, by Capt. B. H. Notley, commanding officer of the station, when, with a new look and new owners, it became " The Toad."

Bought by 809 Squadron for transporting the aircrew at Farnborough during the Air Show this year, it was seen by 845 Naval Air Commando Squadron (also taking part in the show), who decided that they had a definite use for such a vehicle. So they clubbed together and bought it from 809 Squadron.

845 Squadron's job is to support ground troops, usually Royal Marine Commando Units, and they have a variety of jobs which include troop-carrying, freight lifting, as well as providing covering fire.

The squadron was actively engaged in the jungles of North Borneo, and also formed part of the naval task force which covered the withdrawal of the British troops from Aden.

The squadron normally operates from H.M.S. Bulwark, but when ashore is based at Culdrose.

When the squadron is ashore it sends small detachments of its helicopters all over the country for various exercises, and it is for this purpose that the Tactical Operations Air Detachment vehicle (The Toad) is used.

On detachments of this nature, often in desolate spots such as Dartmoor, Salisbury Plain, and Snowdonia, the vehicle is used as a compact operations rooms, where maps are hung on the walls, and aircrews receive their briefings.

PROMPT CAMOUFLAGE

Used also as a rest room and canteen, the interior is fitted with tables and a calor gas cooker, from which hot grills and hot drinks can be produced as and when required.

The vehicle had to be camouflaged, and this was promptly done in the station paint shop. Tyres were also needed, spreading despondency among the officers, whose pockets had already been hit in the purchase of The Toad.

Hearing of their plight a local (Helston) garage produced a set of tyres at greatly reduced cost, and a Helston ironmonger also gave a gas cooker.

The Toad has already made several operational runs. When the squadron embarks in Bulwark later this year, the vehicle will go on board to be landed wherever the squadron has to operate.

Mr. David Carr and Mr. Pearce Gilbert were the guests of honour when Capt. Notley opened a bottle of champagne and poured some of it over the bonnet to christen The Toad.

When the then Navy Minister, Mr. J. P. W. Mallalieu, visited Culdrose three years ago he referred to the station as a " ghastly dump," a description which will soon be a thing of the past.

A £5 million rebuilding programme has started at the station and in the next five years the facelift will include a swimming pool, theatre, rifle range, squash courts, social clubs, cafeteria, and tailors' shops.

The barracks area will absorb most of the money, but with Culdrose's growing importance as the switch from fixed-wing aircraft to helicopters is made, £1,500,000 is being spent on the aerodrome for the purposes of helicopters, although the main fixed-wing runways are to be maintained.

Culdrose is to be the Navy's main helicopter base, and now that all ships of frigate size and above are to carry at least one helicopter, the station's importance cannot be over-emphasized.

' Bubbly ' flows over the bonnet as Capt. B. H. Notley christens Toad with champagne.

Even the Russians 'feared' Duncan

On Trafalgar Day, October 21 last, the tenth anniversary of the ship's completion date, H.M.S. Duncan, the Blackwood class anti-submarine frigate, announced, with more than a little pride, that she had steamed over a quarter-of-a-million miles.

Her career has taken her to almost every port in Great Britain, to Gibraltar, Malta, Iceland, and the occasional " jolly " across the North Sea to the Continent.

" The Duncan," says our correspondent, " has emerged from being the leader of the Fishery Protection Squadron to one of the most feared anti-submarine frigates. Eyes at periscopes cringe when the pennant 'F.80' appears in their vision."

Recent achievements include a highly enjoyable and successful " Meet the Navy " tour, during which 3,000 schoolboys either visited or went to sea in her.

Duncan lapel badges were issued, and their value on the " swop " market is said to be increasing monthly.

Duncan's most recent claim to fame came when she was directed to investigate the activities of four Russian warships in British waters.

" Our fame had obviously not gone unnoticed, as they gave us no trouble," said Duncan.

Lieut.-Cdr. W. M. Forbes, the commanding officer says that all on board are looking forward to the " delights " of 1969, which opens with the inspection by Captain (D) of the Londonderry Squadron, closely followed by yet another cruise around Iceland.

In April, H.M.S. Duncan leaves the 20th Frigate Squadron to join the 2nd F.S. for a few months, until the ship's refit in Gibraltar in August.

12 IN THE CLASS

Built by Thornycrofts of Southampton, the Duncan is of 1,456 tons displacement (full load). She is 310 feet in length with a beam of 33 feet.

The 12 ships of the class are all named after captains who served under Admiral Lord Nelson.

REAL KIWI FLAVOUR

When H.M.S. Triumph visited New Zealand last November, an Auckland newspaper published a short piece about the ceremonial stirring of the Christmas pudding which was to take place on board.

The next day an anonymous letter was received enclosing seven 1934 New Zealand threepenny pieces — the last year with a high silver content.

These had been jealously guarded by the writer for his mother's Christmas puddings, but he donated them to the Triumph " to add a New Zealand flavour to her pudding."

CAPRICE ENDS HER WORLD TRIP

H.M.S. Caprice left England on January 25, 1968, for the East of Suez leg of a General Service Commission, returning to Portsmouth on December 19, having spent 199 days at sea, out of the 331 days away.

During the period, the ship steamed 58,000 miles and expended 15,600 tons of fuel.

The Caprice called at Gibraltar and Freetown on the way to Simonstown where she was most hospitably received by the South Africans.

Following a short self-maintenance period in Simonstown, the destroyer spent a month of duty on the Beira Patrol in the Mozambique Channel.

IN FAR EAST

A full programme was organized with plenty of time for sunbathing, the ship eventually arriving at Singapore on April 6.

For the next five months the Caprice alternated between Singapore and Hongkong carrying out guard duties and exercising with other ships of the Australian, New Zealand and United States navies.

During this period Japan was also visited, calling at the large port of Kobe and, in contrast, a picturesque fishing village called Miyazu, renowned in Japan as the third most beautiful place in the country.

Leaving Singapore in early September, the ship headed south for a visit to Sydney. There many members of the ship's company took the opportunity to visit friends and relatives who had emigrated.

Exercise Coral Sands occupied the intervening period until October, when the ship arrived at Auckland.

The Caprice then went on to complete her round-the-world trip visiting Tonga, Samoa and Hawaii, in the Pacific, San Francisco in the United States, and Manzanillo in Mexico.

The transit of the Panama Canal was completed on November 28 before visiting several spots in the Caribbean: San Andres, Kingston, and San Juan.

The opportunity was not missed to exercise with units of the Colombian Navy on the way.

The last foreign stop was in the Azores for fuel.

A large proportion of the fuel and stores used by the ship while overseas was supplied by tankers and stores ships of the Royal Fleet Auxiliary Service, and the Australian and United States navies.

It is interesting to record that during the period away there were 62 underway replenishment operations.

Letterston catches two

Twice in 48 hours a fishery protection ship, H.M.S. Letterston, made a " catch " — foreign trawlers alleged to be infringing the British limits.

Commanded by Lieut.-Cdr. P. McLaren, the Letterston arrested the Zeebrugge trawler De Bounty in the Thames Estuary for fishing within the limits and carrying undersized nets.

On December 5 she arrested the Belgian trawler Lydie Madeleine off Beachy Head and escorted her into Newhaven.

Brisbane welcome

H.M.S. Intrepid returned to Singapore on November 5, flying her paying-off pennant and escorted by her landing craft. Overhead flew 3 Commando Brigade Air Squadron.

The assault ship was returning from Exercise Coral Sands in which she carried the Headquarters of 3 Commando Brigade, and landed them in remote Shoalwater Bay on the Queensland coast.

After a vigorous battle with the Gurkha Rifles, the Royal Marine Commandos reembarked and the Intrepid visited Brisbane.

The city turned out in force to welcome the ships and the embarked force, and the Intrepid's ship's company dance was an unqualified success. Many took the opportunity to visit Surfers' Paradise for sunshine and sport, and Lone Pine Sanctuary to see the koala bears.

SOCCER FESTIVAL

In a massive soccer festival at Redcliffe, six teams from the force met local league sides and ended winning three and losing three matches. An Amphibious Group cricket XI fought an honourable draw against Tattersall's Back Seaters, despite the bowling of Test veteran Ray Lindwall!

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PAGE FOR THE FAMILIES

Thought for others

Catching them young for recruiting? Not really, but a happy gathering at Olands Home, Milverton (Somerset), as the children borrowed the hats of (left to right) Wrens Helen Etchells, Catherine Higgins, and Sandra Wright.

The three Wrens, all from the Royal Naval Air Station, Yeovilton, had called at the home to present the children with a doll's house and nativity scene which they had made themselves.

The idea of making a doll's house came from a women's magazine, explained Helen Etchells.

"We built it for a Wrens' handicraft exhibition, which was specially organised to produce gifts for needy children."

Sandra Wright said: "Normally the things we make are sent to various receiving centres and we never meet the children, but in this case, as we had made something rather large, we were allowed to take the gifts to a home direct.

"It gave us great pleasure, and made us feel that we had done something towards giving them a happy Christmas."

'Fate' will arrive earlier

" What's my fate," the familar cry among naval wives wondering where they will have to go at the end of a stay overseas, should be heard a good deal less in the future.

As mentioned on the Families Page of the November issue, new proposals were " in the pipeline " and these have now been announced.

Up to now, families completing Local Foreign Service have not known of their next draft, and have often been involved in expenses which might have been avoided.

Arrangements have been revised with the object of ensuring dispatch of draft orders to give ratings notice of their next draft six to eight weeks before their flight date to the United Kingdom.

As men who are accompanied by their families can expect to earn up to 75 days' leave, selecting a man's next draft 20 or more weeks ahead does limit the Commodore Naval Drafting on his choice of draft.

Ratings can, to a certain extent, help themseves. Anyone who is prepared to forego, if necessary, some of his leave, may well stand a better chance of getting his base port or shore preference than one who is not.

PREFERENCE CARDS

It is also essential to the working of the new arrangements that ratings should send in their Drafting Preference Cards immediately the draft orders are issued.

All ratings serving in ships and establishments on Local Foreign Service should study D.C.I. (Navy) 1474/68.

'JUPITER' BANNS

Reading in Navy News of the approaching commissioning of the new H.M.S. Jupiter had a special interest for Mrs. Agnes Shea, of Chichester (Sussex).

"I wonder how many more women like myself," she writes, "possess a certificate of the marriage banns read aboard the last Jupiter, and signed by the then commanding officer, J. W. Rodney-Spedding.

"Also, of the original commissioning crew (1939), I wonder how many there are like my husband who survived the war."

NEW STORE

Supermarket shopping is becoming available to more and more naval wives as the married quarters estates are being developed.

One of the latest is the new NAAFI self-service grocery shop at the top of Royal Sovereign Avenue on the St Mary's Gardens married quarters estate, at Chatham.

The shop was opened by Mrs. Woolf, wife of the Captain of H.M.S. Pembroke, on Dec. 12.

Children's books plea

Rowner Community Centre has a well-stocked library of more than 2,000 books, and the next project is to supplement this with a children's section. Any suitable books or annuals in reasonable condition would be gratefully received by the librarian.

The following are the members of the new committee:

Mesdames H. Bayliss, S. Allan, V. A. Ogle, S. Heritage, J. A. Turner, M. Reid, P. A. Smith, M. H. Sloane, E. Smith, and E. R. Hobbs, and Messrs. J. Allan, R. P. Reid, J. Wilson, J. S. Jones, and M. Solomons. Associate members' representative is Mrs. M. Wood.

On the estate, an increasing number of complaints are being received about dogs — causing damage at the schools, knocking over or frightening children, and so on.

The police are making a close check on dogs and licences, and as from January 1, any dog at large without a collar and identification disc is being taken to Park Gate Dog Pound, Southampton.

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DEPENDANTS' FUND HELP IS INCREASING

During the first four months of the second year of the existence of the R.N. and R.M. Dependants' Fund, 11 dependants benefited, including the parents of a single Royal Marine who had only been a member five days.

The money paid out — £4,000 in the financial year so far — has already exceeded the total amount paid out in grants last year.

So far about 600 single personnel (men and women) have joined, but there must be many more whose parents or dependants would be relieved to receive a grant should some unfortunate accident occur.

It is not necessary to have an allotment in force before a rating can join the fund. A dependant could be receiving support in many other ways.

It is clear that some ships are insisting upon this as a requirement before allowing single ratings to join.

QUICK PAYMENT

One of the primary aims of the Trustees is to make payment of the grant available after 48 hours of death occurring, and so far this financial year the aim has been achieved in every case.

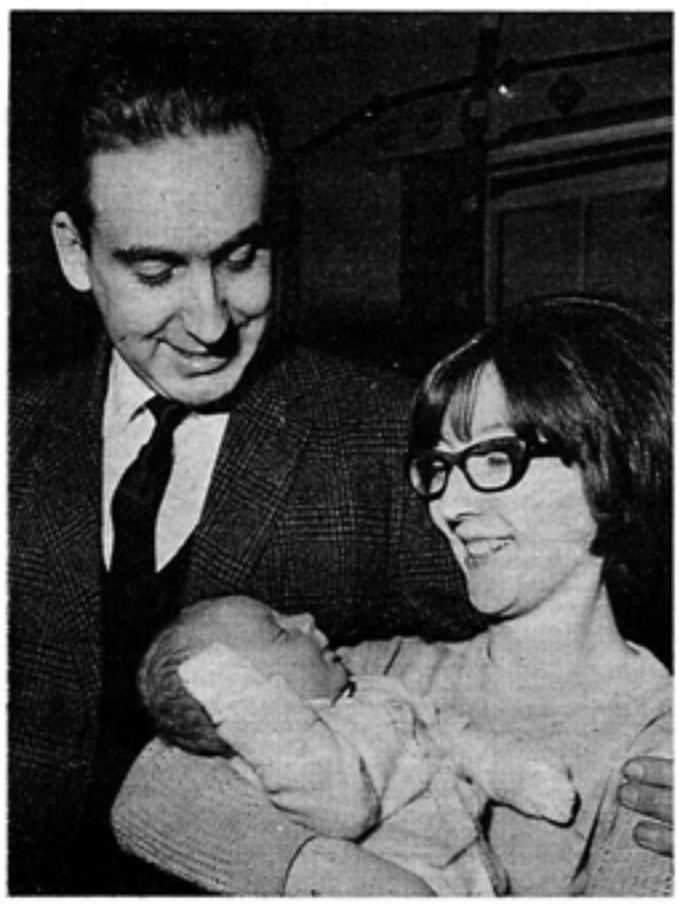
The amount of the grant will be reviewed again by the Trustees next month.

A letter to the fund from one widow described the grant as a "godsend," and many others have expressed appreciation not only for the grant, but for the speed with which it was made available.

Already half the married strength of the ratings have joined the fund, and as the others come along the benefits will continue to improve.

ON PARADE

Youngest spectator at the last ceremonial divisions to be held at H.M.S. St Vincent, Gosport, was nine-day-old Ian John Smith, son of PO (RP 1) Donald Smith and Mrs. Doreen Smith, of Southampton.



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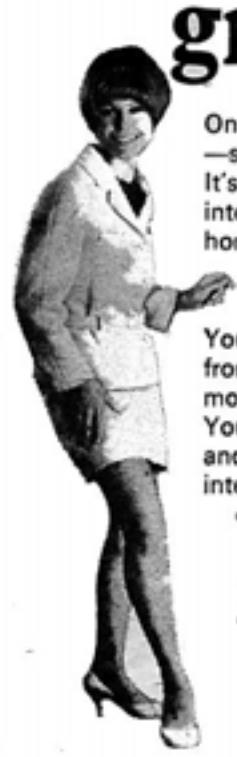

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Navy News

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

Towards a better life

Controversy or concern about the Navy's hardware tends to overshadow the great changes in Service conditions. Veterans returning on visits to barracks or afloat whistle in amazement at the standards of comfort and food now enjoyed, and welcoming the New Year is an appropriate time for looking back on what has been accomplished in the past 12 months.

Pay naturally comes high on the list, but although this is now geared to a somewhat automatic system, opportunity was taken to make the rise even more useful to married men, by an increase in the allowance for those living out of quarters.

RAIL WARRANTS

Always in the forefront of thought is to ease as far as possible the effect of Service requirements on domestic life, and one big improvement announced during the year was the extra free rail warrants now available.

In two respects, movements of families have been helped. Applications for married quarters may now be made at any time, and a man goes on the waiting list one month instead of two before taking up a post. The other benefit concerns notice for families about to return to the U.K. from overseas, Details of a most welcome improvement are given elsewhere in this issue.

Drafting, that computer process with infinite humanised variations, is somewhat beyond the grasp of lesser mortals, but alterations in 1967 mark an important advance in getting the greatest fairness for the greatest number.

M.Q. ESTATES

There has been a widening in the scope of the Dependants' Fund, but it is perhaps among the families living on married quarters estates that prospects for better living are becoming more noticeable. A sudden surge in community centres, wardens, supermarkets, and the like is providing the framework by which estate life can become pleasanter.

New arrangements for ratings' pay rather misfired, but that has been corrected. The log for the year recorded satisfying mileage in the voyage towards better things.

"Watch out Nobby, I think our respective Commissars disapprove of our little scheme to boost the sales of the paper."

FIRST ISSUE BY THE WEB-OFFSET PROCESS

Your paper gets a new look

by Commodore E. W. Ellis, Chairman of Navy News Management Committee.

Eighteen months ago, when the price of Navy News was increased to one shilling, it was explained that one of the reasons for this was to provide a bigger and better paper.

The size of the paper was increased at once from 16 or 20 pages to the present regular 24 pages. Starting with this issue, the paper is being printed by the new web-offset process at the very modern plant of Portsmouth and Sunderland Newspapers Ltd. at Hilsea.

As you can see, this process gives better reproduction of photographs and paves the way for the introduction of full colour.

15 years ago

Navy News was first published 15 years ago as the newspaper for the Portsmouth Command. That it survived and grew into today's newspaper for the entire Navy and their families, as well as for many other readers, was due in very large measure to the support and encouragement given by the management and staff of Gale and Polden Ltd., in Portsmouth, Aldershot, and London.

Until very recently they printed and distributed the paper, and shared the responsibility for its management through some very difficult periods.

I would like to take this opportunity, on behalf of all readers, to thank those concerned for all they did for the Navy News.

By mutual agreement with Messrs. Gale and Polden, full control of the paper is now exercised by an independent Management Committee chaired by the Commodore, Royal Naval Barracks, Portsmouth.

The paper is being printed by contract, and the management, as well as the editorial side, is run from offices in the Royal Naval Barracks, Portsmouth.

Some subsidy

At present, receipts from sales of the paper and from advertisements fall short of the cost of printing, distribution and the salaries of the Editor and his small staff, and the difference is made up from Navy Votes.

The aim of the Management Committee is to provide the best possible paper for serving personnel and their families, and all our other readers.

We want therefore, to go on improving it, and to do this we need to increase our circulation.

Of the present circulation of around 30,000 copies a month, only 7,000 are bought directly by the Fleet — in other words one copy for every 12 or 13 officers and men.

For expansion

The fact that some ships take four or five times as many copies as other ships of the same class shows that there is plenty of scope for increasing sales.

The Management Committee will continue to do everything it can to produce the sort of paper you want. I hope that you will continue, both as contributors and readers, to give us the support we need to make this possible.

In particular, I hope that those who read this, by courtesy of their Welfare Committee or Mess Committee, will give us additional practical support in the future by arranging through the Welfare Committee to buy their own copy of the paper each month, and by ensuring that their families also get a copy.

Commodore E. W. Ellis

The sum of £775 11s. 6d. has been raised by an appeal to help meet costs of expensive repairs to the old wooden frigate Foudroyant.

Singapore given the Naval Dockyard

The start of what is, possibly, one of the biggest "give-aways" in history took place on December 8, when Mr. G. W. Reynolds, Minister of Defence for Administration, handed over the British Naval Dockyard, Singapore, to the Singapore Government.

The naval dockyard, which employs 3,300 men and covers a tenth of the 2,500-acre naval base, includes a graving dock, five floating docks, and about 35 workshops.

As well as giving Singapore this ship-repairing yard, estimated value £12,700,000, "on the basis of depreciated present-day replacement costs," Britain is also providing £1,250,000 to convert it from naval to commercial use.

After the handing over ceremony, Mr. Rajaratuan, the Singapore Foreign Minister, leased the dockyard to Sembawang Shipyard (Private) Ltd. Swan Hunter, the British firm, have been appointed managing agents.

FEELING OF REGRET

Sir John Hunter, chairman of Swan Hunter, said: "Inevitably I am conscious of a certain feeling of regret at the handing over of this great dockyard, which has been the pride of the Royal Navy in the Far East."

The newly-named dockyard will continue to refit and repair the ships of the Royal Navy in the Far East, and commercial work is not expected to play a big part in its role until after the British have gone in three years' time.

By 1971 Britain will have made many other gifts, including three airfields, three hospitals, 22 churches, 12 cinemas, 25 recreational clubs, 18 swimming pools, eight halls or places of assembly, 20 schools, scores of workshops, and enough housing for nearly 5,000 families and over 17,000 single persons.

FLEET MAIL OFFICE TASK

Soon after the closing date for service post to England was announced, the Far East Fleet Mail Office staff certainly had their hands full.

Nearly 8,000 parcels were made up into 1,081 bags. These weighed almost 40 tons and, in addition, there was half-a-ton of small packages and Christmas cards.

Apart from the value of the gifts this little lot represented £5,000 worth of stamps.

One of the staff said as the last bags were taken away: "Let's keep our fingers crossed that the SS Protesilaus has a safe and timely voyage home."

The Daring class destroyer H.M.S. Defender returned to Portsmouth from the Far East on December 17.

Navy honours two yachtsmen

Lone yachtsman Sir Alec Rose, and Lieut. Rodney Pattisson, winner of the gold medal in the Flying Dutchman Class at the Olympics, were honoured at a dinner in H.M.S. Belfast on December 6.

Sir Alec was made an Honorary Life Rear-Commodore of the Royal Naval Sailing Association, and Lieut. Pattisson was made an honorary life member.

Also at the dinner were Mr. Iain MacDonald Smith, who crewed for Lieut. Pattisson in the yacht Superdocious; the Rev. Stephen Pakenham, who crossed the Atlantic twice in his yacht Rob Roy; and Lieut. Leslie Williams, who sailed the Spirit of Cutty Sark to fourth place in the transatlantic single-handed yacht race.

Host at the dinner was Admiral Sir Frank Hopkins, Commodore of the R.N.S.A., and a former Commander-in-Chief, Portsmouth.

Among others who were present were Admiral Sir Wilfrid Woods, and Admiral Sir Horace Law.

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Achilles launched –23rd of Leanders

The 23rd Leander class frigate, H.M.S. Achilles, was launched at Yarrow's of Glasgow on November 21 by Mrs. Janvrin, wife of Vice-Admiral H. R. B. Janvrin, the Flag Officer, Naval Air Command.

The launching leaves only one more of the class to take to the water — to be named Diomede — also being built by Yarrow's and laid down in March, 1968.

The new Achilles, the tenth of her name to serve in the Royal Navy, follows the Leander class cruiser which, while lent to New Zealand, took part in the Battle of the River Plate in December, 1939, resulting in the scuttling of the Admiral Graf Spee.

WITH INDIAN NAVY

The cruiser Achilles, now serving with the Indian Navy with the name Delhi, had, originally, eight 6-inch and eight 4-inch guns, as well as eight 21-inch torpedo tubes. Two of the 6-inch guns and the torpedo tubes have been removed.

The new frigate has two 4.5-inch guns in a twin mounting directed by a fully automatic radar-controlled fire control and gun direction system.

She will also be fitted with a Seacat ship-to-air launcher and director, and an anti-submarine mortar, and will embark a helicopter for anti-submarine use.

Standard displacement is about 2,900 tons. Overall length is 372 feet and the beam is 43 feet.

AIR CONDITIONED

As in other ships of the class, her living accommodation is of a high standard, with bunk sleeping, separate dining halls, and cafeteria messing.

Electric galleys are to be installed, and the ship will be air-conditioned throughout the operational spaces and mess decks.

The sixth Achilles was an armoured ship of 1863. She was renamed Hibernia in 1902, becoming the depot ship at Malta. In 1904 the ship was renamed Egmont — a name which remained until 1933, although the base was by then ashore in what is now known as H.M.S. St Angelo.

'DOESN'T SHE LOOK BIG'

Just before the launching (left to right) Sir Eric Yarrow, Mrs. Janvrin, Miss Janvrin, and Vice-Admiral Janvrin.

DOWN THE WAYS

Eight ships of Western Fleet in port again

"Home is the sailor, Home from sea" was the thought that crossed many a person's mind on December 5 when eight ships of the Western Fleet steamed into harbour at Portsmouth.

It was a sight which, alas, is not often seen in these days.

The ships, led by the guided-missile ship H.M.S. Hampshire, wearing the flag of Vice-Admiral A. Lewis, Flag Officer Flotillas, Western Fleet, were returning from the full-scale exercise Eden Apple in the Mediterranean.

Three other ships which had taken part in the exercise entered Plymouth.

Other ships which entered Portsmouth were another guided-missile ship, the Kent, the destroyer Cambrian, the frigates Arethusa, Leopard, Sirius, and Jaguar, and the Royal Fleet Auxiliary Olmeda.

The ships will all spend Christmas at their home ports.

'Flowers of the Forest' — and birdsong

The annual remembrance Day service at Kranji cemetery was as always a most moving occasion (writes a correspondent). Surely only in Singapore do a Hindu Bawan and a Muslim Imam join with an Anglican, a Free Church, and a Roman Catholic priest as they pray for the peace of the world, and remember each before his God those of many races who "died for all free men," as the inscription on the curved wall before the memorial says.

After wreaths had been laid by the Commander-in-Chief, the Fleet Commander, and his Army and Air Force colleagues, Captain Rocket, Master of the Blue Funnel liner Atreus, and Mr. Simons, Vice-President of the Ex-Servicemen's League, each made their tribute.

Buglers of the 2nd/6th Gurkhas sounded Last Post. Then, hidden behind the massive portals inscribed with the names of more than 24,000 "to whom the fortunes of war denied the customary rites accorded to their brothers," a pipe major and three pipers of the 2nd/6th Gurkhas played "The Flowers of the Forest."

As the notes of the lament slipped away, the only sound was of birdsong.

For a moment, on this hillside with its rows of neat grey stones, overlooking those very Straits across which the Japanese had invaded Singapore, we were alone with our thoughts; of yesteryear, of tomorrow — of one lost friend, of twenty thousand and more who had died . . .

Reveille — Arise — brought us back to today, but "The Flowers of the Forest" and the birdsong will stay with me in the quiet places of my mind.

The Fleet Commander, Vice-Admiral W. D. O'Brien, lays his wreath at the Kranji memorial service.

Picture by L/A (Phot) E. Thompson.

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Grim game of deterrence

The idea of this feature is not to ignore the vital contribution of the Polaris submarines, but to show the effectiveness of Submarine Command in other branches of the deterrent business.

Admiral Sir Peter Hill-Norton, Vice-Chief of Naval Staff, has summed up the success of the Polaris programme.

"The nuclear deterrent absorbs a great deal of our best manpower and material resources, but it is a crucial factor in our defence policy," he said.

"The remarkable way the Polaris programme has been successfully completed precisely to the dates forecast five years ago has again demonstrated the ability of the Royal Navy to cope with whatever is asked of it."

(By Philip Costello)

Their colour is black. Their shapes are sinister. Some people considered them "Damned unEnglish" up to and including the last war. Submarines. The best insurance policy that any maritime nation could have.

How many submarines do we have?

Spread out a pack of playing cards and the picture cards will represent the four Polaris submarines and the other nuclear-powered Fleet submarines which are either operational, building, or on order.

The numerical cards will represent the diesel-powered Patrol submarines.

Powerful hand

The Royal Navy Submarine Command is a powerful hand in the grim game of deterrence against aggression.

The current commissioning of the Polaris submarines Resolution, Repulse, Renown, and Revenge has perhaps stolen attention from the Patrol submarines and the three nuclear-powered Fleet submarines which are operating world wide. (The other five Fleet submarines are either building or on order.)

This submarine fleet is a part of N.A.T.O. and has to deploy in an environment of highly sophisticated and scientific vigil.

A submarine is not necessarily an instrument of total war. In times of tension its ability to appear suddenly at any trouble spot, and then disappear, is a real deterrent.

Missile age

Unlike surface ships and aircraft, the submarine is the only weapon system that can support itself indefinitely in a hostile environment.

Anything that moves on the surface of the sea or in the air is likely to be destroyed in this new missile age, but a submarine can stay for weeks or even months in a hostile area, without detection.

There have been many hardy attempts to equate nuclear-powered Fleet submarines and their tubby pear-shaped hulls with diesel-powered Patrol submarines and their long cigar shapes.

To use a simple comparison they are both fly catchers.

The Patrol submarine is a spider which goes to a place and weaves a web, and sits and waits for a fly to come along.

The nuclear-powered Fleet submarine is a swallow which darts about to find a fly, and is fast enough to chase and catch it.

The comparison is valid because the spider can get into corners where the swallow cannot go, and both are sufficiently efficient fly-catchers to catch enough flies to stay alive, and prey again another day.

Nuclear-powered Fleet submarines such as Dreadnought, Warspite, and Valiant, with their high underwater speeds and unlimited endurance, can circle the world underwater, strike at an enemy, or suddenly appear in any ocean — and disappear just as quickly.

Modern sonar

But the Fleet submarines, with their capital ship names, do not render the Royal Navy's diesel-powered Patrol submarines obsolete by any means.

Equipped with the most modern sonar and detection devices, Patrol submarines can remain below the sea for two months at a time if necessary.

They are particularly suited to anti-submarine and surveillance operations off enemy bases, and on the deployment routes of hostile submarines and surface craft.

Many of the older classes of Patrol submarines will be phased out in the next few years, but a nucleus of at least 20 modernised "O" and "P" class submarines will supplement the nuclear-powered Fleet submarines now operational, building, or on order.

The very real value of diesel-powered Patrol submarines is seen in the fact that so many countries today are eagerly seeking Patrol submarines in order to start their own submarine services.

▲ In the twilight, H.M.S. Valiant expresses all the menace of marine warfare. She could dive and reappear a month later on other side of the world.

Won a reputation for rescue work

In the last 18 months, submarines have gained a special reputation as rescue and sea-safety ships. The way in which submarines surface at the scene of accidents, distress, and disaster, is a practical evaluation of their continuing questing vigil.

The Submarine Sea Rescue and Sea Safety log makes interesting reading. The following are some of the more interesting items:—

At the request of the owners, H.M.S. Dreadnought sank a derelict German tanker which was a hazard to shipping. The tanker, the Essbeger Chemist, had broken in half off the Azores with a dangerously volatile cargo. She was sunk by torpedoes and gunfire on June 24, 1967.

In August, 1967, H.M.S. Token towed the Danish merchant ship Upnor clear of the Dubh Artack reef between Mull and Islay, off the west coast of Scotland.

H.M.S. Grampus on October 12, 1967, rescued a woman on board a trimaran drifting helplessly in a gale off the Isle of Wight.

SAVED FISHERMEN

On September 17, 1968, H.M.S. Andrew picked up two Malaysian fishermen who had spent two days clinging to a life jacket after their boat sank 15 miles off Singapore.

H.M.S. Odin picked up 14 survivors from the tanker Spyros Lemos off the coast of Spain on November 2, 1968. She also took the after section of the tanker in tow.

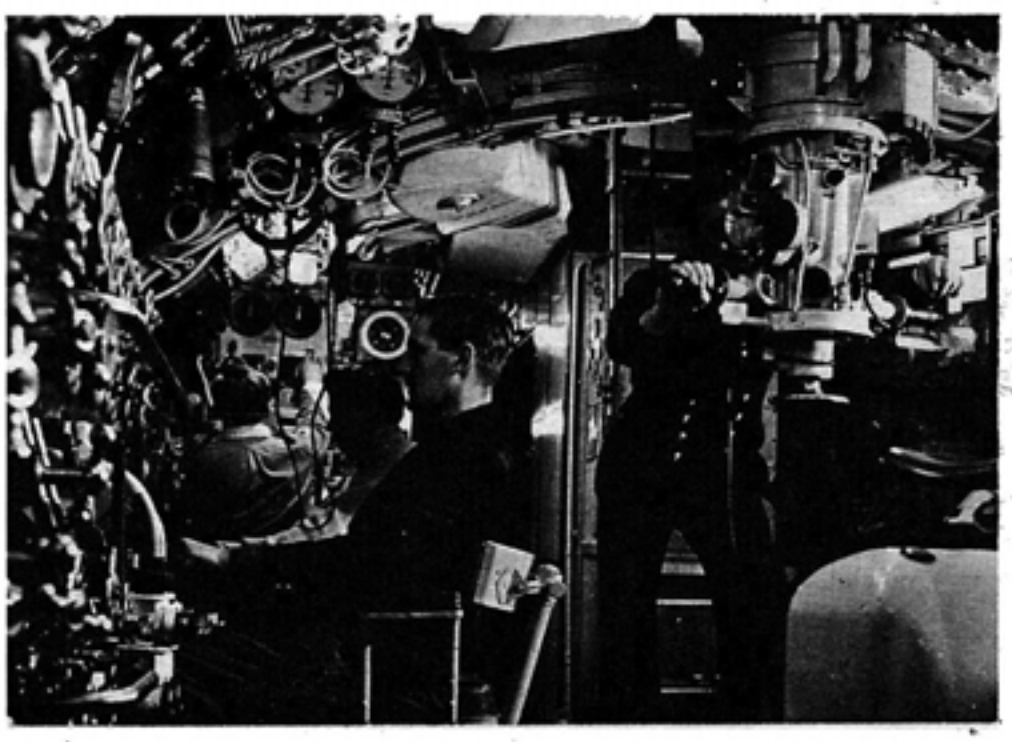
A rescue of a different kind was carried out by H.M.S. Olympus on May 12, 1968. As the submarine was coming round Start Point a very exhausted pigeon landed on the fin. It was taken down below, given food and water, and cared for until Olympus reached Portsmouth.

H.M.S. Token tows the helpless Danish merchant ship Upnor clear of the Dubh Artack reef off the west coast of Scotland. ▼

IN A BOX OF TRICKS

So surrounded by complex machinery, the four men are almost unnoticed as the camera gets this picture aboard H.M.S. Porpoise during a dive.

In the foreground, a radio supervisor sits at the depth controls as the watchkeeping officer takes a quick scan through the periscope.



At 19, controls a `robot´ whale (cost £30m)

In order to protect the clarity of the captain's vision the lighting in the control room of H.M.S. Valiant, the nuclear-powered Fleet submarine, is red.

Apart from two pin beams of fading daylight, like lasers, which strike into the eyes of the captain as he looks into the binocular periscope, everything — faces, instruments, bulkheads — all are blood red.

I am driving this huge mechanical whale, nearly 300 feet long, and displacing more than 4,000 tons. It cost £30m. to make.

An able seaman, I am 19, and the control of this huge monster is under my fingertips.

LIKE JET AIRLINER

I sit in an aircraft pilot's seat, and the control column is exactly like those you see in a jet airliner.

Although we are in water, the stubby hydroplanes of this huge submarine operate in the same way as an aircraft.

If I were given a wheel order of 20 degrees you would feel the deck of this mechanical monster lift and tilt as it banked, just like a VC 10.

Here comes my relief. I pass on the course and other details to him, and leave the red lighting of the control room for the artificial daylight of the rest of the ship.

AIR CONDITIONED

The staircases have bannisters, and there is plenty of headroom. There is Formica panelling on all bulkheads, and the deck is made of plastic tiles.

The air is similar to that in an air-conditioned hotel, because this big whale has electrolytic gills which draw oxygen from water, and this is then processed to make it pure.

Food is good in the belly of this whale. Stocks of freeze-dried and tinned foods give us four different choices at most meals. It's a bit difficult getting supper tonight, because they are showing a film in my mess deck.

When I've had my supper I think I'll go to my bunk and write some notes before going to sleep. Bunk spaces are separate from mess deck accommodation. In fact, conditions on board are good by submarine standards.

There is unlimited fresh water for showers, and 100 people get along without friction, which is the submariner tradition.

This is not a floating hotel. It is a tough fighting ship. She can submerge and travel round the world without surfacing, and can impose a threat anywhere in the world regardless of weather or hostile activity.

That is why I am here. Not for the comforts.

Shortly we will return to our home base at Faslane.

It is a new base which cost £47m. There is a dance hall and club, a shopping centre, very good dining facilities, and a great deal of rain.

At the moment the new base is inclined to be crowded, but they are still building, and when the new sports and recreational buildings are finished it should be a good submariners' home from home.

That's my bit of scribble for today. I'll switch out my reading lamp over the head of the bunk, switch on the air blower, and . . . Good night!

THREE OF A KIND

Helsinki harbour forms a handsome backdrop to visiting British submarines of the three kinds of diesel Patrol vessels in service. Flat horizontal saddle tanks denote the "A" class (left), flush vertical casing the "P" class (centre), and wheelhouse in front of fin, the "T" class.

The submarines were (left to right) the Aeneas, Finwhale, and Truncheon.

Visits to foreign ports are a popular part of the submariner's life.

Watch-keepers of the Navy

Patrol . . . the modern name for the diesel-electric submarine. They are the work-horses; the watch-keepers of the Royal Navy. Both upper and lower deck, Patrol submariners are very much the true Royal Navy type. The difference is subtle and hard to define.

Their informality, their totally relaxed approach is wholeheartedly deceptive. Go to sea with them, dive, and the voluntary self-discipline that permeates the family atmosphere has a whip and slice about it reminiscent of the smack of a golf ball.

Comradeship in Patrol submarines is authentic. Discipline is self-explanatory common sense.

SETTLED ROUTINE

Conditions are cramped but the crew actually enjoy and prefer the settled routine once the submarine has dived for a long period.

There is something almost monastic behind the cheerful chat and dedication to carefulness on duty.

More than 90 per cent. of submariners elect to stay in submarines when their term of engagement is finished.

Is it the submarine pay? Or the Hard Laying money of two shillings a day?

BEAT GOLFERS

I don't think so. I have worked and lived with submariners for two years, and they beat golfers or even fishermen hands down when it comes to living, talking, eating, and breathing the subject 24 hours a day.

They are very unusual people, these Patrol submariners.

I take my hat off to them.

UNUSUAL BREED

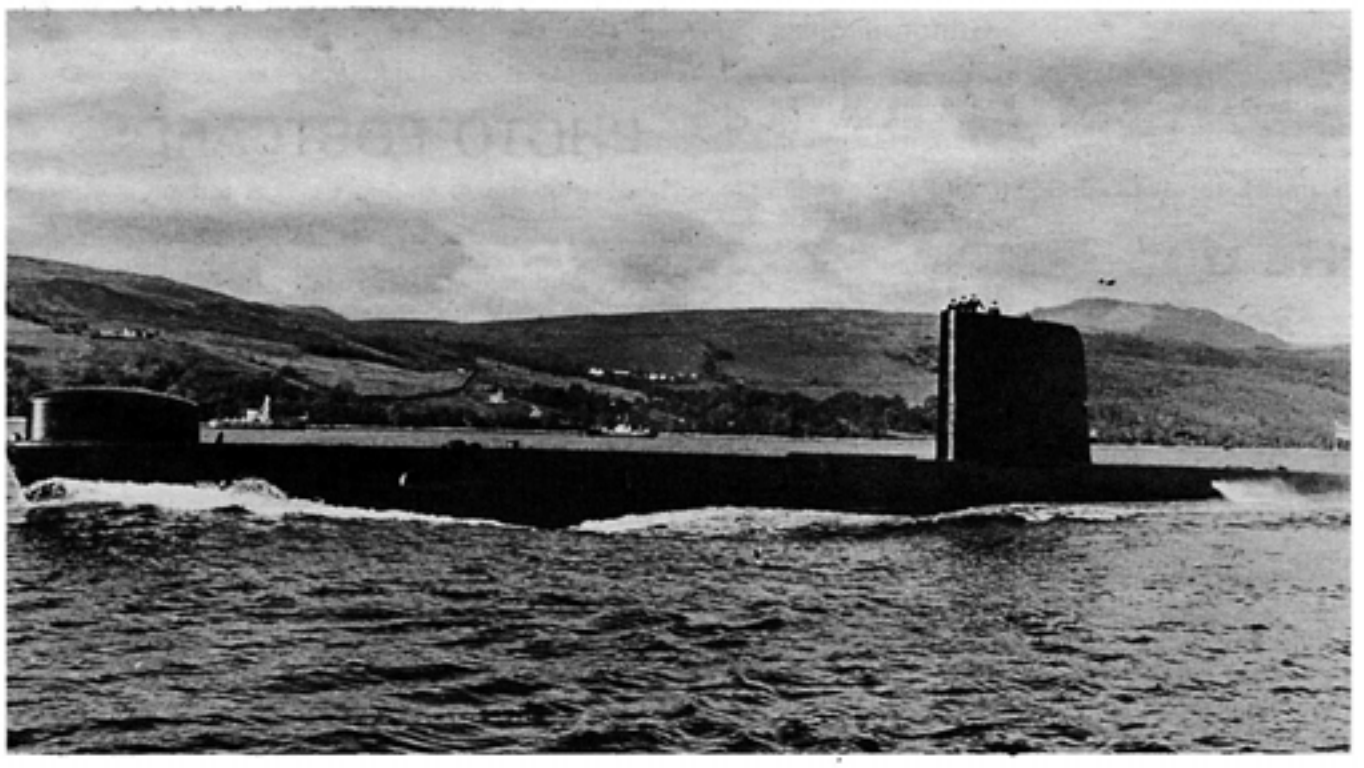
Our submarines are packed with the most complicated machinery, computers, and electronic equipment. Submariners — from Ordinary Seamen to Commanding Officers — are specially selected and trained.

They have to be capable of swift efficiency every second of time they are on duty at sea. There is no room for the dull or the dilatory. The safety of the crew depends on the competence of every man on board.

People packed in a confined space must practise forebearance, the atmosphere in a submarine at sea being a combination of relaxed family cheerfulness and unrelenting efficiency. Idiosyncrasies are tolerated humorously, but laxness and lack of alacrity are taboo.

In the past the submariner has been regarded as a man apart . . . a member of the super-silent service. Submarine Command is now identifying itself more and more with the General Service of the Royal Navy.

The capital ships of the future will go under water, so this integration with the rest of the Fleet is essential.



The long sleek profile of a modern "O" Class Patrol submarine, H.M.S. Oracle, caught in its stride through a Scottish loch. These submarines will serve with the Royal Navy for the next 15 years.

Expeditions to the Arctic

The rest of the Anglo-Saxon nations cannot go to the Arctic without elaborate expedition preparations. But submarines of the Royal Navy make a habit of voyaging into these icy wastelands.

Last year, the Patrol submarine Olympus, under the command of Lieut.-Cdr. Jerry Paul, shot 500 feet of expedition film in the Arctic, and showed it on Southern Television on return to England.

Diesel Patrol submarines on Arctic patrol have to breathe — they have no gills like the nuclear submarines — so they look for holes in the Arctic ice, and bob up to replenish air.

Then out come the Met men, and the amateur cameramen; the aspirant Scotts and Amundsens, to record for posterity.

In the picture (left) a frieze of muffled figures, like an ancient Egyptian wall drawing, as sailors have a run ashore from H.M.S. Finwhale in the Arctic. The submarine had surfaced in an ice-hole.

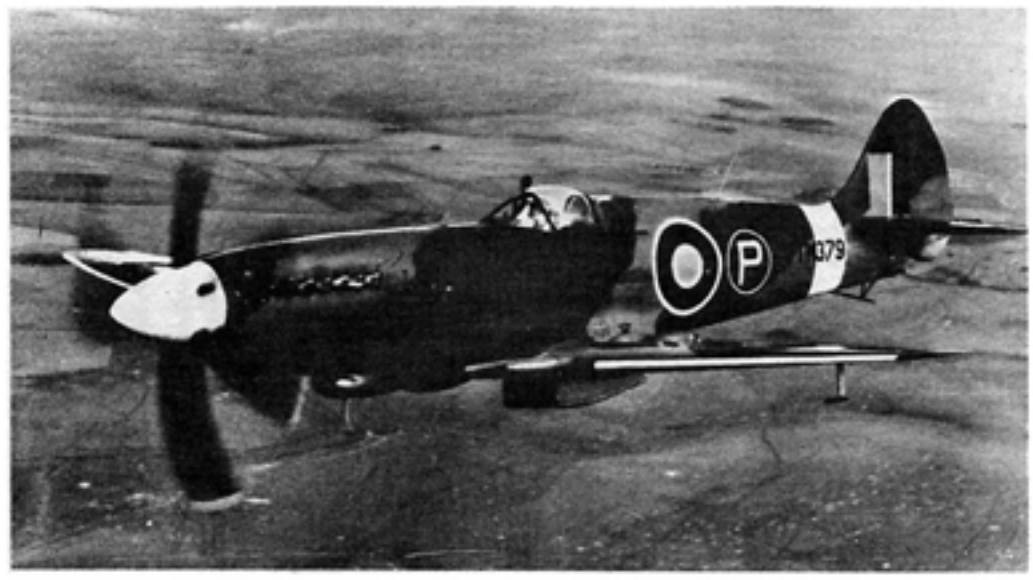
Solemn occasion this as they settle to the traditional mess-deck game of Uckers, in the diesel Patrol submarine, H.M.S. Rorqual.

And then you press the button . . .

Mr. John Morris, M.P., the Minister of Defence (Equipment), aiming a 20 mm Oerlikon gun on board H.M.S. Yarmouth under the watchful eye of the commanding officer, Cdr. Robert Gerken. Mr. Morris spent a day at sea, being shown a wide variety of equipment in operation.

The Yarmouth, an anti-submarine frigate of the Rothesay class, has just undergone a big refit and modernisation. She can now fire Seacat guided missiles, and has a hangar and flight deck for a Wasp helicopter.

ROYAL NAVY'S AIRCRAFT No. 12



The Seafire, which first entered service in 1942.

Fixed-wing aid to main landings

The decision to adopt the Spitfire for carrier-borne service with the Fleet Air Arm was taken in 1941 after the Sea Hurricane had proved its value both in carriers and with catapult fighter units.

The original conversions from Spitfire VBs were known as Seafire IBs, had fixed wings, and were armed with two 20mm. guns and four machine-guns.

The Seafire Mk IIc was then introduced, and this was fitted with catapult spools and a four-bladed propeller.

This was followed by the Seafire Mk III with manually folding wings, improving deck handling and enabling the hangar lifts to be utilised.

Seafires first entered service in June, 1942, and saw their first operations from H.M.S. Furious during the North African landings in November, 1942.

The Seafires soon proved their superiority over the French fighters, and Sub-Lieut. Baldwin claimed the first victory for the Seafire by shooting down a Vichy French Dewoitine.

At Salerno

Following this success, Seafires again proved themselves in the Allied landings in the Gulf of Salerno in September, 1943. In this fiercely-fought action, six Seafire squadrons took part.

The landings both in North Africa and at Salerno were covered in the initial stages exclusively by Fleet Air Arm fighters. The same situation obtained during the Allied invasion of the South of France, in August, 1944, when Seafires from the escort carriers were active.

With the Allied invasion of northern France in June, 1944, Seafires formed part of the Second Tactical Air Force, and were among the first to operate from hastily-improvised air strips, established in the face of enemy fire, soon after our troops had landed in Normandy.

Other operations in which the Seafire took part were fighter cover for the Tirpitz attacks; Sumatra, Burma, Malaya, the Pacific, and over the Japanese mainland.

Griffon engines

The last Seafire IIIs were disbanded in 1946, and later marks were the Seafire XV, XVII, 45, 46 and 47. These aircraft had more powerful Griffon engines, longer range and improved armament.

Seafire 47's of 800 Squadron took part in rocket attacks on bandit hideouts in Malaya in 1950, and were the only Seafires to take part in the Korean war, where they operated from H.M.S. Triumph.

Seafires were finally superseded by Sea Furies and Attackers in the front-line squadrons, and the last training squadron equipped with Seafires was 764 Squadron in 1954.

Technical data

Description: Single-seat carrier-borne fighter, fighter-bomber or tactical reconnaissance aircraft.

Manufacturers: Supermarine Division of Vickers-Armstrong, Ltd., Southampton.

Power Plant: One 1,470 h.p. Rolls-Royce Merlin 55.

Dimensions: Span, 36ft. 8in. Length, 30ft. Height, 11ft. 2in.

Weight: Empty, 5,400lb. Loaded, 7,100lb.

Performance: Maximum speed, 352 m.p.h. at 12,250 ft. Range, 465 miles (normal) or 725 miles with drop tank. Service ceiling, 33,800ft.

Armament: Two 20mm. guns and four 0.303 guns in wings, and provision for one 500lb. bomb under fuselage or two 250lb. bombs under the wings.

PHOTO POSTCARDS

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

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

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

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat, Fairey Swordfish, Avenger and Short 184 Seaplane.

138 DAYS OUT FROM THE U.K.

H.M.S. Diamond going alongside on arrival.

Picture by P.O. (Phot.) G. Ash

'Bra tackline pants' amused Diamond

When H.M.S. Diamond arrived at Singapore Naval Base on November 28 she was, as used to be said in sailing ship days, " 138 days out from U.K."

Not all that time had been spent at sea — only 114 days! Most of this was on Beira patrol, where the ship spent two spells. Fuel, food and ammunition were brought to her by Royal Fleet Auxiliaries. In all, she was replenished at sea some 35 times.

This livened an otherwise somewhat monotonous time, as one ship in particular was always finding a new way of passing the first line. Once a football was kicked across while on another occasion the first officer of the Stromness drove a golf ball over with the line attached.

Assistance was given to one yacht which had broken down some 15 miles off Beira.

An American yacht, the Invictus, with a crew of two men and three beautiful girls, when meeting the Diamond for the second time, hoisted a bikini at the starboard yard.

In H.M.S. Mercury it would be reported, presumably, as " bra tackline pants." At any rate, such was the rush of hands to the engaged beam that the ship took quite a list.

For the most part the time on patrol was quiet. One ship was stopped, but proved innocent. In all the Diamond " spoke " almost 170 merchant ships.

The navigator, Lieut.-Cdr. R. G. Evans, said " They all seemed very willing to talk and the standard of signalling was, on the whole, good.

THAT AGONISING MOMENT

" Taking the plunge " was never harder than with a long sword poised over a well-iced cake. For Mrs. Hudson, wife of Cdr. P. Hudson, commanding officer of H.M.S. Chawton, the occasion was perhaps a little more nerve-racking by the presence of a V.I.P. at the recommissioning ceremony for which the cake had been made.

The slicing was watched not only by the ship's company but by Admiral Sir Frank Twiss, who was on his first visit as Second Sea Lord to the Persian Gulf, where the Chawton is stationed. Opportunity was taken to include the Chawton ceremony in his programme.

Rough, tough, and dirty for the very broadminded

Getting ready for the catch as Anne Bancroft puts the "fluence" on Dustin Hoffman, in "The Graduate."

FILMS RELEASED FOR THE FLEET

With "Up the Junction" and "The Graduate" in one batch of releases by the Royal Naval Film Corporation, the Fleet will have the opportunity for a better understanding of "broadminded."

Back streets are being thoroughly investigated, leaving no gutter undisplayed, the result being a realism which certainly shocks, but which many cinema-goers find compelling.

It might be said that this sort of thing goes on — it always has — but the danger seems to be in suggesting that there is nothing else.

Perhaps the film-makers must mature through the present orgy of filth to reach a balanced approach to life as it is.

The full list of releases is as follows:—

The Odd Couple — Jack Lemmon, Walter Matthau. Sophisticated comedy about two men trapped in an unusual domestic situation. Wisecracks, witticisms, and visual gags abound, combining to provide really pleasing entertainment. (Paramount.) **No. 707**

Up the Junction. — Suzy Kendall, Denis Waterman. Back-street romantic drama which harps on the rough, tough, and dirty life of a London borough. A coarse, frank portrayal. Some audiences may be shocked, while others seem to take it in their stride. (Paramount.) **No. 708**

Nobody Runs Forever. — Rod Taylor, Camilla Sparv, Christopher Plummer. Thriller with high politics background. The story is full of action, mystery, and suspense, and is not without humour. Good popular entertainment. (Rank.) **No. 709**

Villa Rides—Yul Brynner, Robert Mitchum. Dedicated to the Mexican Pancho Villa, and is an account of some of his activities. The action is tough, providing strong adventure fare. (Paramount.) **No. 710**

How to Succeed in Business Without Really Trying. — Robert Morse, Michele Lee, Rudy Vallee. Screen version of the successful stage comedy of the window cleaner who rises to the top. Slick and glossy, its gaiety, knockabout humour, and music should appeal to almost everyone. Bright entertainment. (United Artists.) **No. 711**

The Graduate. — Anne Bancroft, Dustin Hoffman. Sophisticated sex comedy presented in a humorous way and emerging as a sparkling show for more broadminded tastes. (United Artists.) **No. 712**

SCAPA FLOW MEMORIES OF TWO WARS

During two world wars this century, ordinary people from the cities, towns, and villages of Britain were taken to crew the ships and man the defences of the remote Scapa Flow.

Their memories — pictures in the firelight — form the background to "Scapa Flow," written and compiled by Malcolm Brown and Patricia Meehan (Allen Lane, The Penguin Press, 45s.).

Ask every single man (and woman) who served in the Orkneys what could be seen in the firelight, and there would be as many different stories.

From a three-badged AB in a minesweeper: "Scapa is like a mothering hen to us; once inside those enfolding cliffs we can eat and clean in comfort."

CHANGE AT PERTH

From another, thinking of the 700-mile journey from the south in cold, overcrowded trains comes: "Change at Perth for Thurso. Change at Perth for Thurso."

Still another will see Lyness and H.M.S. Proserpine ("Proper Swine" to her ship's company) and the claptrap huts floating on a sea of mud. "The wet canteen (in 1939) was a large hut, a trestle table, and two or three large beer barrels. Imagine the Klondike in the earliest days, and you have it."

But for one person the flickering fire would recall two incredible pieces of good luck.

In July, 1917, he was a midshipman in H.M.S. Vanguard, and decided, at the last moment, to attend a show in the theatre ship Gourko lying alongside H.M.S. Royal Oak.

VANGUARD EXPLODED

While the guests were saying their goodbyes to their hosts, H.M.S. Vanguard blew up with the loss of all but three of the ship's company.

Almost certainly the cause of the explosion was the spontaneous combustion of cordite in the ship's magazine.

But the picture would change for this man. On October 14, 1939, the young midshipman of 1917 was now the commander of the self-same ship from which he had seen the end of H.M.S. Vanguard 22 years before.

Similarly he survived the second great disaster when the Royal Oak was torpedoed.

The book echoes with the voices and gales of Scapa, and describes tragedy, farce, suffering and companionship in the uncontrived words of the ordinary sailor and soldier.

NEW ON THE BOOKSHELF

For students of navy aircraft

For the real student of navy aircraft, the Gordon Swanborough and Peter M. Bowers' volume, United States Navy Aircraft since 1911 (Putnams, 84s.) is a must — to be pored over and enjoyed again and again.

Its 515 pages comprise descriptions of the 125 most significant types of aircraft, each accompanied by one or more photographs and multi-view line drawings.

Another 130 types, of less importance in naval history, are illustrated and described more briefly. Separate appendices are devoted to airships and gliders in naval service.

Naval strategy in World War I

Just over 50 years ago, the Germans had to sue for an armistice, thus ending four years of unbroken blockade by the British Navy.

In "Naval Battles of the First World War" (Batsford, 50s.), Geoffrey Bennett, a retired naval officer, whose previous books, "Coronel and the Falklands" and "The Battle of Jutland," are outstandingly good, has completed an authoritative

(Continued in column 4)

APPOINTMENTS

An officer who was the Senior Engineer in H.M.S. Edinburgh from 1941 until the ship was sunk returning from Murmansk after a Russian convoy, and who was Mentioned in Despatches for his services — " in face of relentless attacks by the enemy " — has been promoted to vice-admiral.

He is Robert George Raper, the Director General Ships, who was promoted to vice-admiral to date December 5.

Two other promotions, both to date January 7, have also been announced. Commodore Frederick C. W. Lawson becomes rear-admiral and is reappointed as Admiral Superintendent, Singapore.

The other is Commodore E. G. N. Mansfield, who is being promoted to rear-admiral and is to become the Senior Naval Member on the directing staff of the Imperial Defence College.

Appointments recently announced include the following:

Rear-Admiral G. A. Henderson. To become Director of Management and Support of Intelligence. February.

Rear-Admiral J. D. Trythall. Assistant Chief Adviser, Personnel and Logistics. June.

Rear-Admiral P. H. C. Illingworth. Deputy Controller of Aircraft (Royal Navy) at Ministry of Technology.

Capt. W. G. McBurn. Caledonia in command. February 27.

Capt. D. W. Foster. Charybdis in command. April 29.

Cdr. R. Leonard. Albion May 24 as Cdr. (Air).

Cdr. A. A. Hensher. Seahawk as Cdr. (Air) April 3.

Cdr. J. B. Wallace. Cdr. 3rd S/M Squadron. March 7.

Cdr. C. W. C. Swinley. Norfolk as Exec. Officer. February 17.

Lieut.-Cdr. W. C. Kirk. Barrosa in command. December 10.

Lieut.-Cdr. J. D. Lock. Hardy in command. January 29.

Lieut.-Cdr. J. P. Briggs. Montrose in command. January 28.

Lieut.-Cdr. G. M. Hughes-Games. Killiecrankie in command. January 20.

Lieut. A. J. Benstead. Wiston in command. December 30.

Ship's bell for Chequers

The bell of H.M.S. Chequers has been presented to the trustees of Chequers — the official country home of the Prime Minister.

H.M.S. Chequers, in which Prince PHilip served as First Lieutenant, was broken up two years ago.

(Continued from column 6)

single-volume naval history of the First World War.

He has combined an analysis of the strategy and tactics on both sides with graphic accounts of all the important engagements of the naval struggle.

In an epilogue Captain Bennett tells of Von Hipper's last sortie in October, 1918, and the scuttling of the High Seas Fleet in June, 1919.

"Naval Battles" has more than 75 maps, detailed plans and contemporary photographs.

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Barrosa's gale tow rescue

The end of H.M.S. Barrosa's last commission was as exciting and eventful as the first part, for within two months of paying off for the last time, she was engaged on two "out of the ordinary" incidents.

During severe gales on October 2 last year, the Barrosa was about to return to Rosyth on completion of Exercise Silver Tower when she was ordered to stand by the R.F.A. Lyness, which was stopped because of an engine breakdown.

As the Lyness was drifting towards the Skerries, east of the Shetlands, it was decided to pass a tow before nightfall, a task made difficult by large waves which continually swamped those working on the hawsers.

Despite the difficulty of manoeuvring in such heavy seas, H.M.S. Barrosa made two close approaches and succeeded in firing a gun-line across. The tow was then passed and the Lyness hauled clear of danger.

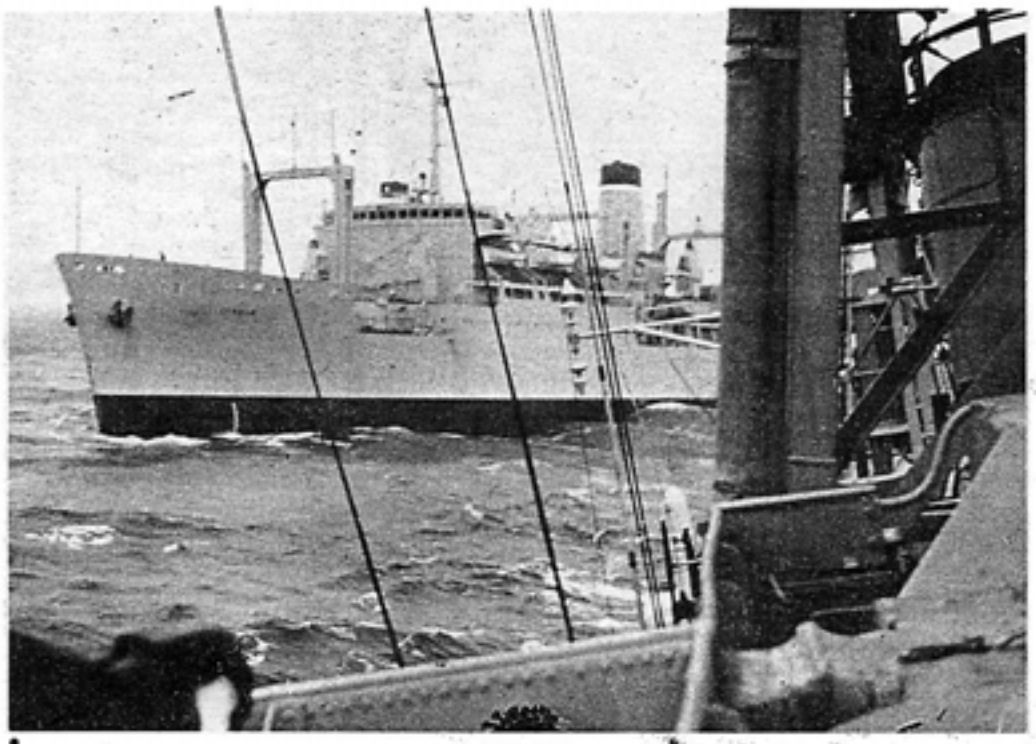
After dark the R.F.A. signalled that her engines had been repaired and that she could proceed under her own power.

Just after the tow was slipped a mountainous wave crashed inboard. Lieut.-Cdr. W. C. Kirk and PO M. Beck were injured, but have made satisfactory recovery.

The Barrosa then headed for the Shetlands at the highest safe speed, but it took five hours to steam the 70 miles.

Later in October the destroyer was sailing towards Gibraltar, again in heavy weather, when she was ordered to go to the assistance of the 45ft. ketch Northern Light, which was in difficulties following a force nine gale two days before.

The ketch was towed into the Bay of Camarinas near Vigo. The owner was Lieut.-Cdr. J. Griffin. R.N. (ret.) who, with his wife and two daughters, was sailing the boat to Portsmouth from the Bahamas, and had left the Azores eight days before the accident.



R.F.A. Lyness drifts before the storm as H.M.S. Barrosa manoeuvres close enough to pass a line. The seas look deceptively light, but in fact the severe gale and breakdown created a difficult and dangerous situation.

Built by John Brown's on Clydebank, 1944-1946, H.M.S. Barrosa, the last of the "AD Battle class conversions," is now to pay off into the reserve. The only Battle class destroyer left is H.M.S. Matapan, at present engaged in trials.

Fourth of her name, she was completed too late to take part in the Second World War, and at first participated only in the limited activities of the immediate post-war Navy.

From 1953 (after the Spithead Review) to 1958, most of the time was spent in the Mediterranean, her main commitment being patrols off Cyprus to counter arms smuggling.

IN FAR EAST

In 1959 the Barrosa was converted to an air defence picket, a job which lasted until 1962. She then sailed for the Far East and this remained her main theatre thereafter.

Based at Singapore she took part in patrols off Malaysia during the Indonesian confrontation.

This last commission, which started in March, 1967, began with a bang for, even before commencing her "work-up," the Barrosa was at work, taking a leading part in the Torrey Canyon episode.

Beira patrols and the Ade withdrawal followed befor arriving at Singapore. There was the usual work in the Far East, including six weeks as guard ship in Hongkong.

TWO EXERCISES

Since returning to England in July last year the ship's last months were as active as ever. She took part in Exercise Silver Tower and has been to the Mediterranean for Exercise Eden Apple, getting back to Devonport on December 5.

Going strong at Belfast

Ceremony played an important part at the opening of the 14th annual dinner of the Belfast branch on November 1, in the Northern Ireland War Memorial Building, Belfast.

The branch standard and the Irish Area standard were piped aboard, coming to a halt facing the chairman, president, vice-presidents, and V.I.P. guests.

Shipmate Bartlett, the chairman, then struck eight bells, recalling fallen shipmates. After a period of silence the National Anthem was played — the beginning of an evening which shipmates voted was the best ever.

With senior officers of the Royal Navy, the United States Navy, and the Royal Netherlands Navy present, the list of those who attended read like an International Navy List.

TOAST TO R.N.A.

Cdr. A. E. Thomson, R.N., the Senior Officer Submarines H.M.S. Sea Eagle, proposed the toast to the Royal Naval Association, Vice-Admiral Sir Arthur Hezlet, president of the Irish Area of the Association, responding.

Proposing the toast to the branch, Capt. R. E. Ward, U.S.N., talked of the hospitality of the Royal Navy. He admired the comradeship of the association and the friendliness which was carried on out of the Service.

The branch president, Cdr. P. Campbell, R.N., who replied to the toast, spoke of the increase in membership in 1968. The branch was now over 400 strong.

He also mentioned that during the year 17 ships were entertained in the branch headquarters. Of these, ten were Royal Navy ships, two Canadian, two United States, two Netherlands, and the RFA Engadine.

Among other distinguished guests were delegates from association branches of Dublin, Cork, Bangor, Portadown, Lisburn, together with representatives from allied associations.

Founder's death

Shipmate F. W. (Bill) Smale, a founder member of the Battle branch in 1937, and the treasurer for 19 years, died on November 20 at the age of 87.

He suffered a severe coronary shortly after attending the branch meeting on November 13, and did not regain consciousness.

ROYAL NAVAL ASSOCIATION

The President on Wearside

Functions at the headquarters of the Wear branch towards the end of the year included the Christmas dinner on Nov. 28 for senior members and their wives, and the widows of deceased members.

About 175 attended, each senior member being handed £2 10s., and all the lady guests being presented with a parcel of groceries.

The Christmas dinner is made possible through the efforts of Shipmate T. White, the chairman of the welfare committee, and his helpers.

About 25 senior members unable to attend the dinner were not forgotten. They have since been attended to at their homes.

The annual dinner dance was held on December 6, the principal guests being Admiral Sir David Luce, president of the R.N. Association.

He and Shipmate D. Crabtree, of the National Executive, were welcomed by the area chairman, Shipmate G. A. Gledhill and shipmates of the branch.

On October 22 a concert was held at the headquarters in aid of the fund for the purchase of a new standard for No. 11 Area.

The doorman was Shipmate J. Hunnam, who next morning was found dead in bed, having suffered a heart attack.

No. 3 Area to celebrate

No. 3 Area of the Royal Naval Association comes of age this year, and plans are under way to mark the occasion with a parade at Portsmouth on July 20.

No. 3 Area covers branches in Hampshire, Sussex, and Wiltshire.

A funny place to celebrate..

PORE(A) Michael Crumbie (right) christens his Sarbe Survivors' Club tankard at R.N. Air Station, Culdrose (the aerial can be seen sticking out over his left arm).

Above is the other recipient, LME(A) Christopher Hyde.

But read on

Two men who were rescued after having ditched from helicopters now have their own personal tankards from which to take a drink.

LME(A) Christopher Hyde was in a helicopter which crashed into the sea 300 miles west of Freetown, spending an hour in his dinghy before he was rescued.

PORE(A) Michael Crumbie ditched in the sea off Portland and, having scrambled free of the aircraft, got into his dinghy.

Both men carried out standard drill of operating their Search and Rescue Beacon Equipment (SARBE). The Sarbe, which is carried by all naval aircrew, transmits a radio beacon which other helicopters, aircraft, or ships can use to locate the survivor.

The makers of the equipment, Burndept Radio Ltd, have instituted a club known as the Sarbe Survivors' Club. Anyone using their equipment in an actual emergency qualifies as a member, the firm presenting a tankard to new members.

The tankards were presented to the two men at R.N. Air Station, Culdrose, at the end of November.

BARHAM SERVICE AT THE ABBEY

The H.M.S. Barham Survivors' Association remembered their fallen comrades on November 23, when they laid a wreath at the foot of the Barham memorial candlesticks in Westminster Abbey. H.M.S. Barham was torpedoed in the Mediterranean on November 25, 1941.

After the ceremony the members went to H.M.S. Chrysanthemum for tea and sandwiches, and to chat over old times.

The 12th reunion dinner was held in the Union Jack Club on September 14, 72 members being present. Cdr. D. Pridham-Wippell (son of Admiral Sir Pridham-Wippell) and the son of the late Cdr. Parish were present for the first time.

Exeter's loss

The death has been reported of Mr. D. J. (Danny) Easterbrook, chairman since 1965 of the Exeter branch of the Submarine Old Comrades' Association, of which he was a co-founder in 1964.

Only two days prior to his death on November 4 he represented Exeter branch at the London branch dinner in H.M.S. Chrysanthemum, when his speech was one of the highlights of the evening.

On the following day he attended the service at the Submarine memorial on the embankment.

The ashes of Mr. Easterbrooke were taken to sea in a submarine — an appropriate finale to a man who often said: "I was never a sailor — but always a submariner."

A Jupiter sails again

It is more than 25 years since the last ship of the Royal Navy to bear the name Jupiter was sunk by a Japanese torpedo in the Java Sea, but her successor is due to sail soon for sea trials.

The senior officer, Lieut.-Cdr. A. G. Dyer, has received two most interesting accounts of the short life of the old Jupiter from two of her ship's company.

He would be pleased to hear from any other old "Jupiters" who have some history to tell.

CALLING OLD SHIPMATES

Asking about H.M.S. Vigilant, a ship in which he served, Mr. George (Mick) McVeigh, then a stoker, says: "I often wonder about the blokes I met on her. I can say they were the best mates I have ever had."

Mr. McVeigh, who lives at 151, Lawnbrook Avenue, Shankill Road, Belfast 13, mentioned Jock Minto, Jack Mudie, Jock Caldwell, Taff Jones, Taff Stevenson, Taff Prosser, Nipper Quinn, and Harry Fisher.

H.M.S. Vigilant, the fast anti-submarine frigate fully converted from a destroyer, was employed for several years in the Dartmouth Training Squadron, but was sold for scrap about 1965.

Fleet joy to Maltese

Malta's attachment to the Royal Navy had a joyful boost during and after the big NATO exercise Eden Apple. During the exercise, aircraft of the Fleet Air Arm and the Royal Air Force roared through the skies, and personnel in their off-duty moments visited the familiar haunts.

But it was at the end of the exercise that it seemed like the old days again, as our warships steamed into Grand Harbour watched by crowds on the Barrakkas viewpoint.

THE 'NEWS' DIARY

One of the sightseers, Mr. M. A. Banavage, of Valetta, had his camera out. Writing to Navy News, he said: "It brought back memories of the not-too-distant past to all of us who gathered at the many vantage points overlooking Grand Harbour."

His letter reflected the island's hopes for closer association with the Royal Navy in the future.

"The presence of the warships underlines the British Government's promise to NATO to send more ships to the Mediterranean," he said.

A sight familiar to generations of naval men as sailors from H.M.S. Fulmar enjoy a drive at Valetta, Malta.

BULLDOG JOEY HAS CHAMPION

Presentation of a stuffed bulldog to the Navy ship of the same name has aroused a great deal of interesting correspondence about "Joey," as he was called.

Mr. Arthur C. G. Smith, of Isleworth (Middlesex), was one who remembered him well.

"Joey was already one of the ship's company of H.M.S. Queen Elizabeth when I, as a Boy 1st Class, was drafted to that ship on Sept. 4, 1917.

"It is true that Joey used to muster with both watches, but he was too friendly to snap at his messmates' heels.

"As for Joey going ashore with libertymen, I remember him more often having his sipper rum and getting his head down for the afternoon."

Joey was found for sale in a Portsmouth shop.

Right place at right time

For Christmas pudding stirring, what place more appropriate than Christmas Island?

That was how it worked out for H.M.S. Fife, which called at Christmas Island while on passage from the Fiji Islands to Hawaii.

Bathing and recreational leave was granted, many of the ship's company taking the opportunity to swim, stretch their legs, and look round the buildings

The traditional pudding stirring was carried out on "B" gun deck. Visitors who were seeing over the ship and lunching with the commanding officer (Capt. P. G. Lachlan) were invited to join in.

LUNCH WITH YOUR FRIENDS

One of the greatest transformations in naval life has been the standard of cooking and messing. This picture was taken at the new dining hall at H.M.S. Dryad, Southwick, near Portsmouth, the happy group being Medical Assistant Dave Walisbank, Wren Valerie Atkins, and Senior Naval Nurse Elizabeth Miller.

His war medals – a little delayed

Eighty-year-old Mr. Stanley Dickens, a former Royal Navy stoker petty officer, who lives alone in a council flat at Ashford Avenue, Hornsey, London, has just received his campaign medals for service in the Second World War.

Mr. Dickens, who first went to sea under the White Ensign in 1907, was somehow missed when the Navy awarded medals after the war. He did not draw attention to the oversight because, as he told his local paper, the Hornsey Journal: "The Navy has enough to do without an old age pensioner writing to them about such things."

But the newspaper thought otherwise, and pointed out the omission to the Ministry of Defence. They told the Navy that Mr. Dickens, who retired from the Service in 1929 after 22 years' service, gave up his postman's job at King's Cross in 1939 to return to the flag.

He spent six years as an instructor at Chatham Barracks before returning to Civvy Street again with 28 years' service. But while other younger men received their 1939-45 medals, the old sailor was forgotten.

A prized possession is a picture of H.M.S. Repulse in which he sailed round the world in 1922.

Mr. Dickens is a keen member of his branch of the Royal Naval Association.

Mr. Stanley Dickens

Undaunted's own town

Captain A. D. Cassidi and a small party of officers and men of H.M.S. Undaunted were invited to a reception and lunch on November 15 by the Mayor and Council of the London borough of Barking.

In March, 1942, while the Undaunted was being built at Camell Laird's yard at Birkenhead, the borough, as its contribution to Warship Week, 1942, adopted the ship. Since then frequent opportunities have been taken to renew the friendship between ship and town.

On H.M.S. Undaunted's 25th anniversary year, the Mayor and Council of Barking were invited to visit the ship at Portsmouth. They spent a day on board and had lunch with the captain and officers.

During the subsequent visit to Barking, the Mayor presented a copy of the coat-of-arms.

'POPSY' APPEAL

The box says "Poppy appeal," but perhaps there might have been some justification for mentioning "Popsy appeal."

No doubt the charm of collectors Sheryl Ackers and Jennie Gardner helped to promote the sale of poppies, but when it comes to charity, Jack has a heart as big as the ocean

'007' return from a day at sea

Slightly reminiscent of 007, it took a fast submarine, fast launch, and express train to return Mr. S. Redman, Deputy Under-Secretary of State for the Navy, to his desk in London on time after a day with the Navy.

Mr. Redman went aboard H.M.S. Otus, and was able to experience all facets of submarine life, including the firing of torpedoes.

The submarine, under the command of Lieut.-Cdr. James Pargiter, spent the day at sea for refresher training purposes, enabling Mr. Redman to see plenty to interest him, including tea in the senior ratings' mess.

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Farewell

ST VINCENT IS TO BE CLOSED

Visitors, including many old boys of H.M.S. St Vincent, look on at Divisions assembled for the last time on a parade ground familiar to thousands of naval men.

The blocks of H.M.S. St Vincent, the New Entry training establishment at Forton, Gosport, echoed for the last time to the music of a Royal Marines band on December 8 when the final passing out parade was held.

The establishment is to be closed, saving the Navy £280,000 a year, its task being transferred to H.M.S. Raleigh at Torpoint, Cornwall.

H.M.S. St Vincent was commissioned in 1927 for naval use. Since then more than 28,000 young sailors have entered the Royal Navy through the unforgettable "Main Gate," with its tall clock tower dating back to 1808.

At the parade, commanded by Cdr. G. D. H. Sample (Executive Officer), the commanding officer, Capt. M. H. Griffin, presented prizes to Jnr Seamen Linger, Duckett, MacDougall, and Fennell, Ord Seaman Connor, Mech App Kirby, and EM Potts.

FINAL CEREMONY

The final ceremony consisted of a family church service followed by ceremonial divisions. Apart from the final classes of 60 young sailors and the ship's company, a number of "Old St Vincents" were present.

Among the Old St Vincents was Mr. Henry Brothers, who was in the first batch of recruits from H.M.S. Ganges on May 27, 1927. Another was Lieut. G. A. Kitcher, now a careers officer in Manchester, who was among the first civilian new entries in September of the same year.

There were others who knew St Vincent many years before the Navy took the place over. One was Mr. Stephen Hill, of Welwyn Garden City, and another, Mr. A. H. J. Hindrey, who first went there in 1911, and returned to work in the NAAFI from 1938 to 1957.

FORMER HOSPITAL

Built as a hospital in 1713, Forton Barracks was a prison camp during the wars with France and at one time it housed 4,000 French prisoners. The main blocks, built in 1807 as hospital wards for the prisoners, are still standing.

After the Napoleonic wars the place became an Army barracks, being taken over in 1848 by the Royal Marines Light Infantry, who left in 1923.

From 1942 until the end of the war, St Vincent was the Preliminary Air Training Establishment.

The establishment's motto has intrigued many. It is the word "Thus," and is derived from the old steering order "Keep her thus."

Lieut. G. A. Kitcher

LAST GUARD INSPECTION

Among the first boys to join

One of the visitors at the last Divisions at H.M.S. St Vincent was Lieut. G. A. Kitcher, who joined the establishment on September 13, 1927, as one of the initial intake of boys recruited from shore.

Talking of the good companionship and full life of the Service, he said: "One can only envy the prospects of a career in the present-day Navy, open to the young men with a spirit of adventure and determination.

Lieut. Kitcher, son of a naval father, was a survivor of H.M.S. Eagle, sunk during a Malta convoy of 1942. Promoted to chief petty officer in 1943, he was awarded the D.S.M. two years later. He was retained for the Korean war, serving in H.M.S. Indomitable.

Joining the Careers Service in 1953, he was promoted to careers officer, and is now at Manchester.

Pictures by PO(Phot) D. Morris

In the top of the three lower pictures, Capt. M. M. Griffin inspects the guard for the last time, the guard being from the final boys' classes.

The last Wrens serving at St Vincent (above) are Pauline Prosser, Rosemary French, Terry Moffatt, and Elizabeth Blackler.

Left: Instructors' division in final march past.

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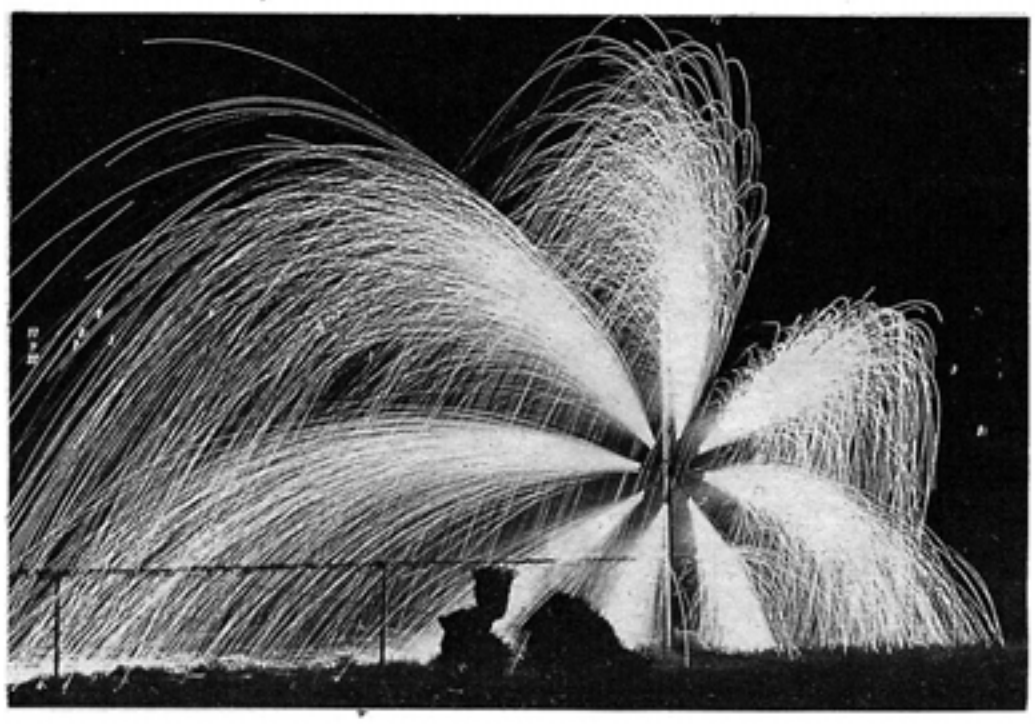
Fireworks by Eagle

After arrival at Plymouth with paying-off pennant flying, H.M.S. Eagle moved to dry dock on October 29.

On November 5 the ship's company gave a fireworks display at the R.N. playing field, Brickfield, to children from homes in Plymouth, including Nazareth House.

On November 25, Capt. J. D. Treacher assumed command in succession to Capt. J. E. Pope.



NOT ALL SICK – SOME JUST VOMITED!

Force 10 `jolly´

Sweepers' North Sea storm

(by Jack Taylor, Daily Express, Dunfermline)

Ships have sailed in force ten gales before, and sailors have been sick before.

But when 400 sailors ride a fleet of little minesweepers head on into a force ten at 12 knots, the result is . . . 400 sick sailors.

Well, some of them may not have been sick . . . some may just have vomited a little.

It happened on the run to Hamburg by nine " Ton " class 'sweepers and the minelayer Abdiel from H.M.S. Lochinvar at Port Edgar on the Forth.

LIKE THE PLAGUE

They left the South Queensferry base at 10 a.m. on November '3, and by the time the fleet reached the river mouth the first of " les miserables " were hitting their hammocks. By November 14, sea-sickness had swept the fleet like Bubonic.

But still the ships ploughed on over the North Sea, racing to honour an appointment with the civic dignitaries of the West German city.

The purpose of the expedition was a show-the-flag visit. A cocktail party had been arranged for civic and consular officials aboard the Abdiel at 7.30.

The fleet commanders decided to be there at all costs to show Hamburg the stout stuff British ships and fighting men are made of. And they did.

PARTY IN PROGRESS

Many of the minesweepers arrived as the party was in progress, and as soon as their ships were berthed, the officers went aboard the Abdiel and, in amused fashion, apologized for being late.

The North Sea crossing, the worst that most of the sailors had ever experienced, was over, but the run-ashore — which was the best that most of them would enjoy — was about to begin.

On one ship, the Belton, only two men were not sick. One was the captain, Lieut.-Cdr. Tony Wilkes, and the other was the civilian Press officer, Jim Gray.

On another, the Chilcompton, one of the handful of men not sick was another land-lubber newspaperman. Alas, it was not the writer of this article, who was indeed a victim of the cruel sea.

CAPTAIN THE COOK

One of the stories of the storm which will live on was of the humour of the Chilcompton's captain, Lieut. Jeremy Sanders. In defiance of the elements which had downed his cook and most of his crew, Lieut. Sanders prepared dinner for his officers. The meal, cooked in conditions more suited to a rodeo cowboy than a chef, was excellent, the officers told me.

As a civilian sailing for the first time with the Navy I found a new respect for the sea, a new admiration for the Navy, and a great liking for the Jolly Jacks ashore in a foreign port.

Rough crossing included, I would't have missed the trip for anything.

The " Ton " class coastal minesweepers, named after villages with the suffix " ton," are of 425 tons (full load) displacement. They are 153ft. in length overall, with a beam of nearly 29ft.

Almost hidden by the heavy seas, the tiny H.M.S. Lewiston heads into the force 10 storm.

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CAVALIER BACK FROM MED.

H.M.S. Cavalier returned to Devonport on December 5 after five weeks in the Mediterranean with the Western Fleet.

The visits to Gibraltar, Marseilles, Toulon, Naples, and Malta were all enjoyed, but perhaps the most appreciated ports were two little known anchorages in Corsica, where the destroyer successfully hid for 30 hours during the exercise Eden Apple, while the rest of the NATO fleet operated at sea.

In the Fleet Olympiad at Malta, the Cavalier won the rugby tournament, were runners-up in hockey, third in sailing, and fourth in ten-pin bowling.

These successes meant that the ship beat all the other escorts, coming third overall.

LATEST RADAR

Admiral Sir Horace Law, Controller of the Navy, visiting the Plessey works at West Leigh and at Cowes, was shown the latest in radar equipment for the Fleet.

"Didn't I tell you he'd bite your head off."

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Puma has sheriff aboard

When H.M.S. Puma returned to Devonport on December 19 to give leave before the final home leg of her present commission, she had been away nearly 11 months, visited 21 countries and circumnavigated the world.

The outward journey to Singapore (105 days — 90 at sea) included Simonstown, a five-week patrol off Beira, a visit to Majunga in Madagascar (the first Royal Navy ship for many years), a spell in Mombasa, and a month's attendance on H.M.S. Eagle during the Aden troubles.

In the Far East, calls were made at Subic Bay and Bangkok, and a month was spent on guard duties in Hongkong before the exercise Coral Sands and a splendid welcome by the Australians afterwards at Newcastle (N.S.W.).

TRAVEL DREAM

The return journey was a globe-trotter's dream. Fiji, the Ellice Islands, Pearl Harbour, Mexico, San Francisco, Monterey, the Panama, Nicaragua, Jamaica, Puerto Rico, and the Azores — the names conjure up sand, waving palms, and friendliness.

Eight islands were visited in the Fiji and Ellice Islands groups. At Koro no one could remember the last Royal Navy visit.

There, 40 of the ship's company, led by the captain (Cdr. J. F. de Winton), first experienced the traditional Fijian welcome — presentation of a whale's tooth, exchange of gifts, drinking kava, and songs and dances by the villagers.

At Rotuma, 20 of the island chiefs were given a short trip to sea, the first time Rotuma chiefs had been to sea in a warship since 1897 when three of them sailed to Suva to cede the island to Queen Victoria.

At Funafuti, in the Ellice Islands, the whole island population attended a day (and night) of sport, feasting and dancing.

Many of the songs and dances recorded highlights of the past, one of which was the visit by H.M.S. Achilles in 1938, when her seaplane became the first aircraft ever seen by the islanders.

The five days in San Francisco were magnificent, ending with a splendid dance at the British American Club of Califnornia.

At Drake's Bay, north of San Francisco, the captain was presented with a framed replica of "Drake's Plate of Brass" by the Drake Navigators' Guild, which has strong ties with Plymouth.

MAYOR DINED

The Mayor of Monterey (Mrs. Minnie Coyle) was entertained to dinner on board on the last night in San Francisco, taking passage to Monterey the next day.

At Monterey the captain was formally received ashore and conducted round the city. Since 1959, when the city presented the ship with a puma, the captains of the Puma have been honorary sheriffs of Monterey.

Ship's gift

H.M.S. Galatea's cake entry for the Fleet Cookery Contest was presented to the children's ward at St Mary's Hospital, Portsmouth.

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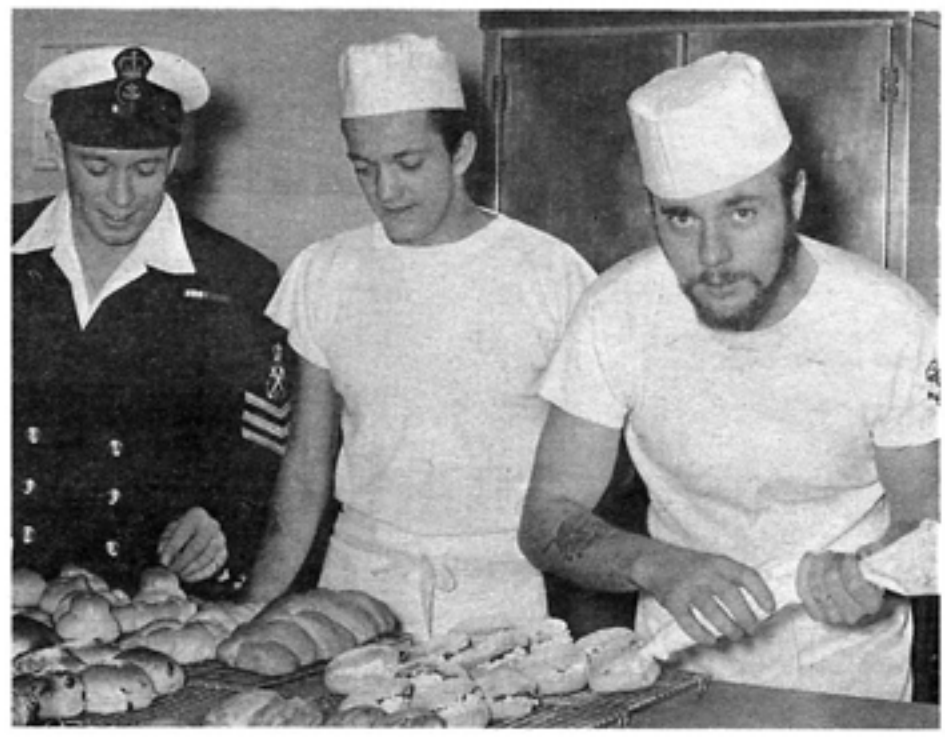
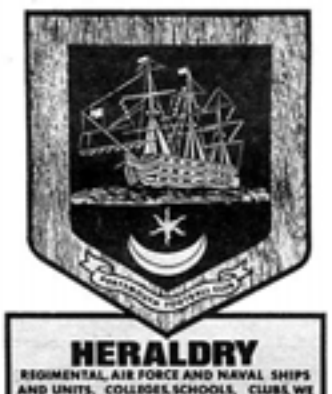
Four brothers all belonging to the same branch of the Royal Navy, are serving at the same time, three of them at present in H.M.S. Pembroke.

This is the only time that any of them have been working together in the Service, although there was one rare occasion when they were all on leave together in their home town, Ripon.

The eldest brother, PO Ck Norman Hogg (left in picture) joined the Royal Navy in 1954. PO Ck Harry Hogg (not in photograph) joined in 1957 and is at present at H.M.S. Raleigh at Torpoint. These two were in the same ward in the British Military Hospital, Singapore, in 1960.

David (with beard), the only bachelor of the foursome, is a leading cook, and Kenneth, a cook, joined the Service in 1961.





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'Good show' in car marathon

Although the Royal Navy team in the London to Sydney car marathon (Capt. J. A. H. Hamilton, Capt. I. Lees-Spalding and Cdr. P. Stearns) driving a "hotted-up" B.M.C. 1800 did not figure in the list of prizewinners, they put up a creditable performance at 30th place out of the 56 finishers.

There were 98 starters.

The first of the three British Army Motoring Association (G.B.) entries finished in 29th place, beating Capt. Hamilton's team by only 33 points.

The R.A.F. Motor Sports Association (G.B.) entry was 31st — 59 penalty points more than the Navy entry.

The Australian part of the journey was a particularly good trip, for the Navy moved up 11 places from their 41st. position at Bombay.

Talking of the race, Capt. Hamilton said that at Belgrade the Navy car was voted the smartest.

Mrs. Lees-Spalding, who heard from her husband en route, said: "The only major catastrophe appears to be that they ran out of beer for seven hours."

For tenpin honours

The Royal Navy tenpin bowling championships were held in Portsmouth last month, the 180 competitors coming from as far afield as Plymouth, Ipswich, Yeovilton and Portsmouth.

Individual winner was PO N. Albert from H.M.S. Daedalus at Lee-on-Solent, with a 552 total pinfall.

H.M.S. Ganges was well placed in the individual event, winning the Individual Handicap, taking first and second place in the trios and the All Events title.

High game of the championship was a 237 by REM France, from Yeovilton.

Winners of the various divisions and those selected by a Royal Navy committee will go forward to bowl in the 5th Annual Inter-Services tenpin bowling championships, which are to be held this month.

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In Memoriam

James M. Drysdale, AB. P/080687. H.M.S. Daring. November 14.

Anthony F. H. Cave, COEA(O). P/MX.888935. H.M.S. Collingwood. November 15.

Edward Nicholls, POM(E). D/KX.914588. H.M.S. Euryalus. November 19.

Snr.-Sub.-Lieut. James W. Claysmith. H.M.S Forth. November 21.

Patrick Travers, M(E)1. D/098324. H.M.S. Hermes. November 24.

Act.-Sub.-Lieut. Thomas W. Tracey. H.M.S. Hermes. November 25.

Act.-Sub.-Lieut. Gordon L. Still. H.M.S. Hermes. November 25.

Act.-Sub.-Lieut. Nicholas J. Broadway. H.M.S. Hermes. November 25.

Thomas H. Hall, Mne. RM.15375. 45 Cdo RM. December 1.

Robert R. Murphy, AM 1 L/F.931854. H.M.S. Fulmar. December 9.

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FIRST SCOTS TEAM TO GET TROPHY

Lochinvar's great cup win

(By Jim Gray)

After 120 minutes of fierce, fighting soccer, H.M.S. Lochinvar overcame their gallant opponents, H.M.S. Bulwark, in the final of the Navy Cup, and with a 3—1 victory became the first Scottish team to capture the trophy.

The first half started at a cracking pace, and both goal-keepers, ME 1 Geoffrey Mason, of Lochinvar, and EM Geoffrey Arnold, of Bulwark, were called on to pull off good saves.

The conventional line-up of Lochinvar, with two full-backs, and three half-backs, contrasted with the three-four-three formation of their opponents. But it was the defences who were the real masters."

After the interval it was the same brand of cut-and-thrust cup soccer, and the question everyone was asking was — which team would crack first?

IN 75th MINUTE

Oddly enough, the first goal came as such a surprise that it was seconds before the crowd realised there had been a score.

It happened in the 75th minute. Lochinvar forward, REM Jim Moffatt, was brought down heavily a couple of yards short of the penalty area.

Half-back, Stwd. Stuart Heron, took the kick, but the referee ordered it to be taken again as Bulwark's defenders were too near the ball.

The second time Heron made no mistake, and rocketed the ball into the far corner of the net.

Triumphant H.M.S. Lochinvar team hold the trophy aloft for pictures, at the end of their gruelling 120 minutes.

Bulwark at last clicked into gear and used the speed of wing forward, Jim Christie. He raced down the right wing, outstripping left-back EM 1 Graham Gibson and centre-half, LEM Rodney Gordon.

GREAT GOAL

Over came his cross and there on hand was half-back ME Albert Lye, to crash home the equalizer. A great goal.

The teams went into extra time with no apparent slackening of pace, but with only two minutes gone, Lochinvar went ahead again.

The big inside-left, EM Hugh Quinn, chased a loose ball on the right and switched it back to his centre-forward, EM Jim Moffatt, who made no mistake with a fine 15-yard drive.

Yet back again came Bulwark, and in the second part of extra time, they twice hit the woodwork after some fine attacking moves.

But this was Lochinvar's day. And to finally prove it, Hugh Quinn summoned extra reserves of energy to outstrip Bulwark's defenders and beat the goal-keeper with a fierce drive.

The game was watched by the Flag Officer, Scotland and Northern Ireland, Vice-Admiral I. L. M. McGeoch and Mrs. McGeoch. The trophy was presented by Mrs. McGeoch.

TEAMS

Lochinvar — ME Mason; LS Munro, EM Gibson; ME Healey, LEM Gordon, Std. Heron; LS Petrie, REM Inglis, EM Moffatt, EM Quinn, RO McKeever.

Bulwark — EM Arnold; AB Bevan, EM Cocker, RO Wilkinson, ME Cain; ME Lye, LEM(A) McEachen, App. George; POSA Christie, RO Bower, Mne Parson.

FIJI TOURING TEAM GIVEN TESTER

The Fijian Rugby Football touring team, composed of members of the Fijian Police and Army, visited Singapore and Malaya for a whirlwind two-week tour during November, into which they crammed nine matches, winning all of them.

The Royal Navy — the most under-rated team on the Island — were the only team of the nine opponents to cause the Fijians any real worry.

The score, 12—9, gives no indication of the Navy's dominance, or tells the story of the two penalty kicks and a conversion which were missed, and might have given the Navy a deserved victory.

The R.N. weathered the early Fijian storm with determined play and fine tackling, and this was rewarded by a 3—0 lead at half-time, through a penalty kick.

On resumption the Fijians went into the attack and crossed the line in the corner, after a loose maul following a line-out.

The Navy retaliated and after a high up-and-under by the Fijian posts, the ball was spun out and Cpl. McVernon crossed the line for another three points.

The conversion (and also two penalties which were awarded shortly afterwards) were unfortunately missed, giving the visitors a new lease of life.

A further 15 minutes of fast open Rugby saw the visitors in a 12—6 lead. Ten minutes from time the Royal Navy drew back to 12—9 with a drop goal, again scored by Cpl. McVernon.

This was undoubtedly the finest game of Rugby seen at H.M.S. Terror for many years, and in the words of the Fijian captain, " The toughest game of the tour."

Trophy retained

In the Inter-Command basketball championships, held in H.M.S. Daedalus on December 5 and 6, Plymouth retained the trophy, beating the other three commands and gaining six points.

Runners-up were the Royal Marines with four points, followed by Naval Air Command with two points. Portsmouth had to be content with the wooden spoon.

Royals retain hockey cup

The Royal Marines retained the Royal Navy Inter-Command hockey championship as a result of the tournament played at Portsmouth on November 21 and 22.

Little of the hockey was memorable, except Portsmouth's goal-producing half against a strangely disorganized Air Command team on the second day.

RESULTS

R.M. 3	Portsmouth 0
Air 1	Plymouth 3
R.M. 0	Plymouth 0
Portsmouth 5	Air 1
Portsmouth 2	Plymouth 0
R.M. 3	Air 0

The trophy was presented to Capt. Simon Cook, R.M., by Inst. Rear-Admiral A. F. Bellamy after the match.

Four wins for Navy

The second of the Royal Naval Boxing Association's new ventures proved as successful against North Wales as at Stoke where, it will be remembered the Navy won five matches out of seven.

Because of late withdrawals from the Welsh team, four of the Navy boys were unmatched. All the bouts were closely contested, the Royal Navy winning four of the six bouts.

Once again the Careers Office was well in evidence, with a conducted trip to the Hotpoint factory and lunch with Council dignitaries.

BOXING NOTES BY PUNCHER

The boxing was held at the Grand Hotel, Llandudno, where the team resided in style. The main entrance looked like a recruiting office.

A number of officers from the Physical Training branch and Careers offices were in attendance. Capt. C. C. Anderson (who becomes a Rear-Admiral on January 7) the Director-General Naval Recruiting, highlighted the speeches at the dinner held prior to the boxing.

RO2 George Harris, the Navy heavyweight, was unlucky to get his eye cut with only 20 seconds of the bout to go. Cpl Dave Burton lost on points, having allowed his Welsh international opponent to outscore him in the first two rounds.

The winners, OS Sam Cleaver (wrongly reported as Sam Clarke in the December issue), Cpls Bill Newton and John Laing, with Mne Malcolm Smethurst (who made one at the weigh-in) all boxed well and impressed the Welsh purists with their fitness.

RESULTS

Cpl D. Burton (45 Cdo) lost to L. Davies (Bangor A.B.C.).
OS S. Cleaver (Eagle) beat M. Jones (Bangor A.B.C.).
Cpl W. Newton (R.M. Bks) beat D. Evans (Menai Bridge A.B.C.).
RO G. Harris (Whitehall) lost to R. Dunn (Halifax A.B.C.).
Cpl J. Laing (R.M. Bks) beat C. Taylor (Rhyl A.B.C.).
Mne M. Smethurst (R.M. Bks) beat G. Edwards (Rhyl A.B.C.).
Special bout — Mne J. Thatcher (R.M. Bks) beat AB M. Wallis (H.M.S. Ulster).

C.S.B.A. TOUR

Three Royal Navy boxers have been chosen to represent the Combined Services Boxing Association at Halmstead and Uddevalla on January 5 and 6.

They are RO George Harris, Cpl Bill Newton and Cpl Dave Burton. Cpl John Laing and Peter Bradman have been nominated as reserves.

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Enjoys exhilaration of rugger

SPORTSMAN OF THE MONTH

Playing for the Royal Navy only one week after he had played for United Services (Portsmouth) shows how apparent was the natural aptitude for rugby football possessed by PO (PTI) Glyn Jones, the U.S. and Navy fly-half.

Glyn Jones, now serving in H.M.S. Daedalus, was born at Pwllheli (Carnarvon) on November 22, 1941, and joined H.M.S. Raleigh as a junior seaman in February, 1958.

Association football was his first love — a love which he still has and a game in which he takes part whenever the opportunity occurs.

In H.M.S. Dryad, while he was qualifying as an RP rating, he played soccer, and when he joined his first ship, the cruiser H.M.S. Gambia, he says he played "just about everything except rugger."

PO Glyn Jones

For Home Fleet

It was in the Gambia that he played for the Home Fleet at soccer, going on to play cricket for the Navy in Singapore.

Returning to H.M.S. Dryad in 1963 he was picked to play for the United Services (Portsmouth) during the 1963/64 season and, as previously said, a week later played for the Navy.

The game which sticks out most clearly in his mind was in that first season, when he scored the only try of the match in the Navy's encounter with the R.A.F.

He played again for the Navy in the 1964/65 season, but for the next couple of years he was out of circulation when serving in H.M.S. Rhyl.

While in the Rhyl, Glyn captained the ship's soccer team, but he did play rugger for the Combined Services in Singapore on several occasions.

Rugger county honours came his way this (1968/69) season when he was selected for Hampshire. He says that on the two occasions he has played for Hampshire, the side was "hammered," but "they were interesting games and good experience."

Asked, "Why do you play rugby," he said: "Apart from the exhilaration and the team spirit which I usually find, and playing against top men in the sport, there are always the excellent rugger runs after the game."

PO Jones says he has played with or against many of the big names in rugby football, the man he most admires being Dai Watkins, the fly-half, when he was playing for Newport.

"It was always good to see him in action," he says.

Saying that there is still an impression among ratings that rugby is a game run by officers for officers, Glyn Jones says this is just not true. He wishes that more youngsters would take up the game.

First-class idea

In this connexion he is all for the U.S. (Pirates) and the Navy Colts — "A first class idea which can bring only good to the game and to the Service."

NEW RECORD TIME

The Royal Navy Portland autumn cross country race was run on October 25 in almost ideal conditions, the winner being NA Tyrone Lewis.

Lewis, who hails from Southampton, completed the three-and-a-half mile course in a record time of 22min. 48.2sec.

Second man home was LREM Vockins and the third REM Birkett. The team competition was won by 829 Naval Air Squadron.

Earlier in October, NA Lewis was awarded the "Most improved young athlete of 1968" trophy by the Royal Naval Athletic Club (South), and his performance over a gruelling course fully justified the choice.

The cross-country presentation (above) to NA Lewis was by Mrs. Roxburgh, wife of Rear-Admiral J. C. Y. Roxburgh (Flag Officer Sea Training).

Hockey cup goes to Fareham

SPORTING ROUND-UP

For the first time since 1956, the Royal Navy Hockey Challenge Cup has gone to H.M.S. Collingwood, the R.N. Weapon and Electrical Engineering School at Fareham.

Collingwood defeated H.M.S. Seahawk, the R.N. Air Station at Culdrose, by three goals to one, on a wet, difficult pitch at the U.S. Sports Club ground on November 27.

McDermott scored for Collingwood after 11 minutes, from a perfect pass from Petter, and two minutes later the School's centre-forward, Jones, added a second goal.

Five minutes before half-time Seahawk's centre-forward, Larkin, reduced the deficit, scoring after a fine solo run. He was certainly Seahawk's most dangerous forward.

The old adage — "Play to the whistle" — was never more apparent soon after the restart. A long shot, again from Petter, from what looked well outside the circle, was allowed without hindrance from the defenders, to go through to the goal.

The umpire had not blown his whistle and the Collingwood's third goal was allowed.

Although Seahawk tried desperately to rectify the situation, Collingwood's defence stood firm, and they ran out worthy winners.

Basketball

The basketball giants, H.M.S. Collingwood, won the Portsmouth Command Basketball Championships held in H.M.S. Victory on October 31 and November 1, beating H.M.S. Pembroke by 51 points to 29.

On their way to the final the Collingwood team beat Excellent and then Victory. The Chatham side did very well, beating Ganges, the previous holders of the cup, in the semi-final, having beaten H.M.S. Sultan in the second round.

H.M.S Pembroke put up a gallant effort in the final against the red-hot favourites, but had to take second place.

In a letter to the editor, the R.N. Chatham Basketball Supporters' Club secretaty says he feels sorry that there was no runners-up token to mark his team's achievement in reaching the final.

Good year for Navy cyclists

For Royal Navy cyclists 1968 was an unprecedented year, for as well as winning six Inter-Service titles, they made quite an impact in civilian events.

Over the long distances L/Cpl "Mike" Parker, of 45 Commando not only shone in the Navy and Inter-Service events, but was fifth in the national 12-hour time trial.

He covered 260.98 miles, beating the Navy record by over 18 miles, and finishing only three miles behind the winner.

Also outstanding was LME "Mike" Dingeldein, of Portsmouth Command. He was first in the Navy 25-mile time trial, the 50-mile time trial and was first in the individual sprint award in the track omnium.

Fine win for Portsmouth

The Portsmouth Command hockey team, captained by PO Wren D. A. Watkinson, won the Inter-Command W.R.N.S. hockey championship on November 22, beating the Plymouth and Royal Marines Wrens by two goals to nil.

The matches, Portsmouth versus Naval Air Command, and Naval Air Command versus Plymouth and R.M.s both resulted in one-all draws, and the final was particularly interesting and exciting.

The Portsmouth team consisted of PO Wren A. A. Gaff (Warrior); Wren S. M. Palmer (Vernon), Wren J. B. McD Brown (President), Wren C. Wynne (Excellent), PO Wren D. A. Watkinson (Dauntless), Ch Wren M. Harris (Dryad); 3/0 A. Goodwin (Dryad), PO Wren S. J. L. Knight (Vernon), 2/0 S. J. Hogg (Dryad), L Wren J. Blewett (Warrior), Wren L. M. Colley (Excellent).

U.S. (Lancs) cricket

A United Services (Lancashire) Cricket Eleven is to be formed in 1969 for playing several full-day Sunday matches against top league clubs in the county.

Any cricketers on leave or duty in Lancashire desirous of a game should contact the Hon. Secretary, H.M.S. Inskip, Preston, Lancs — tel. Catford 381.

With the small numbers of naval and marine personnel stationed in this part of the country, it is hoped that representation will be boosted by this invitation.

Honours for R.M. gymnasts

Eleven competitors took part in the individual Royal Navy gymnastic championships, the winner being Sgt M. Euridge who scored 47 points in the compulsory exercise and 84.95 points in the voluntary exercise.

CPO Glover was second in the compulsory and third in the voluntary, while Cpl Bell was third in the compulsory and second in the voluntary.

The Royal Marines teams "A," "B" and "C" were first, second and third in the senior team results.

The H.M.S. Ganges team was first in the Juniors events, with the Depot, R.M. second.

Rugby change of fortune

After a somewhat lean beginning to the season the United Services (Portsmouth) Rugby team has had four wins on the trot. The first of the four was an epic win over Bath by 21 points to 20.

The other wins were over Oxford (6—3), Old Milhillians (17—6), and Taunton (17—12).

Brian Goodwin, the U.S. captain, returned to the side, after injury earlier in the season, for the Bath and subsequent matches. Is it a coincidence that the team's return to form started with his reappearance?

Ship wins at last

H.M.S. Eagle became the first ship for 20 years to win the Plymouth Command cross-country (short course) race when, on November 19, the second and third men home were from the ship.

The race was won by Lieut. M. P. Sauvage — a guest runner. The Command winner was RS Hampton, who came fourth.

The win, 77 points with Britannia Royal Naval College second with 107 points, completed a notable double, for the Eagle won the long course race two years ago — the first ship in 30 years to do so.

H.M.S. Eagle's team for this year's short course race was REM Peerman, AB Phillips, AB Bedford, Mech. Ahearn, ERA Lambert and REM Dickinson.

The Inter-Command squash tournament was held at Greenwich on November 29, 30, and December 1, Portsmouth being the winners. Runners-up were Plymouth Command, followed by Royal Marines and Naval Air Command.

PERTH CUP FOR NAVY

When the Inter-Commonwealth Navy sporting competition for the Perth Cup was held at Singapore on October 17, the Royal Navy won the sailing events.

Lieut. Ewan Pockley, of H.M.S. Rorqual, sailed one of the three bosun dinghies which represented the Royal Navy, and he is seen here with 3/0 Jenny Fletcher, of the Fleet Assessing Unit, as crew.

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