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The Newspaper of the Royal Navy and the Royal Naval Association.

No. 178, 15th YEAR, MARCH, 1969

Published first Thursday of the month

Price: One Shilling

Pay deal—and call to youth

MODERN CAREERS

Having achieved stability in the size and role of the Royal Navy, and a defence budget well within the nation's ability to pay, the Secretary of State for Defence, Mr. Denis Healey promises better pay as the start of a campaign to attract young men to a career with the Fleet.

To a crowded Press conference on the Defence Estimates he appealed to journalists to stop "knocking" the Services with unfair criticism.

Morale inside the Navy was good, as he had been proved by the re-engagement rate, and

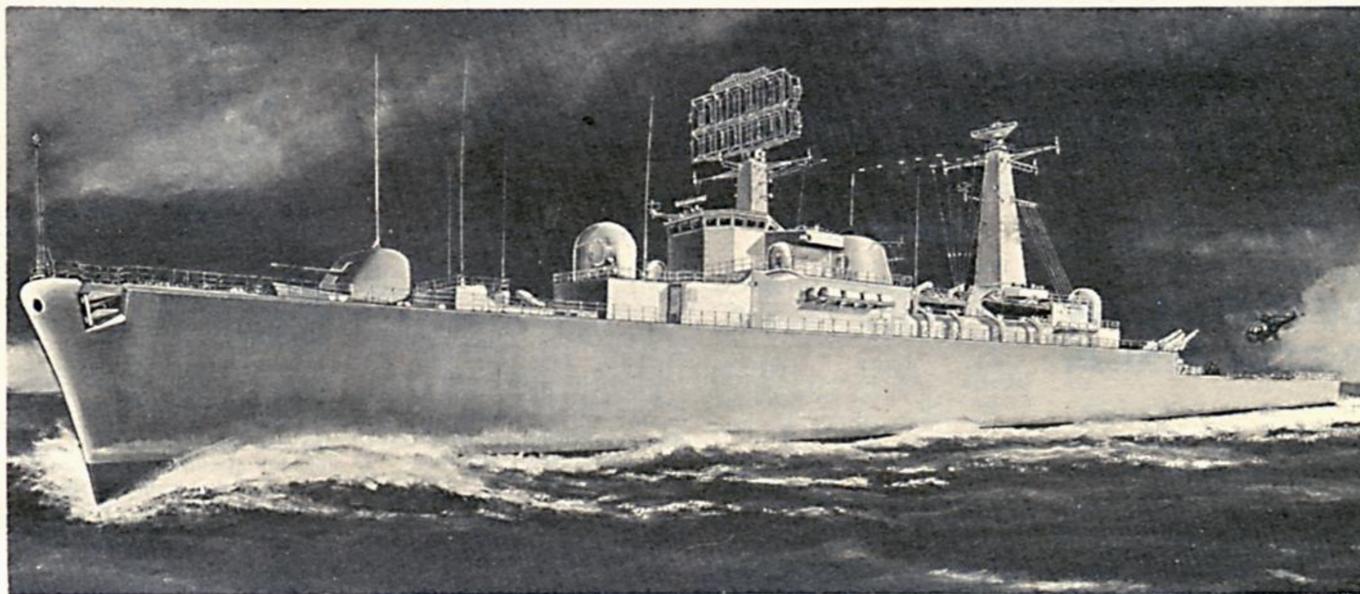
officer recruiting had been adequate (though still not as good as they would like).

The problem was the recruitment of sailors, one of the main reasons for the decline being an "image" which was grossly out of date.

Parents and teachers had no conception of the vast change both in the conditions of service today and of the standards required.

There must be more contact between the Services and the public to emphasize both the stability and the kind of attractive careers available today.

Pay was the biggest single factor in recruiting, and a reference to the Prices and Incomes Board would produce a report within the next few months. This and changes in the whole pay struc-



BRISTOL'S CHANGE

New artist's impression of H.M.S. Bristol, the Type 82 guided-missile destroyer, shows a different profile, the biggest change being the elimination of the huge dome over the radar equipment above the bridge.

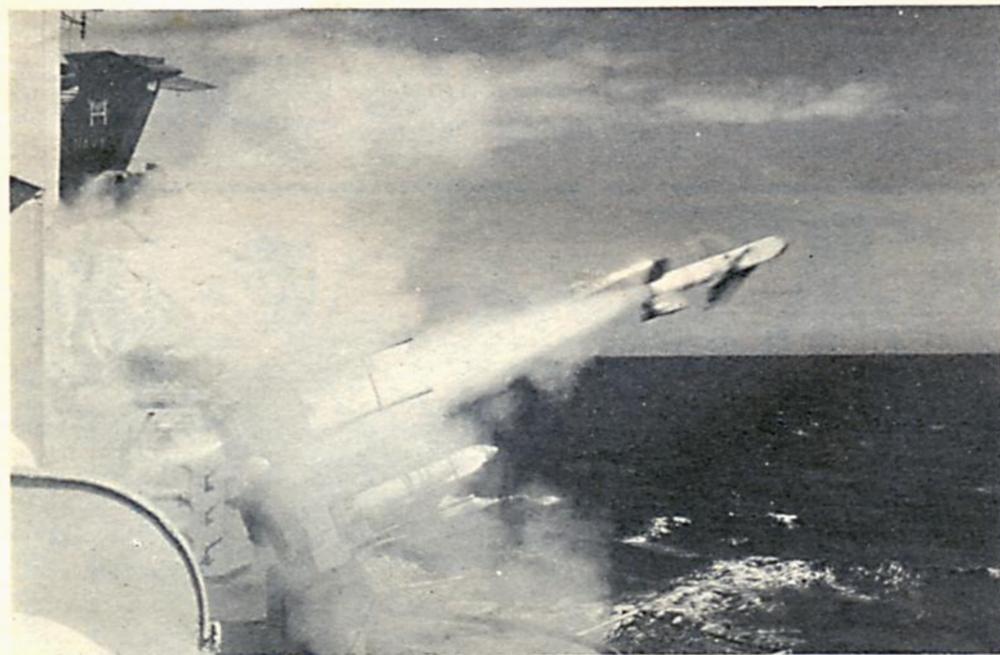
According to the Defence White Paper, construction of the ship is on schedule, and she is due to join the Fleet in 1971.

The Type 82, only one of which will be built, is of 5,500 tons displacement (full load), which is slightly larger than the County class destroyers. As the picture shows, the Bristol will have a sleek modern appearance, designed around a powerful weapons system.

IT'S AWAY

Seacat firing from the carrier H.M.S. Hermes during the two-week exercise Fotex 9 in the Straits of Malacca.

Twenty-five warships and eight support vessels took part, the highlight being a commando landing on Penang.



FIXED-WING HOPES BACK AGAIN

The strength of an unwavering condemnation of the decision to deny the British Fleet its own fixed-wing support has at last wrested a glimmer of success and hope.

Though the Fleet Air Arm's carrier force must die, "fixed-

'First' by Phantom

Chief of the Naval Staff and First Sea Lord, Admiral Sir Michael Le Fanu flew in a Royal Navy Phantom to Naples on February 26, for talks with the Commander-in-Chief Allied Forces, Southern Europe.

This was the first time the First Sea Lord had flown in one of the Navy's latest supersonic two-seater aircraft. Last year he went in a Buccaneer to Singapore.

Pilot of the Admiral's aircraft was Cdr. Anthony Pearson, commanding officer of 700 P Squadron — the Navy's first Phantom squadron.

wing support" are "in" words again, bringing a flush of cheer at what many in the Royal Navy will regard as a return to thinking on common-sense lines.

Questioned about the possible use of Harrier vertical take-off planes with the Fleet, the Secretary of State for Defence, Mr. Denis Healey, said that the air defence was being taken over by land-based aircraft, by helicopters operating air-to-sea weapons, and by missiles.

The range and payload of the Harrier in vertical take-off had not up to now encouraged consideration for naval use.

Now, however, the Harrier engine had been upgraded,

resulting in an enormous increase in range and load, "making it something worth looking at for flying from ships."

He warned, however, that he was talking of existing ships, and not aircraft specially built for the purpose.

"I would look at the idea of Harriers with the Fleet without prejudice, and if it makes sense, then we would do it," he said.

The present Fleet Air Arm rundown would, however, continue, and any air crew required for Harriers in the Navy would be R.A.F.

It was all very forward thinking, "and it will be a long time before we decide."

'Pull' for adverts.

Advertisers have been quick to appreciate the technical improvements in the production of Navy News, the space bookings in this issue being far in excess of any past figures.

For only the second time on record, the paging has been increased to 28, not only to meet advertising requirements but the growing volume of editorial material.

'Missing link' missiles

The possibility of a partial about turn on the provision of fixed-wing support for the Fleet serves to focus hopes on other urgent needs if the Navy is to develop its full capability.

As seen by defence observers, the three major requirements are:

Fixed wing support;
 A surface-to-surface missile;
 Non-nuclear missile armament for the atomic Fleet submarines.

The possibility of Harrier aircraft, with Royal Air Force aircrew, going into eventual service with the Fleet raises many questions.

As vertical take-off planes,

especially with wing modification, they could be used by commando ships, assault ships, vessels such as the Engadine, and perhaps by converted Tiger class cruisers.

Given a 300-foot deck, however, the Harrier is an immeasurably better weapon, giving rise to the belief that if the Harrier is to be considered at all, then some sort of "mini" carrier would appear to demand some thought.

A mini-carrier could be about the size of a guided-missile destroyer, and designed perhaps for a dual role with helicopters and Harriers.

An accession of strength of this nature to the Fleet would be

a tremendous reassurance, and would possibly obviate need for the surface-to-surface missile about which word is still anxiously awaited.

Failing fixed-wing support, the surface-to-surface missile is a missing link arousing great misgiving.

Giving more "teeth" to our nuclear submarines is a logical development for this powerful section of the Navy.

At the present time they are submarine killers, but if they had missile armament other than nuclear, they could go unseen anywhere, providing a potent deterrent in case of troubles involving conventional weaponry.

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OFFICES OPEN ALL DAY ON SATURDAYS

Looking through those ads

DRAFTY'S CORNER

Fleet fund helped by bumper rebate

From time to time in this corner I have touched on the ways in which an exchange of draft can be arranged, and the basic rules which are applied. But the Exchanges advertised in Navy News each month show that the message has not got through to everyone.

The general rule is that men may be allowed to exchange drafts and ships if there is no appreciable loss of efficiency, and if the exchange does not lead to later wasteful or unfair drafting.

But there is no loophole here to dodge a sea draft, for a rating who reaches the top of the sea roster cannot, by finding another to take his draft, defer his liability for sea service.

Even if the exchange is approved he will remain liable for the next sea draft.

Neither is there much advantage in a rating afloat seeking to exchange drafts with a man on shore.

Few commanding officers are likely to welcome a change in mid-commission. And as for the men, both will find that their shorter-than-normal period at sea has earned them a less-than-normal period ashore before their next sea draft.

The shorter the time you

SERVICE IN BRITANNIA

H.M. yacht Britannia is expected to sail from Portsmouth in January 1970 to take part in the Royal tour of Australia and New Zealand.

There are likely to be some vacancies in the yacht's ocean complement towards the end of 1969. Those interested in volunteering for service in her are advised to apply as soon as possible. The latest DCI(RN) on the Royal Yacht Service is 1480/68.

Sea-drop by reservists

Illustrating the tough training carried out by members of the Royal Marines Reserve, 26 volunteers jumped into the sea off Eastney beach on February 1 — by parachute.

The men flew from R.A.F. Abingdon, the first string dropping at 11 a.m., a second string dropped at 7 p.m.

The Royal Marines Reserve — all volunteers — devote nearly every week-end to rock climbing, canoeing, weapon training and unarmed combat.

Re-engagement — What you should know

A pamphlet, "What you should know about re-engaging," has been produced by the Admiralty Board. All ratings are to be given a copy 24 months before their current engagement expires.

spend at sea, the less time you can expect to spend ashore.

There are, however, combinations of circumstances (for example, when both men are nearing time expiry) in which commanding officers and the Drafting Authority may agree that a particular exchange between sea and shore would have negligible ill-effects.

If there are compassionate reasons for altering your draft, see your divisional officer. Otherwise you must find someone in the place you want to be, who wants to be where you are.

Both you and he must be of the same rate (and specialist qualification in the Seaman Branch), or expertise in the engineering branches. (Exchanges between seamen of different specialist qualifications are sometimes permissible when both men are on shore service.)

Similar jobs

Both of you must also be serving on or draft to similar service, i.e. you must both be "Sea Service" or both be "Shore Service."

(Sea Service comprises General and Foreign Service Commissions, Local Foreign Service (Sea) and (Shore Unaccompanied).)

Shore Service comprises Port Service and Local Foreign Service (Shore Accompanied).)

If you are disappointed with your sea draft and are able to find someone else going to the

ship you want, and who is willing to exchange with you during the five months before you join, and if you both meet the conditions, requests (on Form B.45b, please) from you both to exchange will probably be approved by Drafty, provided it can be made before you are due to take up your drafts, or start pre-commissioning training.

If you find someone to exchange after you have taken up your draft both of you must put in a request in the normal way, so that one of your commanding officers can, if they

"They can scrub round my request for an exchange draft with the Victory!"

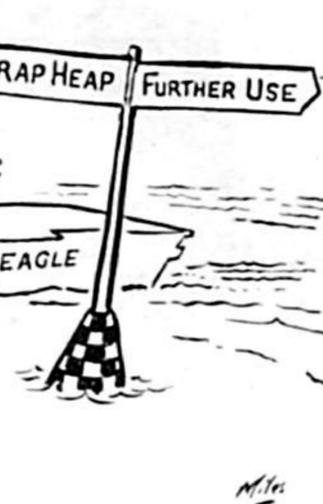
both agree, ask the Drafting Authority for approval.

You must not expect commanding officers to agree to exchanges which commit them to short periods with new men, so it will pay you to find an opposite number early enough for both of you to have a worthwhile period in your new ships.

Another point gleaned from your advertisements is that some of you are not keeping Drafty informed of your preferences.

Drafty will do his best to try to meet preference requests, and keep his clients happy, but you will see how difficult it is if your co-operation is not forthcoming.

Here are a few examples from the Exchanges column over the past few months. Someone was trying to exchange a sea draft in H.M.S. Rhyll (joined August, 1967) for a shore draft in H.M.S. Osprey. Drafty's latest information, on a Drafting Preference Card dated February, 1967, showed preferences for N. Ireland, N. England, or S. W. Wales.



List of ships for which C.N.D. will be issuing Draft Orders during April, 1969

SHIP	TO JOIN IN OCTOBER, 1969
BEACHAMPTON (9th MCM)	MAIN PARTY
YARNTON (9th MCM)	MAIN PARTY
JUNO (G.S.C.)	ADVANCE PARTY
ZULU (G.S.C.)	ADVANCE PARTY
HECLA (G.S.C. NORTH ATLANTIC)	ADVANCE PARTY
HECATE (G.S.C. NORTH ATLANTIC)	ADVANCE PARTY
ASHANTI (G.S.C.)	MAIN PARTY
SALISBURY (G.S.C.)	MAIN PARTY
ARK ROYAL (G.S.C.)	TRIALS CREW

DREAM OF A DRAFT

Who hasn't dreamed of dusky maidens putting a garland round your neck on a tropical island?

Here's proof it happens to some — a picture taken during H.M.S. Puma's call at the tiny Fijian island of Koro.

The Puma's visiting party are leaving after a morning's entertainment. (Picture by Lieut. D. A. Kerr)



In addition to the £10,000 specifically negotiated with the NAAFI Council to assist in setting up the Fleet Amenities Fund, a further bumper sum of £33,324 is available as extra rebate from the NAAFI Naval Canteen trading.

Apart from 1964/65, which was a previous bumper year for extra rebate, the total available for distribution since 1955 has usually been between £5,000 and £20,000.

The total of £43,324 now distributed should therefore be very welcome to commands and funds concerned.

The sum of £12,829 has been allocated to the Royal Naval Benevolent Trust, and £500 to the Wrens' Benevolent Trust in accordance with the Queen's Regulations for the Royal Navy.

FOR AMENITIES

The balance has been divided — one part, £66,665, to the various commands, and two parts, £13,330, to the Fleet Amenities Fund (who will pay the Navy's subscription to the Union Jack Clubs).

Although the amount available for commands is a little less than the previous year, this will be more than compensated by the increase in the expenditure on grants and loans from the Fleet Amenities Fund.

FROM OPEN DAYS

Ships' companies and naval and civilian staffs in shore establishments and dockyards can be proud of their efforts in 1968 which, at Navy and Open Days, resulted in a profit of £33,300.

The principal beneficiaries were: Funds of the Home Commands, £9,233; King George's Fund for Sailors, £8,267; R.N. Benevolent Trust, £6,200; Fleet Amenities Fund, £5,000; R.N. and R.M. Dependents' Fund, £2,000.

H.M.S. Valiant, the nuclear-powered fleet submarine, entered Portsmouth Harbour to take on water supplies before leaving for exercises.

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Beagle's Darwin link



H.M.S. BEAGLE

The coastal survey vessel, H.M.S. Beagle, built by Brooke Marine, Ltd., of Lowestoft, was the second of the Fawn class to be launched, the lead ship being H.M.S. Bulldog.

The term "coastal" indicates the ability of this class to work inshore, and not to restricted employment. In fact, these ships are able to undertake long ocean passages, to operate in two-year periods between refits and to operate in pairs for up to ten months without base support.

Designed solely for oceanographic and survey roles — charting and re-charting of shallow waters — they are built to commercial standards and, additionally, to naval standards where applicable.

Air conditioned throughout, the Beagle and her sister ships — Bulldog, Fawn and Fox — are capable of hydrographic survey work anywhere in the world.

Because of the detached nature of their service, special care was exercised in arranging the accommodation for these vessels and, within the limitations of their dimensions, a high standard was achieved.

Messes are fitted with additional locker space, refrigerators, hot water boilers, etc., and the all-electric galley equipment includes a deep freeze refrigerator, potato peeler, dishwasher, and every modern kitchen requirement.

A passive tank stabilizer to reduce rolling is fitted, together with the most modern echo sounders, precision ranging radar, Decca "Hifix" system and automatic steering.

Launched on September 7, 1967, H.M.S. Beagle was commissioned last year. Of 990 tons (full load) displacement, the ship is 189 feet in length (o.a.), with a beam of 37½ feet. Complement is 38 officers and men.

Although not normally armed, provision is made to ship a 20mm. gun at the after end of each bridge wing, and there is a small magazine in the fore-castle.

The first ship of the name to serve in the Royal Navy was a sloop of 1804 (also called Golden Beagle), which was sold in 1814.

The third Beagle was a surveying brig in which Darwin made his historic voyage in 1831.

The seventh and eighth ships of the name were both destroyers, the seventh being built in 1909 and sold in 1922.

The eighth was completed in March, 1931, seeing service during the Second World War in Norwegian waters, the Atlantic, North African campaign, the Arctic, the English Channel and Normandy.

The Beagle class destroyers (Beagle, Boadicea, Boreas, Brilliant and, interestingly, Bulldog) were a very successful class, all exceeding the designed speed of 35 knots with ease.

They were the first destroyers in which the torpedo tubes were quadruply mounted.

Photo postcards

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

Exchanges of ship

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.

T. Vere, LS (QA2), H.M.S. Mohawk (West Indies and L.R.P. Gibraltar) will exchange with rating in Portsmouth area.

P. Hartley, LS RP2, H.M.S. Rothesay, Portsmouth based general service commission ship, will exchange for Devonport based general service commission ship.

A. Bird, LCK(S), H.M.S. Cambrian, on draft to H.M.S. Osprey "over six months," will exchange for any other shore base.

A. R. J. Webber, L. Wtr, H.M.S. Bellerophon. Will exchange for any billet in London area, but preferably Northwood.

J. Buckley, LM(E), ICE R2A Mess, H.M.S. Sultan, detailed H.M.S. Exmouth April 14, will exchange for any L.F.S. or port service job.

W. Byrne, CPO RP1, Buffer of H.M.S. Neptune (Faslane). Will exchange for billet in the Plymouth Command.

D. K. Kirkby, SA R.N. Air Station, Yeovilton. Detailed Ark Royal at Devonport July, 1969. Will exchange for smaller ship, preferably frigate or destroyer on General Service Commission from July, 1969.

A. E. Roberts, AB QR2, H.M.S. Warrior. (Northwood), being drafted to Ark Royal at Devonport in June. Will exchange for any Far East draft, preferably frigate or below.

G. Clemson, LCK(O), H.M.S. Vernon, being drafted to H.M.S. Blake, April 4, for general service commission, will exchange for any shore base or reserve fleet.

J. B. Swatton, AA2(A/E), Sheet metal work, H.M.S. Hampshire, being drafted to Lee-on-Solent for NARIU on July 31. Will exchange for over six months job at Culdrose.

The following table shows the total points at the top of each advancement roster — General Service as at February 1; Fleet Air Arm as at February 13.

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.

CAA(AE)	CAA(O)	CAM(AE)
DRY	DRY	DRY
CAM(O)	CEA(Air)	CREA(Air)
DRY	DRY	DRY
CHELMECH (Air)	CHRELMECH (Air)	
DRY	DRY	
CAF(E)	POAF(AE)	LAM(AE)
2468	236	NORMAL

R. J. Fricker, M(E)1 (JICE), Command Seamanship School, Portsmouth, being drafted to H.M.S. Ark Royal on July 7, will exchange with similar rating serving in Rosyth area.

D. R. Horsburgh, UW*, H.M.S. Leverton, being drafted to H.M.S. Penelope (Home Sea Service) June 12. Will exchange for a minesweeper or minehunter anywhere.

S. R. Danvers, L. Ck, H.M.S. Caledonia (over six months) will change for similar job in Portsmouth area.

D. Streater, RO2(T), Fort Southwick, being drafted to H.M.S. Hermes on July 31, will exchange for any small general service commission ship.

Leading points on the rosters

CAF(O)	POAF(O)	LAM(O)
2404	395	397
CA(AH)	POA(AH)	LA(AH)
2173	910	352
CA(SE)	POA(SE)	LA(SE)
1099	231	INT
CA(Pho)	POA(Pho)	LA(Pho)
1295	314	371
CA(Me)	POA(Me)	LA(Me)
1589	NIL	77
CHEL(Air)	POEL(Air)	LEM(Air)
2186	136	INT
CHREL(Air)	POREL(Air)	LREM(Air)
2214	INT	DRY
CPO	PO	LS
1407	200	INT
Ch Smkr	Ch Supt	Ch Supt
989	INT	INT
CPO Wtr	PO Wtr	L Wtr
1546	372	202
CPO SA	PO SA	L SA
1677(2)	445	307(4)
CPO	PO	L Ck
Ck(Ex 'S)	Ck(Ex 'S)	(Ex 'S)
1708	125(2)	342
CPO Sid	PO Sid	L Sid
2150(2)	526	INT
CPO	PO	L
Ck(Ex 'O)	Ck(Ex 'O)	Ck(Ex 'O)
2233	1041	295
MAA	MAA	RPO
	(Ex Coas)	
1387	1373	559
CERA/Ch Mech	PO M(E)	L M(E)
328/199		INT
Ch M(E)		
2132(2)	75	

GRANTS TO END

The scheme by which certain ratings in shortage categories received a grant if they re-engaged for pension before completion of their first engagement is to end on March 31.

Four-and-a-half hours after launching the Iranian Navy Ship Zaal at Barrow in the late morning of March 4, the Princess Shahdokht Fatemeh Pahlavi, still at Barrow, pressed a button and launched a sister ship, the Rostam, at the Walker Naval Yard, 140 miles away.

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: M. Kingshott, 913820; P. Morgan, 956442; K. Lowden, 956436.
- To A/Ch Mech: S. P. Edgar, 963979.
- To A/Ch Supt: J. J. Bailey, 969623.
- To CHM(E): D. North, 120881; J. G. Hetherington, 920882; P. M. Wilkings, 907974; B. E. G. Booker, 863262; V. A. Robson, 903071; D. R. Ramsey, 841224.
- To A/CCEA: D. Canham, 913865; R. F. French, 928893; J. C. Hawkins, 928575; D. J. C. Robertson, 928650; C. J. Wadge, 928870.
- To A/COEA: R. M. Francis, 943849; S. R. Fuller, 969673.
- To A/Ch OEL Mech: J. B. Piercy, 941011.
- To CH EL: B. F. Lethbridge, 895792.
- To A/CREA: G. C. S. Burr, 956694; M. D. E. Rolason, 969755; B. E. Healey, 969639.
- To CRS: J. Love, 661445; R. Yeo, 918408; D. N. Palfreman, 889172; P. G. Edwards, 857128.
- To CRS(W): J. Emery, 905996.
- To CCY: R. B. Houghton, 930884; R. C. Whitby-Smith, 932624.
- To A/Ch Med Tech: A. J. Small, 861283; P. C. Richards, 834430.
- To CPO: P. J. Bryant, 858115; O. N. Everton, 849763; J. H. B. Naylor, 839132; M. J. Roper, 836028; B. E. Laker, 858447; T. Moore, 877660; R. W. Thompson, 865577; D. G. Macpherson, 912629; D. J. Evans, 889838; J. A. Wilson, 905353; H. K. Lacey, 537195; R. F. Lewington, 149741; R. W. Davey, 883132; P. J. D. Gartlan, 830620; P. S. Hards, 882891; T. Dearden, 839723; J. R. Greener, 871004; J. C. Canning, 871379; W. G. C. Newman, 856908; T. P. Mullen, 905731; R. M. Brown, 819580; P. Hancock, 830861; D. G. Howitt, 883400; G. W. Nokes, 871013; J. Gibson, 882864; P. G. Peers, 839109; C. R. Hamber, 911689.
- To MAA: W. J. McKew, 870254; R. Miller, 838715.
- J. D. Tattersfield, 818458; R. W. Allon, 891883.
- To CPO Wtr: J. E. Parr, 909651; J. L. Hargraves, 872081; R. Lillicrap, 901014; A. Halsall, 883723; A. N. Lee, 896793.
- To CPOA: H. E. Thomas, 909529.
- To CPO CA: C. A. Adams, 916034.
- To CPO Sid: N. Patterson, 883549.
- To CAM(AE): F. Bird, L/F 931895.
- To CAM(O): D. P. Kerley, L/F 935498.
- To CAF(AE): G. S. Wood, FX847913; H. E. Routledge, FX744840; A. Brignall, FX886759; T. F. Margetson, FX882461; W. S. Laing, FX846562; R. L. Cardona, FX837188; W. A. D. Barber, FX813488; L. P. Fitzgerald, FX837215; R. R. Roose, FX886266; B. J. Griffiths, FX887082; J. B. Carlton, FX878692; A. Morris, FX772168.
- To CA(AH): G. Parsons, FX910242.
- To CHIEL(AIR): B. Dufour, FX849143; K. S. McLeish, FX880519.

C.-in-C., Western Fleet at Portland

Admiral Sir John Bush, Commander-in-Chief, Western Fleet, visited ships exercising off Portland on February 18.

The ships visited were the Murray, Lynx, Bulwark and Undaunted, the Commander-in-Chief transferring from ship to ship both by helicopter and light jackstay.

The Admiral, who was accompanied by Lady Bush, spent the night of February 17/18 at the residence of the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh.

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END OF AN ERA



H.M. Submarine Trump prepares to leave Sydney, Australia, for the journey home. She was the last R.N. submarine stationed in Australian waters and her departure ends the existence of the combined British-Australian 4th Submarine Squadron, leaving Australia's own submarine squadron in its place. "The departure of the Trump ends a link which began in 1949," said the Australian Naval Board in a farewell signal. "Since that time the assistance given by R.N. submarines in the Fourth Submarine Division to the R.A.N. has been of great value." The 24-years-old Trump, which has spent the last eight years in Australian waters, is to be put on the disposal list. (Picture by courtesy of the Australian Navy News).

During the next 18 months or so, 16 of the Leander class general purpose frigates will be commissioning or recommissioning.

Well over 4,000 officers and men are affected by the various changes, a big proportion of the Navy's sea-going strength.

These figures demonstrate the reliance the Navy has placed on these excellent ships, which are deployed in all parts of the world.

Commissioning forecast details are as follows:

- MARCH**
- APPLETON (CMS). March 1 at Bahrain. Recommission with reduced crew. Foreign Service Commission.
 - WOOLASTON (CMS). March 20 at Gibraltar. Ferry crew only.
 - 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.
 - 820 SQUADRON, BLAKE. March-May at Cudrose. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
 - BLAKE (Cruiser). March 14 (tentative) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
 - JUPITER (GP Frigate). March 27 at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.

- APRIL**
- 892 SQUADRON, ARK ROYAL. April 1 at Yeovilton. General Service Commission. Phantoms. U.K. Base Port, Devonport.
 - HARDY (A/S Frigate). April 11 at Gibraltar for trials. Home Sea Service.
 - GLAMORGAN (GM Destroyer). April 21 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.
 - HERMIONE (GP Frigate). April 21 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Portsmouth.
 - GRENVILLE (A/S Frigate). April 24 at Portsmouth. Home Sea Service. (Trials vice Wakeful.) U.K. Base Port, Portsmouth.

- MAY**
- KELLINGTON (M/H). May 8 at Chatham for trials. Port Service. Commissions June 5.
 - FIVE FLIGHT. May 12 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.
 - BACCHANTE (GP Frigate). May 24 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth.
 - CHARYBDIS FLIGHT. May 26 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
 - CHARYBDIS (GP Frigate). May 30 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July 15.
 - TARTAR (GP Frigate). May 22 at Devonport. General Service Commission. Home/East of Suez (FE)/Home (Phased). U.K. Base Port, Devonport.

- JUNE**
- KELLINGTON (M/H). June 5 (tentative) at Chatham. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.
 - HARDY (A/S Frigate). June 6 at Gibraltar. Home Sea Service, Portland Squadron. U.K. Base Port, Chatham.
 - KENT (GM Destroyer). June 18 at Portsmouth. L.R.P. Port Service.
 - HYDRA FLIGHT. June 23 at Portland. Foreign Service Commission. Wasp. U.K. Base Port, Chatham.
 - JUPITER (GP Frigate). June 24 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
 - HERMIONE (GP Frigate). June 27 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

- JULY**
- ASHANTI (GP Frigate). July 10 at Portsmouth for trials. Commissions October 7.
 - PUMA (AA Frigate). July 17 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
 - SALISBURY (A/D Frigate). July 24 (tentative) at Devonport, for trials. Port Service.

- AUGUST**
- BACCHANTE (GP Frigate). August 5 at Portsmouth. General Service Commission. Home/West Indies. U.K. Base Port, Portsmouth.
 - ASHANTI FLIGHT. August 25 at Portland. General Service Commission. U.K. Base Port, Devonport.
 - LONDONDERRY FLIGHT. August 25 at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
 - WISTON (CMS). August 30 at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).

- SEPTEMBER**
- RHYL (A/S Frigate). September 2 at Rosyth. Special refit DY control. Port Service.
 - NORFOLK (GM Destroyer). September 9 (tentative) at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commissions July, 1970.
 - HYDRA (Survey Ship). September 9 at Chatham. Foreign Service Commission. East of Suez (FE). U.K. Base Port, Chatham.
 - PUNCHESTON (CMS). September 10 at Bahrain. 9th M.C.M. Squadron. Foreign Service. Middle East (A).
 - DIDO (GP Frigate). September 18 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.
 - SCYLLA (GP Frigate). September 21 at Devonport for trials. Port Service. Commission January, 1970 (tentative).
 - LONDONDERRY (A/S Frigate). September 25 at Rosyth for trials. Port Service. Commissions December 3.
 - LOWESTOFT FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Chatham.
 - HECLA FLIGHT. September 29 at Portland. Wasp. General Service Commission. U.K. Base Port, Devonport.

- OCTOBER**
- ASHANTI (GP Frigate). October 7 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. (Captain's Command.) U.K. Base Port, Devonport.
 - BEACHAMPTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron (A).
 - YARNTON (CMS). October 18 at Bahrain. Foreign Service. Middle East. 9th M.C.M. Squadron.
 - SALISBURY (A/D Frigate). October 23 (tentative) at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

- NOVEMBER**
- BULWARK (Cdo. ship). November 5 at Portsmouth. Home Sea Service/Foreign Service from date of sailing for East of Suez (Far East). U.K. Base Port, Portsmouth (C).
 - AURORA (GP Frigate). November 20 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command.
 - ACHILLES (GP Frigate). November 5 at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Chatham.
 - GURKHA FLIGHT. November at Portland. General Service Commission. Wasp. U.K. Base Port, Rosyth.
 - NAIAD (GP Frigate). November 27 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
 - ANTRIM FLIGHT. November at Portland. General Service Commission. Wasp. U.K. Base Port, Portsmouth.
 - ANTRIM (GM Destroyer). November 11 at Portsmouth for trials. Port Service. U.K. Base Port, Portsmouth. Commission April 15, 1970.

- DECEMBER**
- LONDONDERRY (A/S Frigate). December 3 at Rosyth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
 - SCYLLA FLIGHT. December at Portland. General Service Commission. Wasp. U.K. Base Port, Devonport.

- JANUARY, 1970**
- 849B SQUADRON, ARK ROYAL. Early 1970 at Brawdy. General Service Commission. U.K. Base Port, Devonport. Gannets.
 - SCYLLA (GP Frigate). January 8 at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport. Captain's Command with full staff.
 - JUNO (GP Frigate). January 8 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command with full staff.
 - HECLA (Survey ship). January 13 at Devonport. General Service Commission. North Atlantic/West Indies. U.K. Base Port, Devonport (A).
 - HAMPSHIRE (GM Destroyer). January 20 at Devonport. L.R.P. Port Service.
 - ZULU (GP Frigate). January 21 at Rosyth. General Service Commission (Phased).

MEDICAL OFFICER



"Watch him—he thinks the kiss of life cures everything!"

vice, U.K. Base Port, Devonport. Commissions October 23 (tentative).

VIDAL (Survey ship). July 31 at Chatham. General Service Commission. Persian Gulf and Indian Ocean. U.K. Base Port, Chatham (A).

Leanders – the workaday ships – have world role

Home/East of Suez (FE)/Home. U.K. Base Port, Rosyth (C).

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

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

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

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

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

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

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

FEBRUARY

- GAVINTON (M/H). February at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
- JAGUAR (AA Frigate). February at Chatham. General Service Commission (Phased). Home/West Indies. U.K. Base Port, Chatham.
- LOWESTOFT (A/S Frigate). February at Chatham for trials. Port Service. Commissions April.
- LLANDAFF (AD 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.
- DIOMEDE (GP Frigate). February at Glasgow. Port Service. Reduced trials crew. U.K. Base Port, Chatham.

MARCH

- DANAE (GP 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.)
- ACHILLES (GP Frigate). March at Chatham for trials. Port Service. Commissions June. U.K. Base Port, Chatham.

APRIL

- TORQUAY (A/S Frigate). April. L.R.P. complement at Chatham (tentative). Port Service.
- MOHAWK (GP Frigate). April. L.R.P. complement at Gibraltar. Port Service.
- BRETON (M/H). April at Bahrain. Foreign Service (Middle East). 9th M.C.M. Squadron (A).
- ANTRIM (GM Destroyer). April 15 at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.
- LOWESTOFT (A/S Frigate). April at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.
- GURKHA (GP Frigate). April at Rosyth for trials. Port Service. Commissions June.

MAY

- LEANDER (GP Frigate). Early May. Dockyard control at Devonport. Port Service.
- ARETHUSA (GP Frigate). May. Recommission (Phased) at Portsmouth. General Service Commission. Home/East of Suez (FE)/Home. Captain's Command. U.K. Base Port, Portsmouth.

JUNE

- CLEOPATRA (GP Frigate). June at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
- ACHILLES (GP Frigate). June at Chatham. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.
- DIOMEDE (GP Frigate). June at Chatham for trials. U.K. Base Port, Chatham. Commissions October.
- FEARLESS (Assault Ship). June at Devonport. General Service Commission. Home/East of Suez (FE)/Home. U.K. Base Port, Devonport (A).
- ENDURANCE (Ice Patrol Ship). June at Portsmouth. Fifty per cent. of ship's company. General Service Commission.

JULY, 1969

- ORPHEUS—Final manning date March 14 at Chatham for service with the Seventh Submarine Squadron.
- AURIGA—Final manning date March 17 at Chatham for service with the Second Submarine Squadron.
- ARTEMIS—Final manning date March 24 at Portsmouth for service with the First Submarine Squadron.

JUNE, 1969

- OPBERON—Final manning date mid-June at Portsmouth for service with the Seventh Submarine Squadron.

Home/South Atlantic/Portsmouth/South U.K. Base Port, Portsmouth.

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

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

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

DEVONSHIRE (GM Destroyer). June (tentative) at Portsmouth for trials. Commissions October.

JULY

- NORFOLK (GM Destroyer). July (tentative) 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 be changed — and perhaps at short notice.

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

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

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

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

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

NATO SHIPS VISIT BY PRINCESS

Princess Margaret went on board four warships of the NATO Standing Naval Force Atlantic when the force visited London for the first time.

The visit of the ships, which berthed in the Thames from February 20-26, coincided with the twentieth anniversary year of NATO.

The four ships were the Netherlands flagship of the force, the frigate Van Nes, the Norwegian frigates Narvik and Stavanger and the Royal Navy frigate Dido.

Two destroyers, the Limburg, of the Netherlands Navy, and the Vesole, of the U.S. Navy, were moored at Greenwich.

The force is the first multinational naval force ever to be formed on a permanent basis in peacetime.

New tanker launched

The Royal Fleet Auxiliary ship Green Rover, first of Navy Department's new class of small fleet tankers, was launched at the Hebburn-on-Tyne yard by Swan Hunter and Tyne Shipbuilders, Ltd. by Mrs. R. H. Shipway, wife of the Director of Fuel, Movements and Transport.

With overall length of 461 feet, beam of 63 feet, and dead-weight tonnage of about 7,000 tons, these vessels have been designed to replenish H.M. ships at sea with fuel, fresh water, limited dry cargo and refrigerated stores under all conditions while under way.

Submarine drafting

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

MARCH, 1969

- ORPHEUS—Final manning date March 14 at Chatham for service with the Seventh Submarine Squadron.
- AURIGA—Final manning date March 17 at Chatham for service with the Second Submarine Squadron.
- ARTEMIS—Final manning date March 24 at Portsmouth for service with the First Submarine Squadron.

JUNE, 1969

- OPBERON—Final manning date mid-June at Portsmouth for service with the Seventh Submarine Squadron.

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BAGPIPE 'SEND-OFF'



When H.M.S. Alliance sailed from H.M.S. Dolphin on February 3 for a refit at Devonport, she left to the sound of pipes not normally associated with H.M. ships. On the casing of the submarine, commanded by Lieut.-Cdr. C. A. B. Nixon-Eckersall, was Cpl. Girvan Brown, of the 1st Batt., The Irish Guards. H.M.S. Alliance has just completed a two-and-a-half years commission. (Picture by L. Phot. W. Stenning)

Hydra's job will aid long-range weather forecasting

One of the Navy's most up-to-date survey ships, H.M.S. Hydra, is taking part in an international Atlantic Trade Wind Experiment as part of the Global Atmospheric Research Programme.

Working with the United States research vessel Discoverer and the German research vessels Meteor and Planet, the expedition is taking place from south-west of the Cape Verde Islands towards the coast of Brazil.

The purpose of the experiment is to carry out oceanographic research and meteorological investigations over the sea — the interaction between sea and atmosphere, which will be of benefit to future long range weather forecasting.

As part of the experiment the Hydra will tow a 30-foot balloon, a smaller version of a barrage balloon, with sophisticated equipment fitted to the cable at different heights.

This equipment will radio back

to the ship information on variations in wind speed, wind direction, temperature and humidity.

Radio sonde balloons will also be released to measure temperature and humidity of the atmosphere against heights up to 7,000 metres.

H.M.S. Hydra will also be carrying out observations of sea water temperatures, salinity and density, and the programme also includes plankton investigations and bottom sampling.

During the investigation the Hydra will conduct trials on various equipment which is being developed, mainly by the Meteorological Office, in preparation for a large national air-sea interaction project to the west of the British Isles in 1972, which will increase our knowledge of weather forecasting.

Amphion gift to U.S. fund

The ship's company of H.M.S. Amphion contributed £45 to the Scorpion Memorial Fund, established to honour the 99 United States Navy men who were aboard the American submarine Scorpion when she was lost in May, 1968.

Capt. S. H. Paeker, U.S.N., the senior submarine officer on the staff of Admiral W. F. A. Wendt, Commander-in-Chief, U.S. Naval Forces, Europe, accepted the money on behalf of the fund from Lieut. P. J. Emerson, R.N., who acted on behalf of the Amphion's commanding officer, Lieut.-Cdr. V. J. Shaw, and the rest of the ship's company.

An order worth nearly £700,000 has been awarded to a Sussex company, Miles Electronics Ltd., to build a helicopter flight simulator for the Navy.



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AIRGUARD POLICIES

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ILLUSTRATION		Man Aged 30 Next Birthday		Basic Sum Assured £4,000.	
		Whole Life/Option Policy		Endowment	
A		FIRST FIVE YEARS			
Monthly premium		£4	0	0	
Less Income tax relief		£	13	2	
Net monthly cost		£3	6	10	
B		THEREAFTER			
The Policy may continue indefinitely at the expenditure above, but can be converted (at any time) to Endowment Assurance linked to "Investment Trust Funds" (or conventional Endowment Assurance, with or without profits, if preferred). The increased benefits and premiums of a specimen conversion to Investment Trust Fund basis are shown below (see notes below).		Investment Trust Plan Conversion After First 5 Years Maturing In 2004		Immediate Investment Trust Plan Endowment, maturing in 1999. (These premiums apply to all ages up to 35 next birthday).	
Monthly premium		£10	9	8	£11 2 3
Less Income tax relief (2/5ths of 8/3d. in £)		£	1	14	7
Net monthly cost		£	8	15	1
Estimated Maturity Value (Assuming 5% net growth per annum)		£10,528		£9,945	
Total net premiums (deemed to be invested in the Investment Trust Plan at conversion date).					
First 5 years		£200 10 0			
Plus Investment Trust Fund policy premiums over 30 years		£3,151 10 0			
LESS Total net outlay		3,352		£3,341	
PROFIT (Free of Capital Gains and Income taxes)		£7,176		£6,604	
Estimated Maturity Value (under the Investment Trust Plan), assuming 7½% net growth per annum, would be		£17,176		£15,753	
C		If Whole Life policy quoted in A above remained on the basis quoted indefinitely, the estimated cash value at age 55 attained would be £1,356; at age 60 attained it would be £1,700.			

NOTES:

- The above policies are underwritten by an established British Life Office, which is a Member of the British Insurance Association. The policy terms would be COMPLETELY UNRESTRICTED (unless specifically required otherwise), covering War, Armed Service, Parachuting, Aircrew duties, World Wide risks, without exclusion.
- The policy and premium terms apply equally to non-aircrew. Even for non-aircrew the above terms are extremely competitive and any comparison is invited.
- Every policy incorporates an additional benefit, free of charge, whereby the policy holder can effect additional policies (as detailed in the policy contract) WITHOUT FURTHER EVIDENCE OF HEALTH, up to 2½ times the initial policy sum assured.
- For ages other than quoted above, the approximate adjustment of net monthly premiums quoted above (Whole Life only) would be:
 - Aged 20 next birthday, less £1 2 4
 - Aged 25 next birthday, less £ 12 4
 - Aged 35 next birthday, plus £ 15 0
 - Aged 40 next birthday, plus £1 14 9
- FAMILY INCOME BENEFITS** can be added to the above basic policies, at advantageous rates of premium. For example, an income benefit of £400 p.a. over the first 20 years of the policy term, would require a net monthly additional premium, as follows:

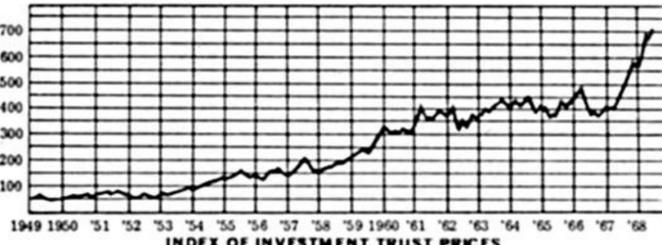
20 next birthday £0 5 9	This Income Benefit represents
25 next birthday £0 7 2	an initial sum assured of £8,000.
30 next birthday £0 9 2	Therefore, with a basic policy of
35 next birthday £0 12 11	£4,000 (as above), the initial
40 next birthday £1 2 10	total protection value is £12,000!

6. HOUSE PURCHASE. The "Option Policy" above can be used (when converted) for future house purchase (for an advance up to 100% of valuation), related to our "Home Plan Scheme". The Investment Trust Fund endowment policy quoted above, can be used for immediate house purchase in conjunction with a Building Society Endowment Plan Mortgage. For further details, please ask for our "Home Plan Booklet" and information sheet on "Equity Linked Mortgages".

7. SCHOOL FEES. Immediate or future school fees loans can be granted against the Investment Trust Fund policy (maximum policy term 15 years). (Ask for booklet).

8. FLEXIBILITY. Either of the above policies can be made "fully paid up", surrendered for cash, or assigned for loans, at any time (with some restrictions in the first two years in some cases).

9. PROVISION FOR ESTATE DUTY LIABILITY. Policies can be arranged on the life of another (usually wife proposing on husband's life), or under the provisions of the Married Women's Property Act 1882, so that all or some of the benefits may escape aggregation with the rest of the assured's estate, to minimise liability (if any) to "Death Duties". Normally, we recommend that the Family Income Benefit at least should be so protected (preferably under the M.W.P.A.).



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I went aboard nine ships at Chatham and talked to the lads. Not one had ever heard of Pembroke House.

I felt sorry they didn't know of the wonderful work they were supporting.

—A resident at Pembroke House.



A game of cards for five former Greenwich School boys: Messrs. W. J. Gambler, R. J. Westcott, H. J. Hollow, J. T. Savage, and W. H. Germon.

NAVY'S HAPPY SHIP OF MEMORIES

Chatham has a "stone frigate" which might well be named H.M.S. Memory, for the conversation there is steeped in Jutland, Zeebrugge, and even back to the Boer War.

What is unusual about this "ship" is that the taxpayers don't have to pay for it, and even the "owners" are

largely unaware of its existence.

Officially the name is Pembroke House, run by the Royal Naval Benevolent Trust as the only home in the country exclusively for ex-naval men.

There are 38 residents there, without relatives to look after them, who have turned back the clock and returned to the talk, banter, and comradeship of naval life.

It is 50 years since some of them took off their uniforms, but their Service days have remained as the only meaningful part of their lives.

"Morning chief" the visitor will hear a greeting, and once inside the front door he realizes he couldn't be anywhere else but a "naval establishment."

Round the walls are crests of H.M. ships, and the dinner gong is fashioned from a brass shell case and mounted by a chippy who was once at the home.

There is no "institutional" air here, nor atmosphere heavy with age. The old boys are spruce and lively — as befits their Service.

"We have three D.S.M.s . . . several were in the Warspite at Jutland . . . five of us are Greenwich schoolboys. . ." The talk breathes their pride.

Rolling dance

And there is Charlie the parrot.

He squawked, did a rolling dance on his perch, cocked his head on one side and said "Hello."

"Doesn't he know any nautical language," laughed the visitor.



Mr. W. H. Brown shows the latest ship's crest he has collected to the matron, Mrs. G. M. Johnson, and the secretary of the Management Committee, Mr. W. Cheeseman. Also in the picture is CPO A. J. James, chairman of the committee. Both hold similar offices with the Chatham Local Committee of the R.N.B.T.

Charlie the parrot is friendly enough with his pals, but is wary of approach when the stranger with a camera wants to get a picture.



The veteran seated beside him winked. "We've tried," he said, "but if Charlie knows any words he isn't letting on."

Everybody has a tale worth listening to, and all were keen to let the Navy of today know what their generosity and support meant to them.

In the words of Bill Brown, ship's corporal, who left the Service in 1919 and is now 83:

"There's not another place

like Pembroke House. It is a real home — no restrictions. We come and go as we please, and have wonderful attention."

When they pop out for a pint, have a game of billiards, sun in the garden, or feed the chickens, their thoughts may dwell on the pals and ships of the past.

But they are also grateful to the present. To the R.N.B.T. and all who take an interest in the evening of their days.

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WARSPITE MAKES A TICKLISH APPROACH



Like a whale, with much of her bulk hidden beneath the surface, H.M.S. Warspite, most modern of the Navy's nuclear fleet submarines, comes carefully alongside when visiting Belfast at the end of January.

Dreadnought refuelled

Five teams of engineers, technical officers and craftsmen have completed Britain's first-ever refuelling of a nuclear-powered submarine at Rosyth, where H.M.S. Dreadnought has received a new "heart."

The actual operation, which included round-the-clock working for several weeks, entailed the cutting of a huge hole into the side of the submarine to allow access to the reactor.

Safety was a key factor in the entire operation, special instruments being installed to watch over the core and to prevent radiation and contamination.

The submarine is expected back in service later this year.

H.M.S. Vidal's Basra visit called off

Making the first Royal Navy visit to Basra for ten years on January 27 — a visit for which diplomatic clearance had been given, and which should have lasted for several days — H.M.S. Vidal received the "unacceptable" request to fly the Iraqi flag.

No arrangements had been made for the usual courtesy calls between the commanding officer, Cdr. P. G. Cardino, and the civic and military authorities. Also, no programme for the shore recreation of the ship's company had been made.

The lack of the usual courtesies was, possibly, because the Iraqi authorities at Basra were not familiar with international naval customs.

H.M.S. Vidal left the port after only half a day, and without embarking either oil or water.

A survey vessel of 2,200 tons (full load), H.M.S. Vidal is carrying out survey duties in the Persian Gulf.

TANKER FIRE: SUB. IN HUNT

The submarine H.M.S. Ambush joined in a pre-dawn search in rough seas in the Bay of Biscay for 17 crewmen from the Swedish oil tanker Jacob Malmros.

The crew had taken to the lifeboat after their ship caught fire. They were taken on board the German tug Wotan.

The Ambush's rescue bid was the sixth rescue operation by a Royal Navy submarine in the last 18 months.

TIPTOE'S BIRTHDAY RESCUE

Rescued and rescuers met in H.M.S. Tiptoe when she visited Barrow-in-Furness in February to celebrate her 25th anniversary.

The Tiptoe, the Navy's oldest patrol submarine, went to the assistance of the coaster Firth

Fisher off the Cornish coast in January when her cargo shifted in a 60 m.p.h. gale.

The captain and officers from the Firth Fisher, which is based at Barrow, went on board the Tiptoe in February to say "thank you."

In 1944, while Tiptoe was being built, she was known at Vickers, Ltd., as "H.M.S. Buckingham Palace." This was because she was considered the finest example of a modern submarine, with the latest in living conditions for a Second World War submarine.

BALLET SHOES

The ship's crest features a pair of ballet shoes, and she has on board ballet shoes worn by Moira Shearer.

With H.M.S. Trump, the Tiptoe carried out the last torpedo attack by submarines in the Second World War.

She is at present serving with the first Submarine Squadron at H.M.S. Dolphin.

On board at the 25th anniversary celebrations were some of the crew who first commissioned her in 1944.

The Tiptoe's present commanding officer is Lieut.-Cdr. John Daniel, of West Meon, Hants.

"TOPS" FOR TRIUMPH

While their ship was in dock, four cooks from the maintenance ship H.M.S. Triumph studied cooking methods at three of Singapore's top hotels.

The idea for this unusual training spell came from the ship's deputy supply officer, Lieut.-Cdr. Brian Herman, who said: "With no cooking for them to do on board, I thought it would be a good idea to send them to hotels to observe catering methods and improve their techniques."

Picture shows (left to right), H.M.S. Triumph cooks Peter Whitehead and Russell Worthington with Ho Soo Moh and Mr. Roland Rohrer, head chef, at one of the hotels.

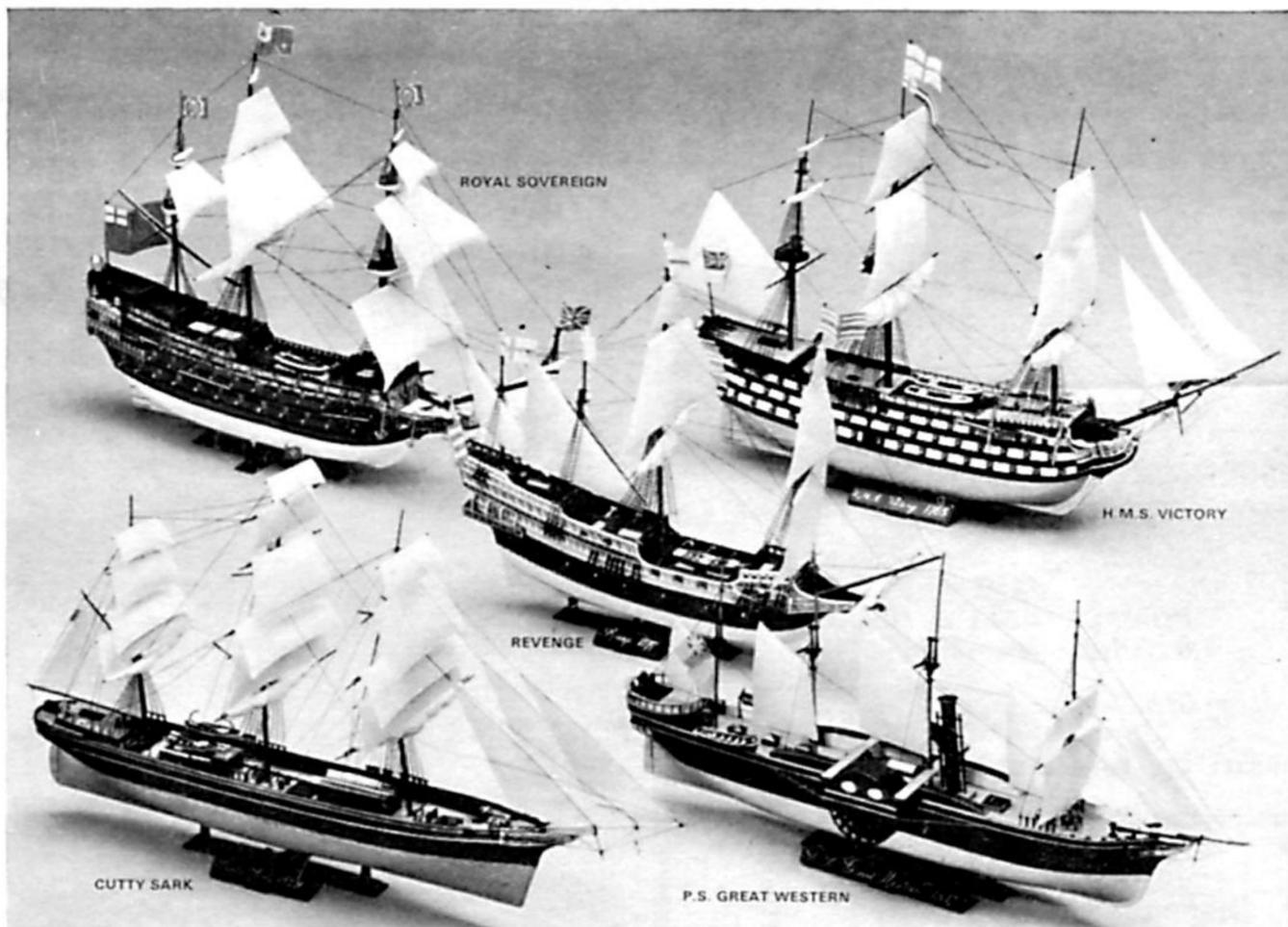


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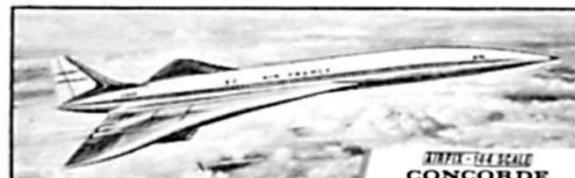
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FIRST NAVY PHANTOM TRAINING SQUADRON

The Royal Navy's first Phantom training unit, 767 Squadron, was commissioned by Flag Officer Naval Flying Training, Rear-Admiral C. K. Roberts, at the R.N. air station, Yeovilton, on January 14.

Commanded by Lieut.-Cdr. Peter Marshall, it is to be responsible for the training of pilots and observers who will fly the fighter version of the aircraft in service with the Royal Navy and R.A.F.

The first task of the squadron will be to train its own instructors, since only a few of them have been converted to flying the Phantom.

Successful trials of the Phantom FG1 (F4K) have been undertaken by 700P Squadron, formed in April, 1968, as the intensive flying trials unit.

The Phantom squadron for service in the aircraft carrier Ark Royal will be formed at Yeovilton later this year.



Any commissioning is an emotional occasion, drawing upon the ceremonial of the past in dedication to the future. The purpose and meaning of the service is strikingly illustrated in this picture of the 767 Squadron commissioning at Yeovilton.

Commissioning of Galatea

The frigate Galatea recommissioned at Portsmouth in January following a two-and-a-half year commission in the Far East and home waters.

After a year based on Singapore, the Galatea returned home and then took over as leader of the Londonderry Squadron.

In October, 1968, she was in exercises off Ireland when, in company with H.M.S. Keppel, she detected a Russian submarine and escorted it from the exercise area. A North European cruise was followed by fishery protection duty in the Arctic Circle.

After local trials and maintenance, her new commission will take her to Portland for work-up, followed by deployment east of Suez.

CONVERTED BRERETON GOING EAST

While their vessel lay berthed at a nearby jetty, the ship's company and relatives attended a recommissioning service for H.M.S. Brereton in the cinema at H.M.S. Vernon, Portsmouth.

Four chaplains conducted the service, and later the commanding officer, Lieut. C. A. Robertson, and his wife, cut the recommissioning cake.

Brereton, which has just finished a Portsmouth dockyard conversion from minesweeper to minehunter, leaves in April for a tour of Middle East duty.

On station she will patrol Persian Gulf waters and search dhows suspected of smuggling. Her diving team, led by Lieut. J. E. Thompson, will be on hand to deal with mines.

The Brereton is Lieut. Robertson's first command.

"... and a security for such as pass on the seas upon their lawful occasions."

Berth beside Woolworth's

One of the highlights of H.M.S. Upton's recent "Meet the Navy" cruise occurred when she navigated some 30 miles up a small canal in Cheshire and berthed near the main street of Northwich alongside Woolworth's.

The canal had been specially dredged for the trip, but as the ship got nearer and nearer to Northwich, the canal became smaller and smaller. But the Upton made it and received a tremendous reception.

She had been detached from minesweeping duties for seven weeks, during which she circumnavigated the U.K. and visited 16 ports. The object was to give schoolboys an opportunity to see the Navy at work.

There were harbour visits,

with film shows and static displays, and up to three sea trips a day with schoolboys on board.

PLEASED THE BOYS

During a Bofors demonstration off St Peter's Port, Channel Islands, the gun jammed and, while being cleared, fired accidentally and removed the top of the anchor light — much to the delight of the boys.

The cruise included many social functions.

H.M.S. Upton — visited by many schoolboys on her "Meet the Navy" cruise.

MAINTENANCE SHIP BERRY HEAD SAILS

The fleet escort maintenance ship H.M.S. Berry Head, which was completed in 1945 and commissioned for the first time in November, 1968, sailed from Portsmouth on February 4 for the Far East.

The ship will provide maintenance facilities for destroyers and frigates of the Far East Fleet, and a fleet maintenance group of 200 officers and men will join the present ship's complement of 300 officers and men in Singapore.

Built in Canada, the Berry Head was placed in reserve as part of the reduction of the post-war fleet. Modifications were made during a refit from 1960-63, and further modifications in 1968.

She is commanded by Captain S. M. W. Farquharson-Roberts.

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Please can I redecorate?

"My husband is coming home after a year's absence and I would like to freshen up the walls of my married quarter as part of the family's 'welcome back.' Is it all right to go ahead?"

Such a simple request it would seem, but it raises all sorts of problems for those responsible for the administration and maintenance of married quarters.

For adult living, the present arrangements for the regular redecoration of walls is probably reasonable enough, but nobody denies that where there are young children — and most married quarters have toddlers — there are soon large areas of generous finger marks.

Only solution

With washable paint, the marks can be sponged off, but this is a very short-term remedy of limited possibility. For a mother who likes to keep her home presentable, the only satisfactory solution is another coat of emulsion.

And why not? Well even the most virulent critics of the Ministry of Public Building and Works will agree that choice of home decoration is a very personal matter.

One tenant's idea of colour harmony might well make another wince, and the level of skill varies so widely that other paintwork might suffer in a bout of over-enthusiasm.

Certainly in the case of wallpaper and the adventurous possibilities of today, a general free-for-all would appear to be both unlikely and unwise.

Attitudes vary

So far as allowing a tenant to give a room another coat of emulsion is concerned, there does seem to be variation in official attitude, with perhaps a less rigorous policy where the numbers involved are small.

If rules are amended to permit tenants to renew the emulsion paint on plain walls, and in similar colour and quality, some would make a bit of a mess of the job.

But it seems fair to assume that the home pride which inspires such work would help to ensure that the great majority

would not only improve the look of their homes, but reduce the need for official redecoration.

At the moment active discussions are taking place on the subject, to see if a workable compromise is possible.

Union view

There is vague hint of "trade union objections."

An official of a union with members employed by the Ministry of Public Building and Works told Navy News:

"I have never heard of any trouble which has ever arisen over a tenant redecorating his own quarters."

"Please don't quote my name — but if I as a tenant had a room which needed decorating, I would jolly well get on and do it. If the same colour is used, who is going to analyse it anyhow?"

NOW GATHER ROUND

GIRLS

(It's a highly personal matter)

The facts of life are a very personal matter, and some of the facts of naval life are a lot more delicate than you would ever imagine.

Now take Drafting Preference Cards for instance . . .

Before concluding that this is a gimmick, and turning over to the next page, all you girls who married sailors might as well understand that the Drafting Preference Card is a fact which may well govern your life.

And it has some associations just as embarrassing as babies and gooseberry bushes.

PRIVATE LIFE

You see, girls, some couples don't get on all that well together, and when a fellow is in the Navy there is a heaven-sent chance to volunteer for Timbucktoo, shed a few crocodile tears over his dearly beloved, and nip off smartly.

He doesn't much like the idea of Drafting Preference Cards getting all that well known and

of course his private life has to be respected.

However, Navy News prefers

Navy baked a cake . . .

When Mrs. S. A. Baker Beall, Hon. Secretary, SSAFA, Bexleyheath Division of Kent, for the last 55 years, celebrated her 100th birthday on February 8, she was presented with a cake specially made and iced by the Navy at Chatham.

In the shape of an open Bible, with "Thank you" on one page and "Congratulations 100" on the other, it had little SSAFA badges in colour in the corners.

The cake was presented to Mrs. Baker Beall by Hilda, Duchess of Richmond and Gordon, Vice-President of SSAFA, who is herself 96, Lieut.-General Sir Reginald F. S. Denning, Chairman of SSAFA, and Lady Denning, Mrs. M. Seary-Mercer, member of Council and Chairman of SSAFA Clothing Branch, and the Hon. Mrs. Brassey, great niece of the Duchess of Richmond and Gordon, one of the younger generation of SSAFA workers.

ROYAL TELEGRAM

Mrs. Baker Beall received telegrams from the Queen, Mr. Edward Heath, M.P., in whose constituency she lives and who visited her on her birthday, Mr. Richard Crossman, Minister of Social Security, the R.N.B.T., and many local people and organizations.

Leeds, as saying that council housing is being advertised for letting.

"In Northumberland, Durham, and the North Riding of Yorkshire, in particular, it is extremely easy. Local authorities will accept applications from serving men — or women if the latter are engaged or courting."

"My own city of Leeds, with 67,000 council houses and flats, can accommodate any Service man and will accept applications from anyone."

According to this report, the housing black spots are Merseyside, London, Birmingham and the Midlands, and Clydeside.

Housing 'outside' still a problem

With resettlement very much "in the air" at the present time, it might be thought that finding a job in Civvy Street was the main problem.

According to Lieut.-Cdr. J. D. Haward, of Gifford, East Lothian, however, much thought needs to be given to housing.

"Your articles in the February edition about jobs in Civvy Street gave excellent information for the shortly-to-be ex-Service man," he wrote to Navy News.

"There is, however, another equally difficult hurdle for the Service man entering civilian life — housing.

TOOK MONTHS

"When I left the Navy four years ago I was lucky to land a job at once, but it took me eight months to house myself and my family."

"In advising ex-Service men, housing stands out as one of the most difficult and intractable problems."

"You mention that job hunting thoughts should begin two-and-a-half years before the end of service. House-hunting should begin five years before this!"

"Many ex-Service men think they can put their name down on a Local Authority housing list

and step into a council house rather like getting a married quarter. This is not so. Council housing lists are colossal."

FEW BOTHER

Lieut.-Cdr. Haward, who is on the headquarters staff of the British Legion, Scotland, adds:

"Men still serving are encouraged to get their names on a council housing list, and there are arrangements for help in getting house ownership, but our experience is that few Service men — Navy, Army, or Air Force — seem to bother about taking advantage of these facilities, to their very great distress later on, when they find themselves trying to find both a house and a job."

On the same subject, a report in the SSAFA Magazine has a little more optimism — at any rate about some part of the country.

"EASY" AREAS

The report quotes Mr. Benson, Housing Director for

Families' Page

A handful for father at the commissioning of H.M.S. Andromeda. LME Golding, wife Marjorie, and baby Darren live at Portsmouth. (Picture: L/A Gutteridge).



Naafi's big Navy programme

Naafi shopping facilities have been provided during the past year on six large estates of Navy families — and more are planned.

The six shops opened were at R.N.A.S., Brawdy; Tamerton Foliot, Devon; St Mary's Gardens, Chatham; Rowner Estate, Gosport; Churchill Estate, Helensburgh; and Taranto Hill, Yeovilton.

On Navy shore stations at home, says the Naafi annual report, progress in club modernization matches the pace of the shop development programme. New club buildings have been provided for the Royal Marines at Bickleigh, Stonehouse and Lymington in Devon and for the Royal Navy in H.M.S. Dryad at Fareham, and in the Dockyard at Portland.

ONE OF THE BEST

"Naafi's service to the submariners within the Clyde submarine base at Faslane is now one of the most comprehensive offered to any Service unit," the report adds. "In addition to the snacks service and bars looking after the needs of the inner man, a shopping arcade offers a Services shop, men's outfitter, bookstall, sub-post office and hairdressers, and there are laundry, dry cleaning and boot repair services."

"In August the Drumfork Club, a community centre for families of the submariners, run on social club lines, was opened close by the supermarket at Helensburgh."

"At Chatham, the ballroom of the Pembroke Club, which was gutted by fire, has been reopened to provide the Navy with what they consider to be the best ballroom in the south-east. At Deal, work is in progress on the modernization of Naafi facilities for the Royal Marines depot."

Among places where fully automated cafeteria service has been provided are RNAS Brawdy, RNAS Yeovilton, H.M.S. Collingwood, Fareham, and H.M.S. Drake, Devonport.

Their year of achievement

When members of the Naval Officers' Wives Club (Cosham area) met for their 12th birthday party at the Nuffield Club, they were able to look back on a year of achievement as well as the continuance of friendly association.

During 1968 they raised £250 for a guide dog for the blind (to be named Lively Lady of Portsmouth), and also donated £50 to a Portsmouth fund for mentally-handicapped children.

The club holds a wide variety of activities and outings, as well as regular meetings. The Secretary is Mrs. Beryl Wright (Waterlooville 2874).

to believe that most married couples do try to make a go of things, with mutual trust and confidence.

So girls, if you get the chance, take an interest in the Drafting Preference Card and learn to understand what it is all about.

Most of us, anyway, are rather flummoxed about form-filling, and two heads are better than one.

A bit of feminine intuition might be just the thing to influence Drafty's wondrous machine at Haslemere.

The "wife from far away"

Readers who saw the story in the February issue of Navy News about the "wife from far away" may like to know that Mrs. Cleaver, a Polynesian naval wife from Fiji, has been able to renew acquaintance with several friends in this country.

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A history - but no 'past'

With reference to the Navy News (December) article on H.M.S. Berry Head, I would like to say that the ship has got a past. Although she was not actually in commission and came under the heading of H.M.S. Minerva, she did have a job to do.

Captain Sinker was in command and we had a full complement, looking after the reserve fleet at Sheerness with H.M.S. Duncansby Head. We had Windfall yacht Borkum.

One night, with hurricane winds blowing, the ships alongside were cut adrift with one man on board each to slip anchor on clearing. I was duty P.O. and the captain and commander were on board.

We held regattas and the C. and P.O.'s whaler, of which I had the honour to be stroke, won by eight lengths. We received a bronze medal marked "H.M.S. Minerva."

I was recalled in April, 1951, R.F.R., and served my 18 months on board. She did a good job - so said FOCRF in 1952.

The captain and commander were both very fine men, and there are a tremendous number of men who thought so.

Brian F. Spring.

Weston, Ontario, Canada.

Sad closure

Having just been re-introduced to Navy News after missing it for many years, I was surprised by the number of items in the January issue which had some direct and nostalgic bearing on my own Service career.

I joined H.M.S. St. Vincent as an apprehensive nozzler in

IN PRAISE OF DIANA

Reading the February Navy News I felt thrilled to find more about H.M.S. Diana. We hear so much about aircraft carriers, yet it is the small ships which are also a credit to the Navy.

I shall be happy when my husband returns to U.K. and is based here again, but I feel proud that he has served in the Diana - more than in the more modern ships.

I for one hope to be there when she sails into Devonport.

Thankful Wife.
Plymouth.

1930, and your pictures covering the sad closure of this hallowed Alma Mater (unvisited by me these past 40 years) certainly bring back some moving memories.

As one who does a fair amount of free-lance journalism may I compliment you on the N.N.'s new look and the readable quality of its contents.

Bernard Campion
(Ex-Master-at-Arms).
Manadon, Plymouth.

£10 Crossword

To the best of my knowledge there has never been a crossword in your otherwise entertaining and instructive publication. I am sure this would go down very well with your readers and might even increase circulation.

Is there a chance that other crossword fanatics like myself might find joy in future reading?

R. G. Herriott
(L/Sea)

London, S.W.1.

We had a crossword some years ago and, starting with this issue, are trying one again. Besides amusing himself, L/Sea, Herriott will also have the chance of winning a £10 prize. — Editor.

Hongkong artist

In your January issue there was a letter regarding a deaf and dumb girl who hand-painted pictures from photographs. There are in Hongkong many representatives for this type of work, but I think that the one in question is Li Yau tai, of 640, Block O, 6th Floor, Wang Tau Hom R/E, Kowloon, Hongkong.

This lady, now married, has been known aboard H.M. ships since she was about eight. When I was out there in 1964-65 she spent a lot of time teaching me to speak their form of the deaf and dumb language, and by way of repayment I assisted in the translation for her orders. I also met her husband, who was a teacher at the deaf and dumb school.

Li Yau tai does not work on the product herself, being on the sales side. The enterprise is similar to our own Deaf and Dumb League, and as the children grow up some have the talents for embroidery, painting or selling.

K. Parrott
(C.P.O.).

2 RST Mess,
H.M.S. Hermes.

As C.P.O. Parrott says, there appear to be a number of deaf and dumb people in Hongkong involved in this type of work. Mr. J. W. F. Keightley, of Strood, Kent, writes suggesting the name of Madam Tsui Fook dai, of 93, 1st Floor, Sai Tau Village, Hau Wong Road End, Kowloon. She is noted for embroidery and specializes, among other things, in naval badges. — Editor.

Letters to the Editor

LIKES THE NEW LOOK

I am stirred to write and compliment all concerned on the Navy News re-styling, which is good in every respect. I am qualified to make that statement as I am a master printer, coupled with my commission in the Royal Naval Reserve.

The national Press gives a heavily biased view of the Royal Navy and I often think they forget the vast readership throughout this country who retain an immense affection for the Navy.

A wonderful comradeship will always exist among the majority of men who have served together at sea.

The pictures of coastals in your January issue warm my heart, as I have commanded seven of the R.N.R. Divisional coastals.

Thank you again for renewed interest in your excellent publication.

Robert H. Bradley
(Lieut.-Cdr., M.B.E., V.R.D., R.N.R.).

London, W.8.

Aggie's Brigade

In reply to the letter in Navy News (January) from Raymond John Adams (aged 11), he may be interested to know that Miss Weston's "Naval Brigade" was formed by Dame Agnes Weston, the founder of the Royal Sailors' Rests, from among the sons of men of the Royal Navy who were associated with the rests.

The boys wore naval uniform and when they reached young

manhood they actually served alongside men of the Royal Navy and Army.

They fought in the Boer War and First World War and always wore their cap tally bearing the legend "Miss Weston's Naval Brigade."

F. M. Savage
Lieut.-Cdr., R.N. (Rtd).
General Secretary,
Royal Sailors' Rests.

POSA R. H. Faulkner, of H.M.S. Heron, has also written about the Naval Brigade, saying: "The work accomplished by Miss Weston in teaching these lads was only a small part of her life's work. The zeal with which she spread the Gospel of Christ in a very practical way is seen still in many of the facilities naval personnel and families have in many ports in the U.K. and Singapore."

'FOLLOW THAT CAR!'



Well, who wouldn't want to follow a car with such a pretty driver as Leading Wren Christine Place (above), who was taught to drive by the Navy, and is the personal driver of Vice-Admiral Sir Richard Janvrin, Flag Officer Naval Air Command.

Christine, who is 22 and whose parents live at Hampton Hill, Middlesex, is half way through her term of four years with the W.R.N.S., most of which has been with the Fleet Air Arm.

Her first job was at R.N. air station, Brawdy, and since joining H.M.S. Daedalus and the admiral's staff at Wykeham Hall, Hants, she has motored over most of the south of England.

ALBION 'SHOWS FLAG' IN CAMBODIA

When H.M.S. Albion visited Cambodia, after recommissioning in Singapore and starting work-up, it was the first time for eight years that a Royal Navy ship had been to that country.

With the Flag Officer, Second-in-Command Far East Fleet (Vice-Admiral A. T. F. G. Griffin) on board, the Albion headed for the small port of Sihanoukville.

A few officers and ratings accompanied Vice-Admiral Griffin and the captain (Capt. M. S. Ollivant) to the charming capital, Phnom Penh, and the admiral presented a model

The Hongkong scene, with H.M.S. Albion berthed near the shore base, H.M.S. Tamar.



hovercraft to Prince Sihanouk, Cambodia's Head of State, on whose behalf it was received by His Excellency General Lon Nol, Acting Prime Minister.

The model had been made by three ratings in H.M.S. Triumph.

SOCCER TUSSLE

The Commander Far East Fleet's Royal Marine Band accompanied the party and received great receptions wherever they played.

The ship's football team met

what was virtually a Cambodian national side in the magnificent stadium and, although Albion lost, the team played well.

After the successful Cambodian visit, the Albion moved to Hongkong and cooler weather, although December proved the mildest in the 89-year-old records of the Royal Hongkong Observatory.

Christmas and New Year celebrations passed in a whirl, but self-maintenance carried on and the ship received a new coat of paint during the 18-day stay.

Official hosts for the visit were the 48th Gurkha Brigade, who are stationed in the New Territories. Many social and sporting events took place and the "Olympiad" culminated in a large party from the Albion watching the traditional and testing Khud race.

UP THE MOUNTAIN

In this, dozens of the tough, wiry little men from Nepal started at the bottom of what looked like an almost vertical mountain, ran up, disappeared into a layer of cloud and 15 minutes later emerged - coming down so fast that it looked as if they were ski-ing.

A gallant team from the Albion took part. Not surprisingly, some fell by the wayside but others completed the course and the Gurkhas were loud in their appreciation.

On the day of departure, about 500 Gurkhas embarked to take part in an exercise. No. 848 Squadron's helicopters were kept busy landing detachments of Gurkhas to attack defended targets and then recovering them and returning them to the ship.

Finally, the whole battalion was put ashore and, while the land "battle" raged, the Albion headed for the warmer climes of the Singapore area to continue the work-up.

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... AND NOT A MAN FLINCHED

CHARYBDIS CALLING

The sixth H.M.S. Charybdis, a frigate, is now building in Belfast and will commission in Portsmouth this summer.

Anyone who served in the fifth Charybdis or has connexion with previous ships of the name is invited to write to Lieut.-Cdr. C. D. Prentis, H.M.S. Charybdis, c/o Harland and Wolff Ltd., Belfast, N. Ireland.

'Twins' move together

For the third time in succession two officers, totally unrelated (although they are beginning to be known as the "terrible twins") have been appointed together.

Lieut.-Cdr. David Mackendrick, a navigation specialist, and Lieut.-Cdr. Michael Ellis, a communications officer, met first when they joined the frigate, H.M.S. Euryalus, in 1964.

After two years in the Euryalus, including over a year in the Far East, both were appointed to the Admiralty Surface Weapons Establishment at Portsmouth, where they collaborated in development of the Computer Assisted Action Information System for small ships.

Now both have joined H.M.S. Eagle — MacKendrick as first lieutenant and Ellis as signals officer.

Their wives, Mrs. Hope MacKendrick and Mrs. Barbara Ellis, are wondering if it would be cheaper to move into one house!

About to give blood in Kingston, Jamaica, are AB Baxter, JRO Thorne, AB Wells, RO(T) Warman, Ck. Pollard, LS Brunt and AB Rees.



Rhyl men's blood saved two lives

That vital commodity blood has featured in events on the West Indies leg of H.M.S. Rhyl's G.S. commission. While the ship was at Grand Cayman Island there was an emergency call for blood late one night. It was answered by the ship, resulting in the saving of the lives of a woman and her newly-born baby.

In addition, there were blood donations by men from the Rhyl in Kingston.

After enduring a severe storm with waves — said by some to be 40ft. high — on the passage out from Plymouth, several days were spent by the Rhyl in Ber-

muda. Later, at Kingston, a number of the ship's company became experts at the "Rock Steady" dance.

The High Commissioner was embarked for the trip to Grand Cayman Island, where a monster beach party against a back-

ground of clear water and silver sand proved memorable.

Later, after weapon training, the Rhyl went on Bahamas patrol followed by a fuelling stop at Key West. Hurricane Gladys brought winds of 70 m.p.h., but a well-protected berth and 35 lines out to the jetty made for a comfortable night.

Many friends were made at Freeport, Grand Bahama, and later at a game of beach cricket a team from an American coast-guard cutter defeated the Rhyl by 11 runs.

POTENTIAL TROUBLE

The Governor of the Bahamas and party were embarked and later an enjoyable time was spent in Nassau.

Other visits included the Virgin Islands, St Vincent, Trinidad — where Rhyl was greeted by a steel band — and Barbados. Returning to St Vincent, where there was a potentially riotous situation, the ship patrolled off the island for two days.

The fact that Rhyl was present helped to cool the ardour of potential trouble-makers.

When the Royal Yacht Britannia goes to Holyhead in July for ceremonies in connection with Prince Charles's investiture as Prince of Wales, she will be escorted by H.M.S. Glamorgan and H.M.S. Llandaff.

They all stood their ground like seasoned warriors — and mind you it was real hot out there in Trinidad. But it wasn't the real thing — just a Riotex by seamen's landing platoon of H.M.S. Rhyl.

Navy accepts H.M.S. Renown

H.M.S. Renown, the first of the two nuclear-powered Polaris-armed submarines to be completed by Cammell Laird, was accepted on February 7 for service in the Royal Navy.

Endurance heading for home in April

After an eventful visit to the far south on ice patrol, men of H.M.S. Endurance now look forward to their return in April.

Following their part in the rescue of a marooned plane — reported last month — the Endurance entered Maxwell Bay, King George Island, on Christmas Eve and sent ashore Royal Marine officer Robert Tailyour to visit the Russian base.

He returned with a group of Chilean officers from a new base, and the Russians brought along bottles of vodka.

The Endurance steamed to Otter Cove for an all-British Christmas and met her detached party, which had completed a survey at Port Foster. People like Royal Marine Fred Warren and LME Mick Strange are now dedicated converts to surveying.

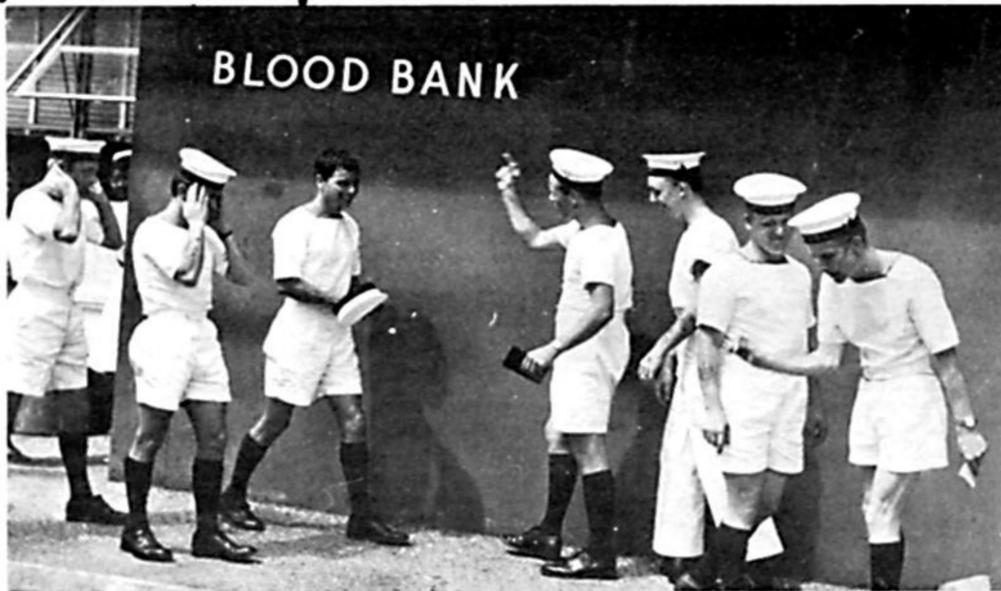
LOADED PLANE

New Year was celebrated at Stanley. Later the Endurance sailed to South Georgia and stayed 18 hours in the tiny old whaling harbour of Grytviken. A packing case containing an aircraft was loaded, and men cleaned the grave of Sir Ernest Shackleton and laid a wreath.

The Endurance headed south to deliver the aircraft at Deception Island and then went back to the west coast of Grahamland before heading for Punta Arenas in early February.

Vice-Lieutenant

Admiral Sir Charles Madden has been appointed Vice-Lieutenant of Greater London.



ARMY SEES NAVY COMPUTER

As part of a long-standing co-operative arrangement between the Royal Navy and the Army, a team of Army computer experts visited H.M.S. Eagle to see the ship's Action Data Automation System, popularly known as ADA.

Army officers saw the Operations Room crew controlling the equipment and were invited to try it themselves, under supervision.

In the picture, right, Leading Seaman William Charlton explains the controls of his console to Capt. Ann Smith, W.R.A.C., OF Blandford, Dorset.

L/S Charlton, who with his wife lives at Plymouth, is a fighter controller's assistant. He has a brother who is a petty officer in the Navy.

After maintenance at Devonport, the Eagle embarks her 40 Fleet Air Arm aircraft and moves to Scottish waters for intensive training.



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Navy News

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

New Service Charter

Service pay is going to be increased — of that there can be no doubt — and important changes are likely in the whole pay structure, as well as in the length and conditions attached to engagements.

With an all-round recruiting shortage of the order of 10,000 there cannot be much more delay in presenting a Services Charter with a lot more glitter, and with the opportunity for the would-be entrant to have a clearer picture of the true financial inducements.

A reference has been made to the Prices and Incomes Board, whose report should soon be in the hands of the Government. Existing arrangements for a regular review of Service pay are ending, on the promise of "continuous review."

Consideration of the pay structure introduces some interesting possibilities, chief among them being the future of marriage allowance. It is not always understood that about half the Navy are bachelors, who have strong feelings about "equal pay for equal work."

It might be thought that every man should get a fair rate for the job, and make his own arrangements for marriage housekeeping and family. Bachelors serving or coming in would be overjoyed.

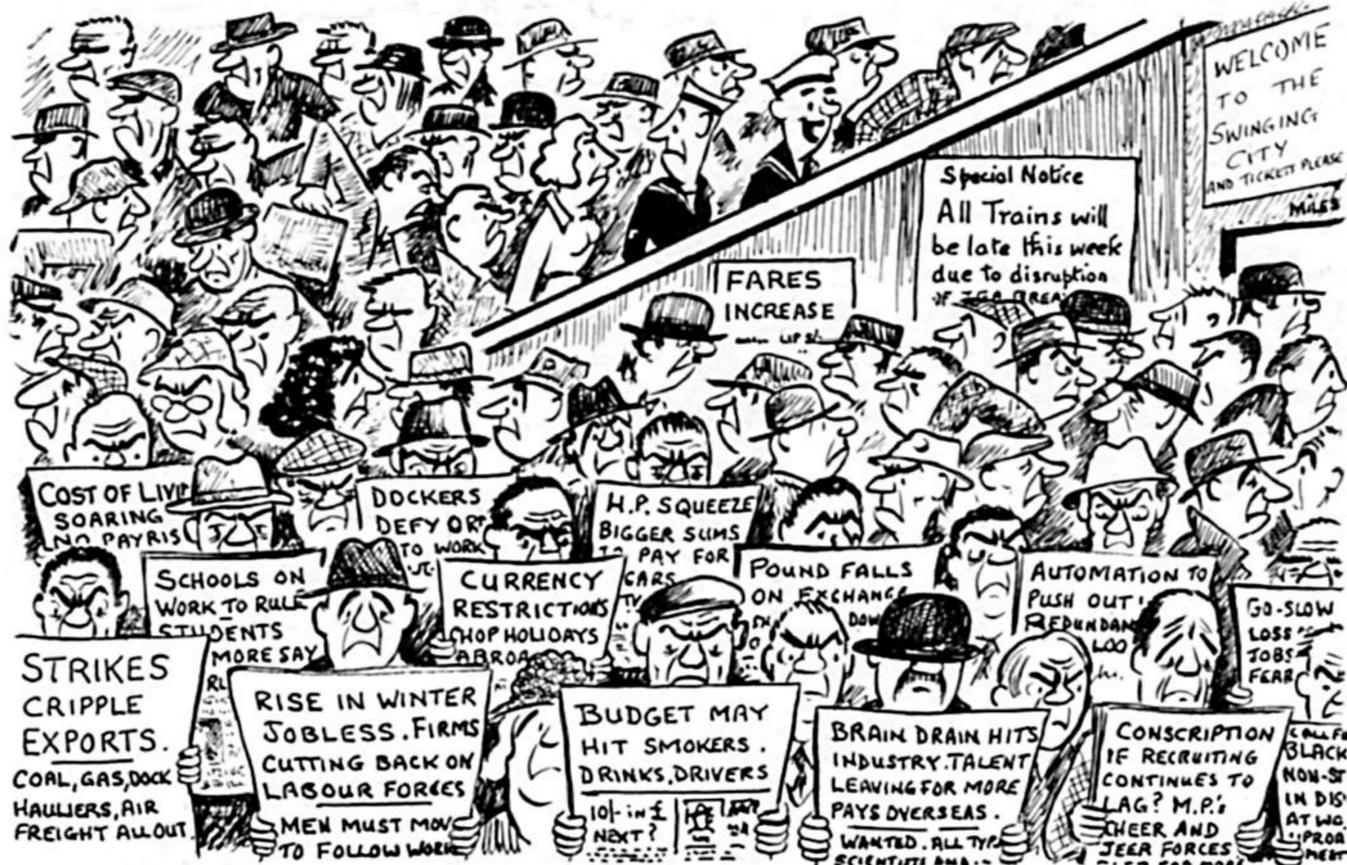
Comparisons

All "perks" of accommodation, food — even "duty free" — would have to be incorporated in some way to make the pay structure fully comparable with civilian standards.

Everybody understands that Service life involves sacrifice as well as reward, but if the recruiting trend is to be reversed, the extent of the reward will have to be made attractive and clearly defined.

It could take months for the possibilities to be assessed and sorted out — much too long for the immediate action which is now a matter of urgency if defence commitments are to be honoured without conscription.

An interim rise seems inescapable, unless everybody concerned really get their skates on.



"Don't you wish you were one of those lucky perishers — revelling in the early morning joys of Civvy Street!"

BREAK-POINTS PROBLEM FOR NAVAL MANPOWER

STEP TO A 'FREE' SERVICE

By
The Editor

The odd case of taking cars and thieving to get out is often a prelude to getting in. The name on the big gates is different, but the bars look the same.

Everybody who wants to break his Service contract is not, of course, a "bad egg," and it is to the general area of human difficulty that the Admiralty are giving much thought.

There can be no question that the Royal Navy as a great voluntary Service would be even stronger within itself, and in national regard, if freedom could be extended far beyond present limits.

Unfortunately, present-day circumstances of manpower competition defy an accurate assessment of how many personnel would walk out if the way were made open.

"Let's have a change" is a natural reaction to this restless age, and little associated with actual unhappiness.

Even the more strident voices for civil liberties have to acknowledge that the country cannot go undefended; that our international commitments must be honoured.

Only alternative

Anyone who remains puzzled that a Left-Wing Administration should show such reluctance to respond to a so-called "freedom" call must understand that any relaxation of rules which resulted in serious weakening of Service manpower could end only in the much more unpalatable alternative — conscription.

That basis of our social structure, "Equality of opportunity," should also, ideally, embrace "Equality of opportunity to serve" — but at this point the crowds begin to melt. They vanish whether the meaning is for uniformed service, or any other contribution to the community.

ruiting has dwindled, the Navy's re-engagement rate has improved to such an extent that financial inducements have been dropped. Fewer boys are coming forward, but when serving personnel get the opportunity to go, a growing number elect to remain.

Having regard to all the counter attractions, political furores, and domestic pressures, that is a very considerable achievement in fashioning a purposeful life and interesting career.

As boys become men, so they have new responsibilities and new problems. When solutions conflict with their career contracts, how can these be resolved?

Discharge can be obtained on compassionate grounds, and opportunities exist for discharge by purchase.

High-level belief in the Navy accepts that these are not enough. Perhaps they would be admirable as additions to recognized break-points.

Main solution

Break-points appear to be the inevitable main solution, but how and when to apply them demands the most careful thought and prudent approach.

Sooner or later everyone finds that "being happy in your work" is no less elusive outside the Navy than within, but nobody enjoys keeping a fellow miserably if he genuinely believes he can do better elsewhere, or if he has problems demanding long and close attention.

Changes must come, in line with conditions acceptable to the

Dr. Owen discusses future of Culdrose

"The Navy is going to have a very strong helicopter wing," said Dr. David Owen, Parliamentary Under Secretary of State for Defence for the Navy speaking on February 3 after a tour of the R.N. Air Station, Culdrose.

Dr. Owen was received by Capt. B. H. Notley, commanding officer of the station.

He said that withdrawal or modification of the Culdrose redevelopment plan was unlikely.

"This station has not operated fixed-wing aircraft for many years," he said. "I cannot see any reason for anxiety."

NEW BUILDING

"The evidence of the building programme here; the strategic decision to meet Navy requirements; the importance of helicopters and the need for the men who have the skills to fly, maintain, and operate helicopters — all this shows there is a future as far as the Navy is concerned."

"There will be a long-term requirement for Culdrose, and the whole shift of emphasis inside the Fleet Air Arm following the phasing out of fixed-wing carriers is to enhance the importance of the rotary wing."

COMMANDO SHIP

Dr Owen said that commando carriers or carriers in the L.P.H. role (landing platforms for helicopters) were not going to be phased out.

The intention was to refit existing carriers to make them into commando carriers, as represented by Bulwark and Albion.

KIWI GIFT EXCHANGE

To mark the departure of R.N. submarines from Sydney, and thus the end of their regular visits to New Zealand, the New Zealand Naval Board has presented Submarine Command with an inscribed silver jug, which will be displayed in H.M.S. Dolphin at Gosport.

In return, the Flag Officer Submarines (Vice-Admiral M. P. Pollock) presented to the New Zealand Naval Board the bell of H.M.S. Tabard, specially mounted and inscribed. The bell was received by Commodore E. C. Thorne, head of the New Zealand Defence Liaison Staff in London.

H.M.S. Tabard, a "T" conversion class submarine, served in Australia from October, 1960 until last year, when she returned to Gosport to pay off.

country as a whole, and especially to its sons.

They can only come in cautious steps — moving on as results indicate the wisdom of doing so.

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H.M.S. Cambrian's last commission

After her final visit to Wales on January 23, H.M.S. Cambrian returned to Portsmouth for paying off at the end of her last commission. Launched in 1943, the destroyer was the sixth of a line of ships which had been asso-

ciated with Wales for 172 years. The name Cambria is derived from the old Roman name for Wales, and the ship's crest consists of the red dragon of Wales on a white and green background.

What's going on at Y'vilton?

(BOUND TO BE A PRETTY GIRL MIXED UP IN IT)

A strange machine arrived at the Royal Naval Air Station, Yeovilton, in February, and although those skilled in recognition were sure it was no secret weapon... somehow they had to be certain. The task of finding out about this machine was vital. 767 Squadron were given the assignment, and without delay air crew and maintainers were taking it to pieces (12,390 in all).

The squadron is still unsure of the origin, but now they have an even bigger project on their hands — that of reassembly. During the early process of the assignment, a tape recorder was used to gather relevant comments, and the machine was also

test flown while it remained in working order.

THE COMMENTS

Certified quotes from the transcript include the following (names have been withheld to protect the innocent) —
 "I like the body."
 "The engine is easily accessible."
 "Quite revolutionary using plastic piping to the brake and clutch reservoirs. There's even a plastic fan. What next?"
 "The grilles along the front of the windscreen let water into the rear of the engine and corrosion has started already."
 "If it costs more than £800, it's too much."
 "I don't like the side jacking points."
 "I think it's great."

TEST FLIGHT

After all these remarks the machine was test flown by Lieut. Mike Morland, whose report showed that in the right hands the machine was not lethal and that it was quite capable of transporting up to four people in comparative comfort.

"Twas on a Capri that he met her" to quote the once-popular song. Lieut. Mike Morland and Capri Girl Ann Foster.



Future of Navy air stations

When withdrawal from east of Suez is complete, says the Defence Review, fixed-wing flying will come to an end, and three Royal Naval air stations will no longer be needed from about 1971-72.

The Navy will retain the stations at Culdrose, Portland, Yeovilton, and Lee-on-Solent. The Royal Air Force expects to take over Lossiemouth, and the Army and the Royal Air Force are examining alternative uses for Brawdy.

The possibility of continuing to use Arbroath for either defence or civilian purposes is also being urgently considered.

GIVING UP FORT

Certain Royal Marine training tasks hitherto carried out at Deal, Fort Cumberland, and the R.M. Barracks, Eastney, are being transferred to the Amphibious Training Unit at Poole, and to the Infantry Training Centre at Lympstone.

The transfers will begin in 1970, and are expected to be completed by early 1973. Fort Cumberland will be given up.

Tattoo regret

"I had a Chinese dragon tattooed on my right forearm when I was a midshipman in Hong-kong. I have regretted it ever since," said Cdr. John Kerans in a letter to Mr. Martin Maddan, M.P., supporting the Bill he is introducing to prohibit the tattooing of people under 18.

Cdr. Kerans sailed the frigate Amethyst down the Yangtse River under Red Chinese fire in 1949.

Aboard Hampshire



Tartar visit to London

Links with the Borough of Barnet were renewed when H.M.S. Tartar had a six-day visit to the Pool of London.

The Tartar is the borough's adopted ship, and hospitality exchanged included a dance for 200 of the ship's company, an official reception given on board, and a children's party.

Chelsea pensioners visited the senior rates' messes and on their behalf 88-year-old Warrant Officer H. Toole received a plaque from the commanding officer, Capt. C. Rusby.

The ship's Wasp helicopter was used by Capt. Rusby to call on the mayor of Barnet — believed to be the first occasion on which a naval helicopter has been used in this way during a warship visit to London.

DAY AT SEA

Before the London visit, the Tartar had been host to Mr. D. J. Roberts, president of the White Ensign Association, who spent a day at sea, from Portland.

Mr. Roberts is also chairman of the National Provincial Bank. He was given a complete tour of the ship.

While Princess Margaret was on holiday in the West Indies, she was welcomed aboard the guided-missile destroyer H.M.S. Hampshire at Bridgetown, Barbados, by Vice-Admiral A. M. Lewis, Flag Officer Flotillas, Western Fleet.

The Hampshire, wearing the flag of Admiral Lewis and accompanied by other ships of the Western Fleet, is visiting South America

MANY NATIONS

Senior officer at the review will be Admiral Sir John Bush, Commander-in-Chief Western Fleet and Commander-in-Chief Channel in NATO.

In addition to a big contingent of Royal Navy ships there are likely to be vessels from the

United States, the Netherlands, Belgium, West Germany, Denmark, Canada, Italy, and Norway.

Admiral Sir John Frewen, Commander-in-Chief Portsmouth, will be host on behalf of the United Kingdom, and will be making arrangements for the review in conjunction with Admiral Bush.

After the review, many of the ships will put into Portsmouth Harbour, where they will be open to the public.

H.M.S. Verulam

One of the oldest ships with the Royal Navy, H.M.S. Verulam recommissioned at Devonport for important work on underwater sonar and submarine research. The ceremony was 25 years after the first commissioning.

Speeding Spithead review planning

Excitement is growing as a special naval staff at Portsmouth get to grips with the arrangements now being pushed ahead with all speed, for the NATO naval assembly to be reviewed by the Queen and the Duke of Edinburgh at Spithead on May 16.

The reviewing ship is likely to be the Royal Yacht Britannia, aboard which will be leading personalities in the Alliance.

The review, planned as part of NATO's 20th anniversary, will bring about 50 warships to the biggest gathering of its kind since the Coronation Review.

For the civilian authorities, also, the event will demand much preparation. Portsmouth and Southsea will be packed by visitors, and car and coach traffic arrangements will represent a major operation.

NEW R.M. COLOURS

The Queen will present new Colours to 45 Commando, Royal Marines, at Plymouth on May 13.



Familiar background for H.M.S. Tartar during her visit to the Pool of London.

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PICTURES
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AIMING TO INCREASE SKILLS

Feeling in the Seaman Branch is sharply focussed on their "image."

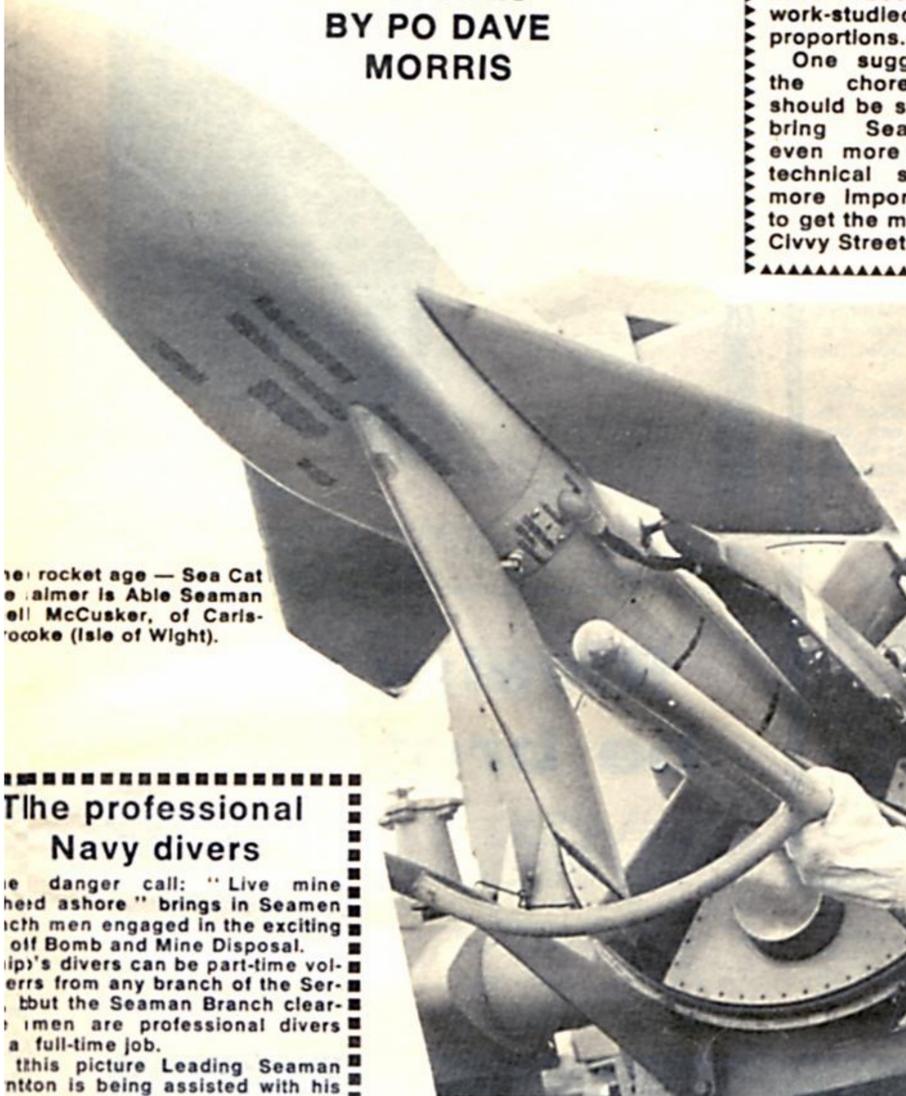
Not being plumbers or fitters, they have no easily-recognizable certificate of qualification, and many would like to have more experience of maintaining the instruments they operate.

Although a ship is like any community, with chores to be done, these have been drastically work-studied to minimum proportions.

One suggestion is that the chores remaining should be shared round to bring Seaman Branch even more fully into the technical scene — and more important, perhaps, to get the message over to Clivvy Street.



Welcome change from radar plot work to boat handling for LS James Fleming (Aylesbury).



In the rocket age — Sea Cat missile is being handled by Able Seaman William McCusker, of Carlisle (Isle of Wight).

KEY ROLE OF P.R.I. IN TODAY'S NAVY

No part of ship has experienced more of the impact of modernization and twentieth-century computerization than the operations room, in which the Seaman Branch has a key role.

The men responsible for the training of young sailors in their intricate work — to see that the information from all sources is accurately analysed and passed on without delay — are the Plotting and Radar Instructors (P.R.I.s).

The P.R.I. Association was formed in 1946 by a small body of men who were serving in the Royal Navy, and who were the top ratings of the then new Plot Radar Branch.

The branch was formed at the end of the Second World War to take over from the Radio Direction Findings ratings — those people who were constantly peering into little black boxes to find out the direction of shipping and its movement.

Since those days the branch has progressed into a highly-specialized part of the Seaman Branch, and the association has not lagged behind.

The association, which has an excellent club at H.M.S. Dryad, is run by a working committee, and has for its president the current captain of that establishment.

RADAR PLOT

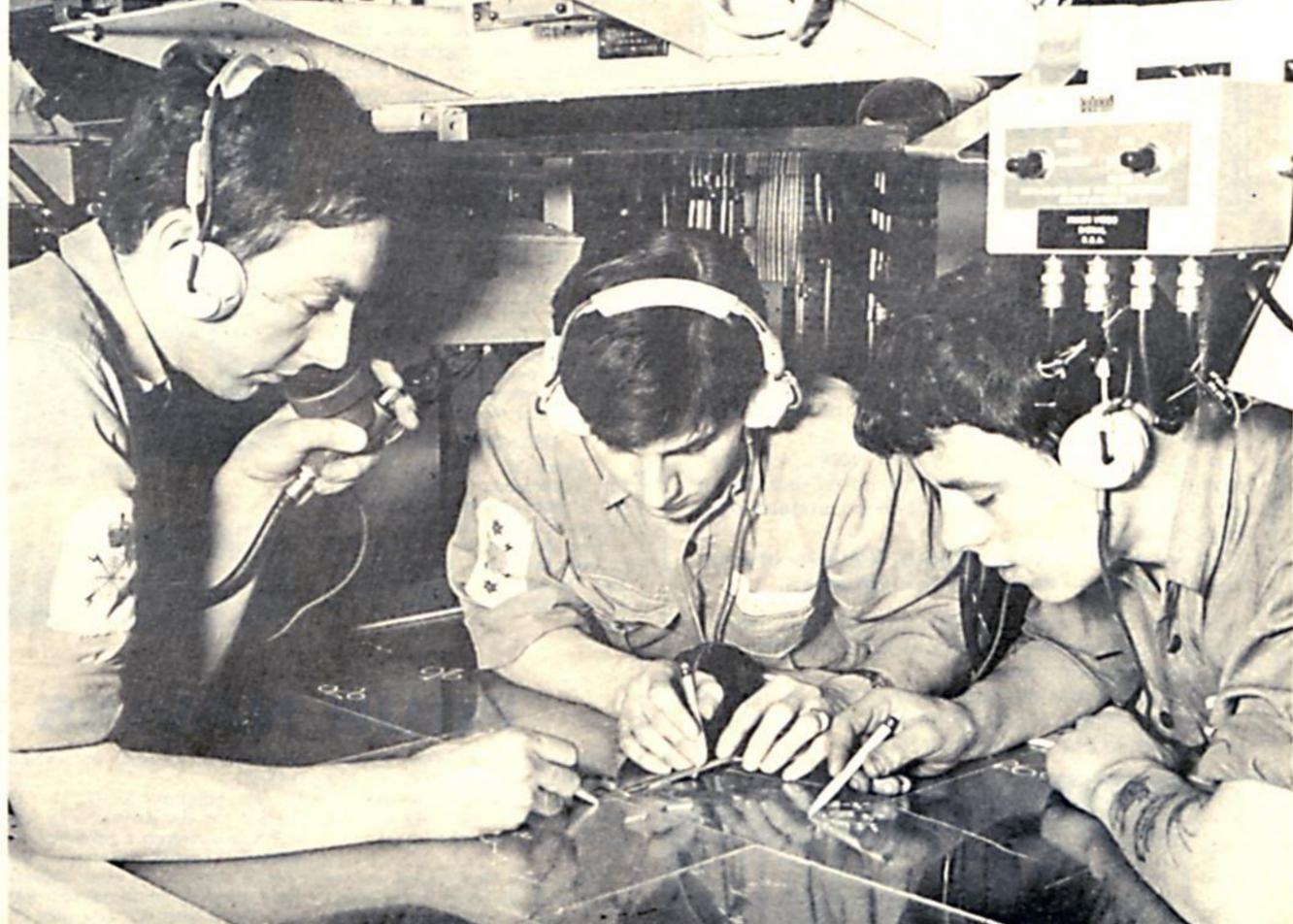
Local radar operation plot aboard H.M.S. Nubian — LS Stuart Dow (Gosport), AB Clive Norman (Stevenage), and JS Dave Ellis (Dundee).

The professional Navy divers

The danger call: "Live mine ahead ashore" brings in Seamen with men engaged in the exciting work of Bomb and Mine Disposal.

Ship's divers can be part-time volunteers from any branch of the Service, but the Seaman Branch clearly men are professional divers as a full-time job.

In this picture Leading Seaman [Name] is being assisted with his work by Leading Seaman Limbrick.



Pre-war heyday for Osprey



The Hawker Osprey, naval version of the Hawker Hart, was introduced in 1932 as a two-seater, fast, fighter-reconnaissance aircraft.

It was available with wheeled undercarriage for carrier operations, or as a twin-float seaplane for use from battleships and cruisers. The Osprey also incorporated folding wings, flotation gear and other specialized naval equipment.

The first units equipped with Ospreys were Nos. 404 and 409 Flights in November, 1932, formerly with Flycatchers. From June, 1933, Ospreys joined Nimrod single-seater fighters in Nos. 800, 801 and 802 Squadrons, each of which had three Ospreys and nine Nimrods.

Technical data

Mk. IV version
Description: Two-seater carrier-borne or seaplane fighter-reconnaissance
Manufacturers: Hawker Aircraft Ltd.
Power plant: One 640 h.p. Rolls Royce Kestrel V.
Dimensions: Span, 37ft. (15ft. 7in. folded). Length, 29ft. 4in. (31ft. 9in. as seaplane). Height, 10ft. 5in. (12ft. 5in. as seaplane). Wing area, 339 sq. ft.
Performance: Landplane — Maximum speed, 176 m.p.h. Cruising, 109 m.p.h. Climb, 1,625ft./min. Endurance, 2 1/2 hours. Service ceiling, 25,000ft. Seaplane — Maximum speed, 169 m.p.h. Service ceiling 22,000ft.
Armament: One fixed Vickers gun and one movable Lewis gun.

No. 801 Squadron later converted to nine Ospreys and No. 803 Squadron was an all-Osprey unit from the outset.

In November, 1938, No. 803 Squadron embarked its six Ospreys in the new carrier Ark Royal for its shake-down cruise and remained until superceded by Skuas in 1939. Three Ospreys of No. 800 Squadron also served in the Ark Royal.

TARGET-TOWING

As a seaplane, the Osprey replaced Fairey 111Fs in No. 407 Flight of the Home Fleet's 2nd Cruiser Squadron in November, 1932, and by 1935 Ospreys had supplanted 111Fs in all catapult flights.

The Osprey was finally declared obsolete in 1940, its latter years having been spent in target-towing and training duties.

Honour for John



It's not often that junior M.E.s have an opportunity to use the captain's sword, but John Halsall (16), the ship's youngest rating, did when he helped the captain's wife, Mrs. J. A. de M. Leathes, cut the commissioning cake aboard H.M.S. Sirius.

Rivalry will be brotherly

Friendly (and brotherly) rivalry can be anticipated between H.M.S. Nubian and H.M.S. Sirius whenever the two ships meet during the coming months.

The Nubian, recommissioned on January 17, is commanded by Capt. R. E. de M. Leathes, and the Sirius by his brother, Cdr. J. A. de M. Leathes.

H.M.S. Sirius, built in H.M. Dockyard, Portsmouth, and "adopted" by the city, recommissioned on January 31 for service with the Western Fleet. The religious ceremony was held in the dockyard church of St Ann. Afterwards the families and friends were welcomed on board for the cutting of the cake.

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Andromeda a tradition breaker

Dockyard workers at Portsmouth who built the Leander-class frigate H.M.S. Andromeda went on board as a special "thank you" from the Navy — and thereby broke a tradition.

When the Dockyard handed over a new ship in the past, that was the last the men saw of her.

But for the first time the Navy asked the carpenters and electricians, the planners and painters to go on board and see their handiwork now the ship is complete.

Nearly 500 people, the men and their families, crowded on the ship and the idea of inviting them on board to foster closer relations between the Navy and Dockyard proved a success.

OFFICERS' IDEA

"Open day" was the idea of the Andromeda's captain (Capt. M. L. Stacey) and first lieutenant (Lieut.-Cdr. D. Gerrish).

The Andromeda, eighth ship to bear the name, commissioned last December and is scheduled to join the Western Fleet in the spring.

"Golly, Dad, have we got to eat all this cake," thinks Tracey, two-year-old daughter of Leading Seaman William Patterson, of H.M.S. Sirius.



FOUR NAVIES IN BIG EXERCISE

Warships from the British, Australian, New Zealand and Malaysian navies took part in the exercise Fotex '69 off the north-west Malaysian coast.

More than 10,000 men and 40 ships were involved in the exercise, which culminated in an

amphibious assault on Penang Island.

Vice-Admiral A. T. F. G. Griffin, of the Royal Navy, told a Press conference on board the aircraft carrier Hermes that Fotex was a routine exercise held annually in Malaysian waters, but it was the first time the

Malaysian Navy had taken a major part.

"The exercise has been very good value and I have been very impressed by the way the four navies have all worked together," he said.

Supersonic Mirage fighters from the Royal Australian Air

Force base at Butterworth, in Malaysia, also took part in the "attacks."

Several thousand of the men involved in the Fotex "war games" later relaxed in Singapore, where a three-day sports meeting — billed as the "naval Olympics" — was held.

Rings for 'phone Wrens

THE 'NEWS' DIARY

OFF TO 'TOP OF WORLD'

A joint-Services expedition to the most northerly land on the globe, planned from May to September this year, will include two Royal Navy men. Ten men will go to North Peary Land, an area of unexplored mountains at the extreme top of Greenland.

The Navy men are Lieut. H. P. May, of H.M.S. Egeria, and CPO I. W. Cox, of H.M.S. Fulmar, Lossiemouth.

The team plan to make the first ever ascents of peaks in the Roosevelt and Benedict ranges.

Shield presented

Lady Lyddon, widow of Vice-Admiral Sir Horace (Bertie) Lyddon, who died in 1968, presented a shield in memory of her husband to the Captain, H.M.S. Pembroke, in January. It will be awarded annually to the officer of the supply specialization who, at the end of his courses, has shown himself most outstanding.

Susan the club V.I.P.



Three Wrens plus three naval bridegrooms named Michael add up to . . . three weddings in two months.

As can be imagined, there's plenty of excitement in the telephone exchange at R.N.A.S. Yeovilton, where the three girls work.

The big day for 21-year-old Marie Full (left in picture above) was February 15, and she and her husband, Naval Air Mechanic Michael Grant, have bought a mobile home and will live near the airfield.

Lynda Duchworth (centre) is also 21 and marrying a man she met at Yeovilton — Leading Airman Michael Debenham. Their big day is April 12.

And on the same day Maureen Mooney (20) is to marry Naval Airman Michael Donson. The couple hope to find a flat in Yeovil and settle there.

Like her friend Lynda, Maureen will be leaving the Service shortly before her wedding.

Match model

By using 13,800 spent matches, some glue, and seven months of off-watch hours, LREM Bob Geach, of H.M.S. Forest Moor, the R.N. W/T station near Harrogate, built a model of a cabin cruiser, 36in. long with a beam of over eight inches.

The model, Paula Ann, is fitted with carpets, bunks, bedding, heads and a complete set of steaming lights which work.



Pretty 17-year-old Wren Susan Goodright was a V.I.P. for a day when she was chosen to reopen officially the Churchill Club at the Depot Royal Marines, Deal (Kent).

The club has been extensively re-modelled over the past six months to incorporate four new bars and two games rooms.

Three of the new bars have been appropriately called the Marlborough, Blenheim and Chequers rooms.

In the Chequers bar one wall has been painted to resemble a chess board. Several giant-sized photographs of ancient Chinese chess pieces have been positioned over the squares to form a striking feature.

The club's Services shop has

also been renovated. It now incorporates a clothing department and an enlarged durable goods section.

After the official ceremony, NAAFI's naval director, Capt. F. A. Bland, presented Miss Goodright with a box of chocolates and the golden scissors used to cut the tape. She is seen in the picture above relaxing after her "official" duties.

MR. WONG POURED 1.5 MILLION BEERS



Wong Wing-yung, for 46 years the Hongkong barman the sailors know best, has poured more than 1,500,000 beers during that time.

This is the considered estimate of regulars of the China Fleet Club, from which Mr. Wong has just retired as No. 1 barman at the age of 64. He started at the Royal Naval Canteen at the age of 18 as a "makee-learner."

Retiring with him is boyhood friend Yee Wing-hong, also now 64, who started work with the Royal Naval Canteen in Canton 30 years ago and moved to Hongkong five years later.

Orders please

A cheery word and a smile from Wong Wing-yung (centre) at the China Fleet Club. Right is Yee Wing-hong.

"I have made many friends in this job," says Mr. Wong, renowned for his efficiency and smoothness behind the bar. Sometimes old sailors returning to the colony are greeted by their proper names and poured their favourite drinks after being away for long periods.

IN LONGBOATS

Mr. Wong's memories include the arrival early in his career of a Royal Navy cruiser — and the men in longboats rowing to shore toward the club.

"After the war, everything got bigger and faster," he says. "More things to do and more people to meet. It was a very busy time."

During his career he has served sailors from almost every navy.

Cameraman 'snapped'

PO D. Morris and his wife admire the camera which he gained when he became winner of the 1968 Peregrine Trophy for the best photograph in the annual competition for naval photographers.

Picture by Lt Air 1. Gutteridge.



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NATOCARS

Surprise for new

Shipmate Eric C. Knight, of Hertford, who was recently elected chairman of the National Council of the Association, commenced his term of office with surprises.

Invited to visit the Welwyn Garden City branch, Shipmate Knight understood he was to make a presentation to Shipmate Jack Gaffney, secretary of the branch.

At the branch headquarters Shipmate Knight was "piped aboard" by members of the local unit of the Sea Cadets and the Girls' Nautical Training Corps.

Preparing to make the presentation, the National Chairman found the tables reversed, when the Welwyn chairman, Shipmate Vic Macer, asked him to accept a writing set and wallet from the Welwyn branch in appreciation of his long and loyal service to the Association.

The next surprise was at the annual meeting of the Herts branch, when his own branch shipmates presented Shipmate Knight with a cigarette lighter in appreciation of his 22 years' service as "branch scribe."

Rear-Admiral Sir Charles Darlington, in making the presentation, described Shipmate Knight as "salt of the earth."

But we can't do it properly without more members," said Capt. Peter Frai at the annual dinner of the branch, when he responded for the association to the toast of the evening, which

chairman



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had been proposed by Capt. D. Williams, the Captain, Britannia Royal Naval College.

Capt. Williams was anxious to dispel any impression that the Royal Navy was dying on its feet.

"The Navy is very much alive and kicking," he said.

The branch chairman, Capt. Nelson Clover, reviewed branch activities in the past year.

Referring to the welfare section, Shipmate Clover said that the branch had again been the means of helping a number of shipmates who had run into difficulties.

Still secretary

In his report for the annual meeting of the Wantage branch Shipmate J. N. Thwaite, regretfully tendered his resignation

because of his work and other commitments.

Among those elected for office for the ensuing year was Shipmate "Jack" Thwaite. He had been prevailed upon to serve for another year!

Although only a small branch, Wantage is very much alive. The branch standard was paraded three times during the year and there were social evenings after each committee meeting.

The branch chairman, Shipmate Tom King, sends greetings to all Wantage "Natives" at present serving in the Royal Navy or the Royal Marines, and offering them hospitality whenever they are in Wantage.

No. 5 Area dinner

Shipmate H. W. Canham, of the Aldeburgh branch, says that No. 5 Area (Essex, Suffolk, Norfolk and Cambridge) is endeavouring to organize an area dinner to be held in H.M.S. Ganges in April.

Shipmate of year

Shipmate Leslie Wrangles was elected "Branch Shipmate of the Year" for his outstanding services to the Herts branch.

Rear-Admiral Sir Charles Darlington presented Shipmate Wrangles, who is a founder member and a vice-president of the branch, with a plaque bearing the crest of H.M.S. Chester, the ship in which he served at the Battle of Jutland.

LLANDUDNO RECEPTION

The officials of No. 10 Area were overwhelmed by the reception given to them when the Llandudno branch was inaugurated.

Over 70 ex-matelots were present, and they were so enthusiastic that all the treasurer of the new branch could do was to take their subscriptions and to prepare the necessary subscription cards at a later date.

During the past three years six new branches have been inaugurated in No. 10 Area.

The area has secured a berth on board the Sir Winston Churchill, the sail training schooner — to be allocated to a sea cadet.

L/Cdt. A. Tandy, of the Preston Unit, who came top in the

Cheam's success

Success was the keynote at the annual meeting of the Cheam and Worcester Park branch, the secretary starting the ball rolling by saying that the past year had been most happy and successful.

The treasurer reported a sound financial situation, due, he felt, to a great extent, to the committee's foresight, for it had launched several innovations to the social programme, all of which had been sound.

The benevolent fund showed a healthy reserve, and had been the means of aiding needy shipmates.

Bembridge guest

More than 150 members and guests of the Bembridge branch, at the annual dinner-dance, heard a talk by round-the-world yachtsman, Sir Alec Rose.

Alderman Mark Woodnutt, M.P., an honorary member of the association, in proposing the toast of the guests, paid tribute to Sir Alec — saluting him "as a great seaman who has set an example to the youth of Britain and raised our country's prestige in the eyes of the world."

Other speakers were Rear-Admiral J. L. Blackham and the branch chairman, Shipmate J. Siggins.

Death in Spain

The death has been reported of ex-CPO Michael J. N. Wright, at Fuengirola, near Malaga, Spain.

An all-in wrestler, CPO Wright, who left the Service in 1965, took part in Royal Tournament displays.

He spoke fluent Spanish and when he retired from the Royal Navy he went out to Fuengirola to open a bar which had been built for him there.

During the holiday seasons many of his old shipmates visited his bar.

REUNIONS

The 1969 reunion for those who served in H.M. Ships Beagle, Boadicea and Bulldog between 1939 and 1945 will be held in London on May 3. Details — Mr. A. L. M. Back, 56, Coram Street, London, W.C.1. (Tel. 01-837-0535.)

C. J. Stephens, ex-PO, of Orchis, Silver Street, South Cerney, Cirencester, Glos., would like to contact ex-members of H.M.S. Orchis, with a view to a reunion.

The reunion dinner of past and present Royal Yachtsmen will be held at the Royal Beach Hotel, Southsea, on September 13. Tickets and details — CERA B. J. Clear, H.M. Yacht, Britannia.

Survivors of the cruiser H.M.S. Edinburgh, lost while on convoy duty on May 2, 1942, will hold a reunion on May 17. Details — Mr. W. Daly, 15, Windsor Place, The Hoe, Plymouth.

Members of the British Section of the International Submarine and Naval Association are attending the International Gala and Meeting at Sirmione, Italy, from May 2 to 5. Details — Mr. Max I. Winterburn, the National Secretary, 1, Suffolk Street, Cheltenham.

Ex-members of No. 1700 R.N. Air / Sea / Rescue Squadron, Lee-on-Solent and Far East, 1944-1946, interested in a reunion to celebrate the 25th anniversary of the formation of the squadron, November 1, 1944, should contact Barrie Edgar (ex-Lieut. A. B. Edgar, the commanding officer), B.B.C. Broadcasting House, Birmingham, 15.

'Old Junos' raise £56

The total amount raised by the "Old Junos" for the purchase of the silk ensign for the present H.M.S. Juno (February issue) was £56 3s.



Capt. R. D. Cairns, captain First Submarine Squadron, presents EMI D. Double with his commendation.

Saved sub. damage

Two ratings in the submarine H.M.S. Alliance have been commended for bravery during a fire while she was submerged in the Mediterranean. They are EMI Derek Double (23) and M(E)1 Barry Avis (24).

The commendation, from the Flag Officer Submarines (Vice-Admiral M. P. Pollock), said that both "by their alert reaction, efficient handling of the situation and disregard for their own safety undoubtedly prevented more serious damage."

The fire occurred in the motor room and EM Double tried to stop the motor but was badly burned. M(E) Avis remained in the gland space to shut down the pump.



M(E)1 B. Avis

78 in reef rescue

For their work in an "operation which was carried out with great skill and courage," the Commander, Far East Fleet, Vice-Admiral W. D. O'Brien, has officially commended the captain, five officers and three ratings of H.M.S. Fife.

H.M.S. Fife was on passage from Auckland to Suva when she rescued 42 passengers and the master and crew of 36 of the M.V. Tui Lau, which was aground on a reef.

Those commended were Capt. P. G. Lachlan, Cdr. J. Benson, Lieut.-Cdr. G. P. Stock, Lieut. J. A. Holt, Lieut. N. G. Truter, Supt-Sub-Lieut. B. N. Hardisty, PO W. H. McPhillimey, AB R. Walker and RO T. Hodgkinson.



PO W. H. McPhillimey, now of H.M.S. Excellent, whose commendation was presented to him by Excellent's commanding officer (Capt. G. R. Villar).



Supt-Sub-Lieut. B. N. Hardisty and RO(T) T. Hodgkinson hold a sacred whale's tooth presented to H.M.S. Fife by the Governor of the Fijian Islands in thanks for the rescue.

(Photo: Lj Air(Phot) Whalley)

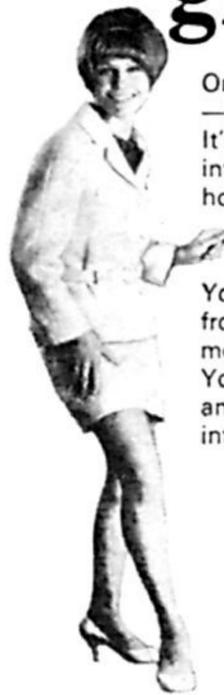
Medals for 11

Eleven Royal Navy officers and men received silver medals in Palermo for help in the Sicilian earthquakes a year ago. The ceremony was held in the Norman Palace, now the seat of the Sicilian Regional Government.



Certificates of commendation were presented at H.M.S. Osprey, RNAS, Portland, by the captain (Capt. E. G. Brown) to four ex-members of the Fife's helicopter flight: Lieut.-Cdr. G. P. Stock, Lieut. J. A. Holt, Lieut. N. G. Truter, and AB R. Walker.

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FILMS RELEASED FOR THE FLEET

Fiery role for Liz as shrew

Among the latest selection of releases to the Fleet by the Royal Naval Film Corporation is the rumbustious "The Taming of The Shrew," featuring that glamorous combination Elizabeth Taylor and Richard Burton.

With plenty of rough humour and some fine acting, there is nothing subtle here to worry those normally afraid of Shakespeare.

The story concerns the two daughters of a wealthy Paduan, the older the shrewish Katharina and the younger the gentle Bianca. While the latter has many suitors, the former has none, and no-one can marry Bianca until a husband is found for the tempestuous Katharina.

Here is the full list of releases:

The Taming of The Shrew — Elizabeth Taylor (as Katharina) and Richard Burton (Petruchio) in a jolly film which tells how a wily, robust lover, woos and then tames a fiery shrew. **No. 719**

Sebastian — Dirk Bogarde and Susannah Yorke. A highly original, slightly way-out light thriller with some engaging comedy. Sophisticated in appeal, it should be especially palatable to those who like something different (Paramount). **No. 720**

Prudence and The Pill — Deborah Kerr, David Niven. A sex comedy, the story is lushly and amusingly presented. Its lack of seriousness hardly makes it offensive and the film makes good light entertainment (20th Century-Fox). **No. 721**

The Battle For Anzio — Robert Mitchum, Peter Falk. An ingenious film about a war correspondent concerned with the assault at Anzio in 1944. The realism and tension are acute (Columbia). **No. 722**

Custer of The West — Robert Shaw, Mary Ure, Robert Ryan. Dramatic biography at epic



SHOWING A BIT OF SPIRIT

The fiery Katharina (Elizabeth Taylor) has a word or two to say for herself in "The Taming of the Shrew."

£1½m. order for patrol boats

An order for three gas-turbined fast patrol boats — the first for ten years — has been placed by the Ministry of Defence with Vosper Thornycroft. Total value of the order is over £1,500,000.

The boats — the first to be delivered in May, 1970 — will be unarmed, the craft being required as radar targets, but deck strengthening will enable later fitting of power-operated guns or guided missiles and torpedoes.

Although fitted with only two engines the new boats will have a speed exceeding 40 knots. It is understood that space is being left for a third engine, if necessary.

H.M.S. Fearless arrived at Cyprus on February 17.

length of the almost legendary American hero of the Old West. Magnificently pictorial with large-scale battle scenes wonderfully staged. Fine entertainment for Western fans (Cinerama International Release Organization). **No. 723**

Five Card Stud — Dean Martin, Robert Mitchum. The story has an intriguing mixture of mystery and gunplay and the tension never loses its grip. Western fans should really enjoy this one (Paramount). **No. 724**

The path that Jack built

Children from the hamlet of Mankok, on an island not far from Hongkong, can now walk to school along a splendid hillside concrete footpath — thanks to the efforts of officers and men from H.M.S. Diana.

About 50 volunteers helped in the arduous task and in one week 100 yards of concrete were laid.

Mankok is on the island of Lantau and there are about 50 villagers, including 15 children. Nearest school and market are more than five miles away and until recently there was only a dirt track.

Cement and equipment for the footpath was ferried in by MFV, and each hundredweight bag carried half a mile to the site. Sand in rucksacks was carried from a beach a third of a mile away and water taken from the village in the valley below.

Rainier's visit

When H.M.S. Troubridge visited Monaco, Prince Rainier, accompanied by his son Prince Albert, paid a private visit to the frigate.

They toured the ship from bridge to engine room, meeting officers and men.



Mrs. David Llewellyn (above), wife of the captain of H.M.S. Diana, formally opens the new path in pouring rain. In return, villagers presented the Diana with a pennant. Right, Lieut. P. Willis-Fleming, Lieut. P. Booth and AB Mason carry sand for the footpath.

Victorious sought as German 'show' ship

The 35,500-ton aircraft carrier Victorious, in Portsmouth harbour awaiting disposal, is wanted by a West German commercial trade commission as a floating exhibition and museum.

They are reported to be prepared to offer a greater sum, than the scrap value of the ship, which was visited by a party of Germans when she was put out to tender for sale.

The Victorious could be made

seaworthy fairly quickly and capable of sailing to various ports to exhibit German goods for world-wide sale.

The carrier, in which there was a serious fire in November, 1967, was taken out of commission in March, 1968.

Built by Vickers-Armstrong at Newcastle in 1941, the Victorious fought from the Arctic to the Bay of Biscay. She was virtually rebuilt at Portsmouth during 1950-58.



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Getting to know you

Fleet Air Arm falcon (Miss) Jura, on the right, meets R.A.F. falcon Fred. Jura is one of the falcons used for bird scaring at R.N. air station Lossiemouth, and these falcons have saved many thousands of pounds worth of damage to naval aircraft.

Fred is on "holiday" from R.A.F. Abingdon, where he is mascot of the R.A.F. parachuting team, the Falcons. Under the care of PO Jock Wayte, who runs Lossiemouth's falconry, Fred is making good progress.

EVEN VOLCANOES WERE QUIET

Ships visit Italy

Two volcanoes and a sunny Italian town receiving its first Royal Navy visit for 12 years sounds a good combination for excitement and merrymaking, but events did not turn out quite like that for H.M. ships Leopard and Mohawk.

They were at Reggio, southern Italy, across the Straits of Messina from Sicily. The people were friendly, the weather lovely, but unfortunately the

arrival of the two ships coincided with a national holiday week-end.

Ordinarily there is not a lot in the way of entertainment, but what little there was had closed. Language difficulties were also troublesome, few of the townsfolk having any knowledge of English.

Sandy beaches and sunshine

helped to cheer the visitors — and there was also the hope of some pyrotechnics from Mount Etna or Stromboli.

Alas, even the volcanoes had caught the spirit of the holiday week-end, and all was quiet.

ROME AND NAPLES

The Leopard was busy filling in six months between recommissioning and the start of a refit, and the programme included a visit to Gibraltar and taking part in Exercise Eden Apple.

For some younger members of the ship's company, Gibraltar was their first time ashore outside Britain, and the sun, sand and blue sea were appreciated.

Another place visited was Gaeta, on the west coast of



Fine shot at speed of H.M.S. Leopard, recently active in the Mediterranean.

Italy, from which groups enjoyed sightseeing trips to Rome, Naples and the extinct volcano Mount Vesuvius.

The Leopard lost a soccer game with H.M.S. Troubridge, and a combined XI from both ships lost 3-0 to an Italian Army XI.

Duncan dog aids blind

H.M.S. Duncan has given its name to a guide dog for the blind, whose purchase and training have been paid for by fund-raising efforts in the frigate.

These efforts have ranged from beard-growing competitions while on Icelandic fishing patrol, to raffles, and on the ship's return to Portsmouth in February the target of £250 had been reached.

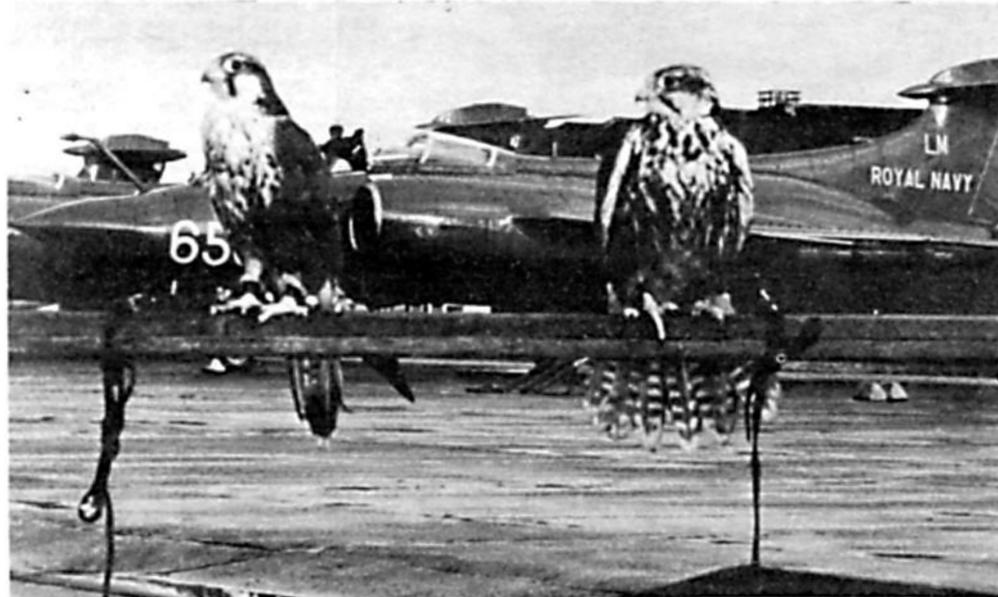
The Duncan's first lieutenant, Lieut. B. E. Seath, POM(E) Lewington, L/S Lucas, and LM(E) Proud went to Leamington to present the cheque to the Guide Dog Association. Chief EA Cadman, who did much to raise the money, was unable to attend because of ill-health.

After presentation of the cheque, the members of the ship's company toured the establishment and saw dogs being trained.

Two frigates off to the East

Bound for the Far East, the frigate H.M.S. Jaguar sailed from Portsmouth at the end of January, under the command of Cdr. M. C. Clapp.

She was followed east next day by the Leander-class frigate H.M.S. Argonaut, commanded by Cdr. M. J. Garnett.



APPOINTMENTS

Three medical officers, Surgeon Commodore N. S. Hepburn, Surgeon Captain J. Watt, and Surgeon Captain R. P. Phillips, are to be promoted to surgeon rear-admiral.

Surgeon Commodore Hepburn is to be promoted to date June 30, 1969, and is appointed Command Medical Officer and Medical Officer in Charge, Royal Naval Hospital, Haslar, on the same date.

Surgeon Captain Watt is to be promoted to date September 22, 1969, and is appointed as Medical Officer in Charge, Institute of Naval Medicine, Alverstoke.

Surgeon Captain R. P. Phillips is to be promoted to date October 3, and is appointed Command Medical Officer and Medical Officer in Charge, R.N. Hospital, Plymouth, on the same date.

Rear-Admiral J. E. L. Martin was appointed as the Director General, Naval Personnel Services and Training to date February 17.

Other appointments recently announced include the following:

Capt. P. G. La Niece, Neptune in command, and as Supt. Clyde S/M Base, and

as Commodore Clyde, May 7. (To serve in the rank of commodore.)

Capt. T. E. Fanshawe, Afrikander May 2, and as Senior British Naval Officer, South Africa, and Afrikander in command. (To serve in the rank of commodore.)

Capt. L. D. Dymoke, Captain, Reserve Ships, Portsmouth, March 31.

Capt. P. G. Loasby, London in command, June 28.

Capt. D. S. Scott, Fife in command, June 5.

Capt. C. H. Hammer, Captain, R.N. College, Greenwich, May 9.

Capt. R. L. Eveleigh, Goldcrest in command, May 20.

Capt. I. G. Raikes, Kent in command, January 27.

Capt. D. J. Bent, Ashanti in command, March 3.

Capt. D. B. Morison, Mohawk in command, July 8.

Cdr. A. M. G. Pearson, Puma in command on commissioning for trials and service.

Cdr. N. Bearne, Bacchante June 30 and in command on commissioning for trials and service.

Cdr. B. Pridaux, Lynx in command, July 22.

Cdr. J. P. Gunning, Wiston in command, March 7.

Cdr. J. A. Rogers, Maxton in command and as Senior Officer, 6th MCM Squadron, May 6.

Lieut.-Cdr. M. J. Jones, Manxman in command, January 31.

Lieut.-Cdr. R. Wren, Fulmar for 803 HQ Squadron in command, May 22.

Lieut.-Cdr. G. L. Shaw, Heron for 766 Squadron in command, July 23.

Lieut.-Cdr. T. J. Bolt, Heron for 893 Squadron in command, April 2.

'Uniform' strip for boxers

The combined Services boxing champions will be "uniformly" attired when they meet Wales in the Amateur Boxing Association quarter-finals at R.N. Barracks, Portsmouth, on April 4.

The Services champions have, up to now, worn their own Service colours when boxing for the Combined Services, but a new strip — light blue vest with red piping and navy blue shorts — has been specially designed.

SPORTS FIXTURES

MARCH

5 and 6 — Boxing: Team and Individual Open championships, R.N.B., Portsmouth.

5 to 7 — W.R.N.S. hockey: Inter-Service championships, R.A.F. Coltishall, near Norwich.

7 — Cross country: Inter-Service championships, H.M.S. Dryad.

8 — Cycling: R.N. 25-mile Time Trial, Plymouth.

9 — Hockey: R.N. v. Old Kingstons, Hampton Wick, Kingston, Surrey.

12 — Rugby: R.N. v. Newport, Newport.

15 — Boxing: C.S.B.A. Junior championships, R.N. v. Army, Junior Leaders, Royal Sigs., Dover.

— Cross country: Combined Services v. English Cross Country Union and British Universities Sports Federation, H.M.S. Dryad.

— Hockey: R.N. v. Surbiton, Park Royal, Acton.

16 — Hockey: R.N. v. Acrostics, Surbiton.

15 and 16 — Hockey: England Training Week-end and England XI v. England Under-23 XI, H.M.S. Ganges.

19 and 20 — Boxing: Combined Services senior championships, R.N.B., Portsmouth.

19 — Soccer: R.N. v. Army, Victory Stadium, Portsmouth.

— Hockey: R.N. v. Civil Service, Chiswick.

— Rugby: R.N. v. Bristol, Bristol.

22 — Cycling: R.N. 25-mile Time Trial, Plymouth.

24 — Hockey: R.N. v. Army, Aldershot.

24 to 26 — W.R.N.S. Netball: Inter-Service championships, Aldershot.

26 — Soccer: R.N. v. R.A.F., R.A.F. Uxbridge, Middx.

28 and 29 — Basketball: Inter-Service Senior and Junior championships, Aldershot.

29 — Rugby: R.N. v. R.A.F., Twickenham.

30 — Rugby: Combined Services v. London Welsh, Richmond.

— Basketball: Combined Services v. A.B.B.A. and English Schools B.B.A., Aldershot.

31 — W.R.N.S. badminton: Inter-Service championships, Lee-on-Solent.

APRIL

1 — W.R.N.S. badminton: Inter-Service championships, Lee-on-Solent.

— Rugby: R.N. v. Fettesian-Lorettonians, Edinburgh.

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FIGHT TO PRESERVE THE NAVY'S LAST CONVENTIONAL CRUISER

Belfast in 'battle'

H.M.S. Belfast under way: A battle veteran, she saw action in the Second World War and in Korea. Present armament includes 12 6-in. guns, eight 4-in. and 12 40mm.

CITIES BID FOR MUSEUM AFLOAT

H.M.S. Belfast — last of the line of the Royal Navy's conventional cruisers — may soon be in battle again, but a somewhat different engagement from the kind she knew in the last war.

Plans are afoot to convert this veteran big ship into a floating maritime museum and the battle may concern not only IF she is to be preserved, but WHERE.

Already both Portsmouth — where she is now HQ ship of the Reserve Ships organization — and Plymouth have staked their claim, and the matter has been raised in Parliament.

Answering a written question, the Minister for the Arts (Miss Jennie Lee) said, "I am considering a proposal for converting H.M.S. Belfast, when it is decommissioned, into a floating extension of the National Mari-

time and Imperial War museums.

"Portsmouth has already been suggested as a location but, if it is decided to proceed with the proposal, I will certainly bear in mind the claims of Devonport and other places."

Meanwhile, naval historians backing the Belfast scheme reflect ruefully on the failure to keep H.M.S. Vanguard, last of the great line of British battle-

ships. Long ago, the heavy battle-ships disappeared and one by one the cruisers, too, have been towed off to the scrapyard or sold to foreign navies.

Now, of all the large ships which fought under the White Ensign in the Second World War, the 11,550-ton Belfast is, with the exception of the carrier H.M.S. Victorious, the sole survivor in our possession.

The Belfast, largest displace-



ment cruiser ever to see service with the Royal Navy — she was 15,000 tons fully loaded — has a distinguished war record.

Bellerophon keeps ships 'at ready'

The plan to preserve H.M.S. Belfast throws into focus the work of the Reserve Ships organization, Portsmouth, which goes under the generic term of H.M.S. Bellerophon, of which the Belfast is headquarters ship.

Spearheading the Bellerophon's work is the standby squadron, which keeps destroyers and frigates at readiness should the active fleet require them. These ships are taken to sea regularly and tested, and any defects are rectified.

Maintenance ships are kept in static reserve, but are closed down and dehumidified so that they need minimum maintenance. One maintenance ship, H.M.S. Berry Head, has recently been brought out of reserve for service in the Far East.

TRAINS CADETS

The Bellerophon also looks after ships on the disposal list and her company undertakes many other jobs, including sea acquaintance training for Sea Cadets and C.C.F. units. Bellerophon-Belfast is the "parent establishment of four schools with R.N. sections in their C.C.F., and each unit visits the Belfast at least once a term.

The Bellerophon has her own Royal Marines detachment, which lives on board a Type 15 frigate, H.M.S. Volage.

The Volage is used as a seamanship training ship for R.M. recruits and R.M. detachments destined for Tribal and Leander frigates, H.M.S. Blake and the ice patrol ship, H.M.S. Endurance.

Name origin

There have been four Bellerophons before the present organization — all of them sea-going ships. The first was launched in 1786 and the fourth was a battleship which fought at Jutland. The name derives from a character in Greek mythology who was given the task of slaying a monster. Assisted by his winged horse Pegasus, he succeeded.



ACROSS

- 1—As jewellery it's not really worth much (7)
- 5—You won't be popular if you have just done this to your partner's ace (7)
- 9—Fabulous man? (5)
- 10—They get bigger in arithmetical progression (9)
- 11—Soon, come Christmas? (9)
- 12—Work in the musical line (5)
- 13—Engagements at Covent Garden? (5)
- 15—Weather forecaster in the hall (9)
- 18—Severe word (9)
- 19—The ladies are honoured (5)
- 21—Spot in the desert (5)
- 23—What the ex-chef who should have gone to prison did! (4, 5)
- 25—Dress items you are unlikely to get buttoned up (4, 5)
- 26—Kicking partner! (5)
- 27—Doesn't stay in a nightie (7)
- 28—That mountain there! (7)

DOWN

- 1—Got you! (7)
- 2—He's got a job, looking into things! (9)
- 3—Hill I find in France? Not exactly (5)
- 4—Order by progress-chasing furniture maker? (9)
- 5—Agree on a label (5)
- 6—Uninformed get into the Services by forgetting a letter! (9)
- 7—Beat to give you beans (5)
- 8—Grieving giant? (7)
- 14—Footwear for the brainy? (9)
- 16—Nose of the girl who turned up a bit short? (9)
- 17—Start off with a beat to avoid committing yourself (9)
- 18—Given away as you bought the week's supplies? (7)
- 20—The sort of chap who may be helping the police? (7)
- 22—Do a bit of rescue work (5)
- 23—Take it with a pinch of mustard (5)
- 24—Light often used to help you to recognize a horse (5)

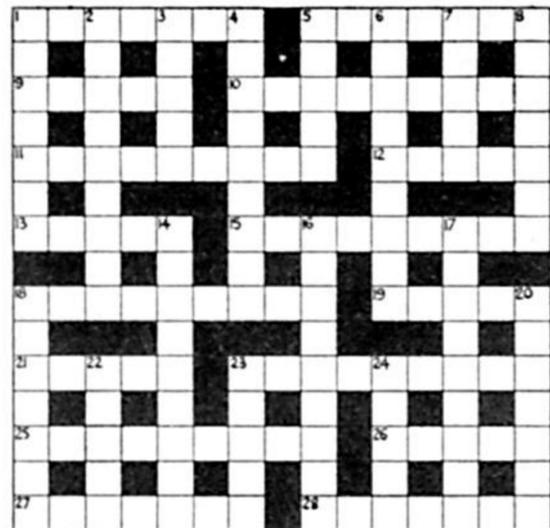
Solution next . . .

Win £10 for a crossword

In response to many requests from readers, Navy News is to try a crossword competition.

For this puzzle, entries close on March 27, and the sender of the first correct solution opened will receive £10 worth of savings certificates.

Another crossword will appear next month, when the winner of this competition will be announced.



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Disc brakes for new warships?

Disc brakes to stop propellers in a matter of seconds may be fitted in future warships with gas turbine machinery.

Already the frigate Exmouth has had a disc brake fitted. This ship, converted to all gas turbine machinery, has been acting as trial ship for the new propulsion system, a combination of the Olympus engine for full speed and Proteus engine for cruising.

The disc brake is needed because the gas turbine must continue to pass the hot gases through the power turbine after the order to stop engines, and means have to be found to slow down both the turbine and propeller shaft.

H.M.S. Dauntless, the W.R.N.S. training establishment near Reading, will move to Southwick Park, Portsmouth.

PATTERN OF SERVICE

Winter sunshine and rippled sea combine to provide an attractive background for a warship pattern.

The scene: off Portland during the visit of the NATO Standing Naval Force Atlantic, for weapon training.

The six ships are: the Netherlands destroyer Limburg, Norwegian frigate Stavanger, Netherlands frigate Van Nes, United Kingdom frigate Dido, Norwegian frigate Narvik and U.S. destroyer Vesole.

This year marks the 20th anniversary of NATO and, after the work-up at Portland, the ships took part in NATO fleet exercises and visited member countries.

During the Portland visit, the Flag Officer Sea Training, Portland (Rear-Admiral J. C. Y. Roxburgh), called on Commodore B. Veldkamp, commander of the Standing Force.



This is Ray Towell. Aged 46. He's married with three children; Kathleen 21, Gordon 16 and Susan 7, and has his own house at Stone in Staffordshire.

He served in the Royal Navy for 24 years. When he came out under the premature retirement scheme he was a Marine Engineer officer.

That was seven years ago. And seven years ago, Ray Towell chose Michelin out of many companies as the one offering the best opportunities for him in a civilian career.

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Ray Towell is doing well in his civvy street career at Michelin. So are many other ex-servicemen. Michelin want more like them . . . men with an ambition to carve out

a new, progressive management career in production, engineering, work study or personnel.

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(This Royal Navy man did)



MICHELIN IS WHERE THE CAREER JOBS ARE

But it's the wife who cooks at home



Who prepares the food when the head of the house is a cook by profession? On the evidence of a Far East Fleet competition it's the wife, for, although the Navy has some excellent cooks, they seem quite happy to leave domestic cuisine to their partners.

One man who normally leaves it to his wife is CPO Cook Raymond Steer, of H.M.S. Dainty, who collected three firsts in the contest — for galley-baked bread, decorated sponge and senior section cakemaking. But in the Navy, he says, "I just love cooking."

When asked if he cooked at home, Chief Cook Andrew Hogg, of H.M.S. Glamorgan, answered firmly, "No — my wife is a very good cook." Chief Cook Hogg baked a magnificent cornucopia and wheatsheaf centrepiece for the contest.

New church for Rosyth

The foundation stone of St Columba's Church, Rosyth, was laid on January 29 by the Flag Officer, Scotland and Northern Ireland (Vice-Admiral I. L. M. McGeoch).

The church will replace the existing Church of Scotland church in McGrigor Road.

CPO Cook R. Steer (above) with awards gained in the Far East Fleet cookery competition. Below, Chief Cook A. Hogg.



General Lyman L. Lemnitzer, Supreme Allied Commander Europe, visited the Clyde submarine base at Faslane after calling at the NATO headquarters at Northwood.

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In training for Service games

The 14-strong Navy hockey squad are preparing to provide a fit, hard-running, hard-tackling team which, it is hoped, will give the Army and R.A.F. tough opposition in the important Service games.

Preparations for these games began with a coaching and training week-end organized by the Senior Hockey Association coaches which the Navy is fortunate to have — Lieut. R. A. Hooper, R.M., Lieut.-Cdr. B. W. C. Middleton and C.P.O. (P.T.I.) J. Binks.

Despite bad weather, the selectors ensured that the final group of players were introduced to the physical strains of modern top-class competitive sport.

Cancellations because of poor weather delayed the team-building process, but by mid-February the Navy had played four games.

They started with a 2-2 draw with the Hawks after the coaching week-end, then lost 5-0 to

HOCKEY NOTES BY MEREDITH

Cambridge University and 2-0 to Oxford.

Despite these defeats, the Navy side improved in the face of two fit and skilful teams, and the lessons were so well learned that they went on to defeat the Civil Service 3-1.

The Navy squad consists of a balance of experience and youth. There are five players from last year's final side — David Wilson, who is captaining the team, Simon Cook, Bill Ellison, Simon Petter and Chris Weedon, all of whom are playing well.

Somerville, Revel, Little, Dunlop and Jones have played for the Navy at different times, while Collins, Hammond, Dovey and Hooper are newcomers to the final squad.

CHAMPION HAD NEW SHOES

PORE D. McFadzean, cross-country champion of the Navy since 1963 with only one interruption, lost his title at H.M.S. Dryad in February.

He relinquished it to CAM J. Clare from Lossiemouth, who completed the gruelling six-mile course in 32min. 54sec.

PORE McFadzean, who finished third behind CAM Clare and E.M. P. Horwood (H.M.S. Daedalus), was first to congratulate the new champion.

CAM Clare wore new-style running shoes for his first Navy championship win. The shoes had rubber studs and gave him a secure grip on the heavy course.

With the first three places going to Naval air command, their retention of the Inter-Command challenge Cup was assured.

In memoriam

Roger E. Steen, REM1 P/098198, H.M.S. Victory, January 3.
William Dawson, PO. D/JX.905079, H.M.S. Rhyl, January 12.
John H. Tunaley, REM1 D/MX.915917, H.M.S. Collingwood, January 25.

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Heading for Cape Horn

Lieut.-Cdr. Nigel Tetley, taking part in the solo round-the-world yacht race, stopped in Otago Harbour, New Zealand, early in February.

After handing over films, diaries, and letters, he sailed on in his yacht Victress towards Cape Horn.

The race organizers said that when Lieut.-Cdr. Tetley sailed past Stewart Island his was the third yacht and the first trimaran in the race to enter the Pacific.

To mark his 45th birthday and retirement from the Royal Navy, he arranged a special lunch of prawns and octopus.

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INTER-SERVICE TUSSLES

Outstanding wins by Bob Stafford, now an old campaigner, gave the Navy a good start in the boxing matches with the Royal Air Force and the Army.

The Army match took place in H.M.S. Pembroke on February 6, resulting in a win for the Army by seven bouts to four (18 points to 15).

The match against the R.A.F. at Halton on February 19 was a win for the Navy by seven bouts to four (18 points to 15).

BOXING NOTES BY PUNCHER

Representing the Royal Navy for the first time were OS Sam Cleaver (H.M.S. Excellent), AB Mick Harvey (H.M.S. Ulster), Mne Dennis Morgan (45 Cdo), Mne Bob Pearson (41 Cdo), and L. Std George Brown (H.M.S. Eagle). They all boxed well and should be useful assets to the team.

The Army team included several seasoned boxers — L. Cpl Gove, Sig. Carr, Kgn Doglay, Colin Booth (who has boxed for England) and George Cutts (who has boxed for Wales) — but wins by Tony Oxley and Peter Voce, at welterweight, kept the Navy in the match, which was level after eight bouts.

It was unfortunate that George Harris was on international duty for England, and our

light-heavyweight, Cpl Bill Newton, broke a bone in his thumb in a bout prior to the match.

RESULTS

Fly: PO R. Stafford beat L/Cpl Gove on points.
 Bantam: LST Oxley beat Sig. F. Carr on points.
 Feather: Mne D. Morgan lost to Cpl R. Handley on points.
 Light: Cpl D. Burton, RM, lost to Kgn J. Doglay on points.
 L/Welter: Mne R. Adam lost to Cpl C. Booth on points.
 Welter: AB P. Voce beat Cpl G. Cutts on points. L/Cpl R. Hall, R.M., lost to Pte Dimmick on points.
 L/Middle: Cpl P. Bradnam, RM, lost to Sgt. J. Kelly (Referee stopped contest in second round).
 Middle: Cpl J. Laing, RM, beat L/Cpl B. Walker on points.
 L/Heavy: Mne R. Paterson lost to Sgt. K. Speed on points.
 Heavy: LS C. Cotton lost to Gdsn R. Clifton, referee stopping the contest in the third round.
 In a special bout OS S. Cleaver beat L/Sgt A. Coates on points.

TEAM ADJUSTMENTS

Some major team adjustments had to be made for the R.A.F. match. Bob Paterson could not travel, Cpl John Laing and Cpl R. Hall boxed as light-heavy and light-middleweight, respectively, and L/Std George Brown had to shed a few pounds in order to fill the bantamweight vacancy.

As expected, the bout of the evening was our C.S.B.A. light-weight champion, Cpl Dave Burton, versus SAC G. M. Richards, both of whom were on the C.S.B.A. tour in Sweden. Burton managed a good points win.

Mne Ron Adam, light-welter, had a good win over the R.A.F.

champion, and OS Sam Cleaver, boxing as first string welter, outscored the experienced Cpl I. Kennedy, and will take some stopping in the Royal Navy championships.

His probable opponents, AB Peter Voce and Cpl Nobby Hall, both looked good, Voce stopping SAC J. McCafferty in 30 seconds with a combination of devastating punches, and Hall losing narrowly to the R.A.F. middleweight champion.

George Harris, back in the

team after his England debut, was too experienced for the game R.A.F. champion, L.A.C. T. R. Edwards.

RESULTS

Fly: PO R. Stafford beat SAC Foxe on points.
 Bantam: L/Std G. Brown lost to SAC G. McMahon, referee stopping the contest in the third round.
 Feather: Mne D. Morgan lost to LAC Gibbons on points.
 Light: Cpl D. Burton beat SAC G. Richards on points.
 L/Welter: Mne R. Adams beat SAC A. Pilgrim, the referee stopping the contest in the third round.
 Welter: 1st string, OS S. Cleaver beat Cpl I. Kennedy on points. 2nd string, AB P. Voce beat SAC J. McCafferty.
 L/Middle: Cpl R. Hall lost to LAC M. Reddan on points.
 M/weight: AB M. Harvey beat Cpl R. Burgess on points.
 L. Heavy: Cpl J. Laing lost to AC A. Deans on points.
 Heavy: RO C. Harris beat LAC T. Edwards, the referee stopping the contest in the second round.



Cpl. D. Burton, R.M., the C.S.B.A. light-weight champion, who in the match against the R.A.F. won in the bout of the evening.

Navy pound Army line but only draw

For the first of the Services triangular tournament Rugby matches, played at Twickenham against the Army in February, the Navy side contained a dozen United Service (Portsmouth) players.

The game was a hard one, the result being a three points-all draw.

The cohesion and combined pattern of going forward which the Navy had shown against Oxford University 10 days earlier never developed in a match which was played in brilliant sunshine but Arctic cold.

ENERGY RESERVES

The Navy scored first and the Army, who hold the title, equalized just before half-time. In the last quarter of an hour, the Navy, finding unsuspected reserves of energy, pounded the Army line. With more steadiness they could have won.

In the pack lay the Navy's main strength. They conceded nothing at the line-out, had slightly the better of the set scrummages, and Hallett, Milnes and Co. marauded effectively among the Army backs. Gibson apart, the Navy three-quarters did not look penetrative, though Glyn Jones at stand-off half showed some neat touches.

Tuffley kicked the Navy's penalty soon after the start and Campbell scored the Army's try.

In their earlier match against Oxford University at Oxford,



Welterweight bout: AB P. Voce (left) and Cpl. G. Cutts, of the Army. Voce defeated Cutts, who is a Welsh international.

roused themselves with magnificent spirit.

While they were gradually proving themselves fitter than the university, they also set up some exciting attacking positions. Anthony, Milnes and Godfrey did great work in this phase.

Hambrook, Gibson and Anthony completed fine movements with well-taken tries and Tuffley kicked two conversions.

The following day the Navy defeated Hampshire 11-nil at Portsmouth. After the demanding game at Oxford the Navy were rather sluggish up front. Their three-quarters were alert enough in attack to score one good try and to create another, but at times made mistakes when tries were in the offing.

A neat break by Gareth Jones, running on the blind side, started the first. Anthony and Goodwin worked the ball for Jackson to go over.

Gatehouse barged through for the second soon after half-time. The third involved Gibson's quick wittedness. Helped by Davies and Hambrook, he deceived the cover, turned inside two men, and accelerated over 30 yards to leave Tuffley a simple conversion.

SPLENDID MATCH

On February 22 the Navy had a splendid match at Portsmouth against the Harlequins.

The result — a 12 points to eight win for the 'Quins — was a fair one, the strength and maturity of the visitors turning an eight-nil half-time deficit into a win with four first-class tries in the second half.

Skilful in spite of results

From a results point of view this season has not so far been very successful for the Navy soccer team, yet they have played some encouraging football.

A quite skilful, enthusiastic and industrious squad simply have not taken their chances and scored as often as they might, while in defence the odd lapse has resulted in the other side scoring.

These errors have sometimes come towards the end of games, resulting from slack marking.

The Navy defence has played some good football, bringing the ball away in a controlled manner, but there are times when any sort of clearance would be preferable to goals against.

Bad weather has reduced the number of games recently, but the match against Devon and Cornwall at Home Park, Plymouth, was possible. The counties won 5-2, but the Navy played well against a strong side and at half-time were, in fact, leading 2-1 and playing with great skill and purpose.

ENJOYABLE GAME

But four goals by the counties in the second half sank the Navy, who at first looked like going further ahead. One of the counties' goals came from a breakaway and was suspected by some people of being offside, and another came after the Navy had, under pressure, conceded a penalty.

It was an enjoyable game and both sides put up good performances.

Some people might wonder if the fixture list is too strong for the Navy, but this is not really so.

STERN TEST

Admittedly, some of the opponents are of a very good standard. Playing against county sides such as Sussex, Essex, Berks and Bucks, Surrey, and Kent — each with their Isthmian League, F.A. or even international players — is a stern test,

SOCCER NOTES BY BENBOW

but this is the desired level at which to operate.

Playing against weak teams might produce better results but would not improve the standard of Navy football. There must come a time when the Navy will not only be a match for these

strong teams, but will register a series of wins throughout the season.

INTER-SERVICE

In the inter-Service tournament the Navy should be able to take on with plenty of confidence the Army at Pitt Street on March 19 and the R.A.F. at Uxbridge on March 26.

Each of the Service teams, which are all of the same level, are in with a chance and, with their spirit and skills, the Navy could again be champions, as they were in 1964 and 1966.

Support at these games is a "must" and it is hoped that many will go along to cheer the Navy on to another victory.

BEAT RUSSIANS



Team from the frigate H.M.S. Leander which beat the Russians by five seconds in the rowing race at Ethiopian Navy Day celebrations at Massawa.

Team members were: Back row, left to right, L/Cook Tench, PO Hart, AB Stott, AB

Taylor, L/S Cotton, LM(E) Paine, CPO Cathcart, AB Crossley, Lieut. Rowe. Front row, AB Haines, L/S Watkins, M(E) Brophy, L/S (PTI) Lowndes.

In the tug-of-war final, the Leander beat the French in two straight pulls, and she finished runners-up in the athletics events.

RUGBY NOTES BY NIMROD

opposition these days. The Navy demonstrated this quite forcibly by running in three beauties in the second half, when their forwards almost took command.

Oxford had to rely on the deadly accuracy of Heal's round-the-corner instep place-kicking for their victory. He made three conversions and kicked the penalty goals.

The Navy scored two goals and a try against three goals and three penalty goals. At half-time Oxford were leading by 21 points, but the Navy forwards

Badminton champions

Portsmouth Command convincingly won the W.R.N.S. inter-command badminton championship, held in February at H.M.S. Daedalus. They lost only three of their 18 games and the final result was: Portsmouth 15 wins, Plymouth seven, and Air Command five.

Portsmouth's first pair, 2/O Susan Hogg and 3/O Pam Wedgwood, combined well and won all their six games in straight sets. 3/O Rosemary Ball and PO Wren Deirdre Watkinson, Portsmouth's second pair, dropped only one game — when Plymouth and R.M.'s first string narrowly defeated them in three sets.

Playing first pair for Plymouth and R.M., P.O. Wren C. Lees and Chief Wren B. Jones also won five games.

SINGLES

P.O. Wren Watkinson (H.M.S. Dauntless) regained the W.R.N.S. singles championship when she defeated 3/O Wedgwood in the final 11-3, 11-6.

There was a record entry of 37 for the singles, and the other semi-finalists were 3/O Jo Jolly and Wren Sue Williams.

In the Portsmouth Command W.R.N.S. singles championship, held previously at Portsmouth, 2/O Hogg (H.M.S. Dryad) regained the title when she defeated P.O. Wren Watkinson in the final 11-5, 11-8.

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Navy's Cresta victory

New record is set

The Navy won the Prince Philip Trophy in the Services championships on the Cresta run at St Moritz in February with the quickest aggregate time ever recorded for the best four riders from a team of six.

In second place was the R.A.F., with the Army third.

The Navy's total time of 11min. 33.6sec. was six seconds faster than the previous record for the event.

The Lord Trenchard Trophy

for the best individual aggregate went to Capt. M. D. Cavan, of the Royal Marines, winning with an aggregate of 2min. 51.6sec.

Sq. Ldr. I. P. Brotherton, of the R.A.F., was second and the Navy's Lieut.-Cdr. C. P. Allen took third place.



The Navy Cresta team were favourites for the inter-Services championship — and in winning created a record. From the left, Lieut.-Cdr. C. P. Allen, of R.N. Test Squadron, Boscombe Down; Lieut.-Cdr. A. H. Wilks, commanding officer, H.M.S. Belton; Capt. M. D. Cavan, Royal Marines, Amphibious Training Unit, Poole, Dorset; Lieut.-Cdr. R. J. Wright, H.M.S. Bulwark; Cdr. S. Idiens, commanding officer, H.M.S. Penelope; Lieut. R. G. Parker, 899 Naval Air Squadron, R.N.A.S. Yeovilton.

Professional approach, amateur game

SPORTSMAN OF THE MONTH

This season's Royal Navy Rugby football captain, Lieut. Tony Hallett (23 years old and 203lb.) is a man of strong views on the game and an intense dedication to its principles.

He learned his rugger at Ipswich School, where he captained the 1st XV.

In 1963 he joined the Navy, entering Britannia Royal Naval College, Dartmouth, where he was a regular member of the first XV and was captain in 1965.

Since then, he has appeared regularly for Oxfordshire — 19 games and his county cap — and for the Royal Navy, with six caps to his credit so far.

French Armed Forces in 1966 and 1967.

He says that two personalities who have had a great influence on his attitude to the game have been Geoff Windsor-Lewis, ex-captain of Oxfordshire, and Mike Davis, of the Royal Navy and England.

Both taught him to be dedicated to winning the game and to concentrate on the game both before and during the game.

He believes in team practice two or three times a week and in the constant discussion of tactics and ideas by players, coaches and others.

Rugby is one of the major sports in which the Royal Navy takes part and only by constant dedication and practice can it be hoped to improve performance against the best sides in the country.

In short, Tony Hallett demands the professional approach to what is still a very amateur game.



Lieut. Tony Hallett

Strong side

Oxfordshire have been very strong recently, having reached the semi-final of the county championships once, and the quarter final twice, in recent years.

Lieut. Hallett, who is now serving on the staff of the Commander-in-Chief, Portsmouth, and is team secretary to United Services (Portsmouth), played for Southern Counties against the Australians in 1967 and for Combined Services against the

PENTATHLON

Portsmouth Command Modern Pentathlon Committee plan to enter teams and individuals for the R.N. tetrathlon (excludes riding) at Eastney on April 10-12, and the Army championships at Aldershot on July 30-August 3.

Selection for the Army championships and, if possible, for the navy team to take part in the inter-Service championships will take place during the tetrathlon meeting.

SQUASH GIRLS GO 'NAP'

The R.N. women's squash rackets team have won the inter-Services championships for the fifth year in succession.

Final results of the championships, held at R.A.F. Cranwell, were Royal Navy 8, R.A.F. 4, Army 3.

The event provided some exciting games, and 2/O S. J. Hogg, captain of the R.N. women's team, had a highly successful series playing at No. 2.

NAVY TEAM

The Navy team were: 1st string, 2/O M. J. J. MacColl, 2nd 2/O S. J. Hogg, 3rd 3/O M. E. Cutts, 4th P.O. Wren J. Lomax, 5th 3/O L. E. Beer.

Earlier, the R.N. women played two matches at the Royal Naval College, Greenwich. Against the Cumberland Club they won 2 and lost 3, and against Priory (Blackheath) they won 1 and lost 4. Very good for experience, if not for morale.

In February three Navy players were members of a Combined Services team which beat Combined Universities 4-1. The Navy players were 2/O MacColl, 2/O Hogg and P.O. Wren Lomax.

Favourite won

Winner of the Navy squash rackets championship this year was the favourite, Lieut. R. M. H. Bawtree, of H.M.S. Tartar, who beat Lieut.-Cdr. H. L. R.

Rump in the final by three games to nil.

Lieut. Bawtree, who had not been able to practice as much as he would have wished, made many mistakes in earlier rounds, but when the vital matches came he showed that he is the outstanding naval squash player of the day and took the title for the fourth time.

Earlier there was plenty of excitement when Lieut.-Cdr. J. Colbeck (seeded No. 7) beat Lieut. B. P. Toft (seeded No. 2) in a hard-fought quarter final.

In the semi-finals Capt. B. K. Shattock, who had won the title four times, took the first game from Lieut. Bawtree, who then won the next three games very quickly.

PLATE COMPETITION

The plate competition, open to those knocked out of the main tournament in the first two rounds, proved popular and, in a

high-standard final, Sub.-Lieut. S. D. Molyneux beat Lieut.-Cdr. A. Casdagli 3-1.

To give all competitors the chance to play on a London club court and — more important — to give the Navy inter-Service side a chance to practise on the courts used for the matches against the Army and R.A.F., the championship was played at the Naval and Military Club, Piccadilly.

INTER-SERVICE

As a result of the games the selected Navy side for the inter-Services matches at the end of February was: Capt. B. K. Shattock (R.N. College, Greenwich), Lieut.-Cdr. H. L. R. Rump (H.M.S. Bellerophon), Lieut.-Cdr. J. Colbeck (Derby), Lieut.-Cdr. B. H. E. Tayler (H.M.S. Nubian), Lieut. B. P. Toft (R.N. College, Greenwich), and Lieut. R. M. H. Bawtree (H.M.S. Tartar).



TRIUMPH!

Members of the soccer team of H.M.S. Triumph who won the 1968 Far East Fleet football competition. They played nine games against major fleet units, winning eight and losing one.

Back row, left to right: Mechn. G. Beecroft, Mechn. J. Hunt, M(E) W. Jones, App. C. Titchener, CEM Bound, LM(E) Cameron, PO PTI McGhee. Front row: Wtr. M. Connah, M(E) C. Scott, ERA W. Shirliff (capt.), OEM P. Welsh, REM E. Cheeseborough, L/Stwd. V. Thompson.

New women netball champs.

Winner of the R.N. women's inter-command netball championships for 1969 was Portsmouth Command. Plymouth and Royal Marines, who had been the holders, were second, and Naval Air Command third.

Results of the games, played at Portsmouth, were: Naval Air Command 16, Plymouth and Royal Marines 37; Portsmouth Command 42, Naval Air Command 16; Plymouth and Royal Marines 20, Portsmouth Command 35.

The Portsmouth team comprised 3/O A. Goodwin, R.P.O. D. Watkinson, L/Wren L. Colley, R.P.O. Wren M. R. Fox

(capt.), P.O. Wren G. A. Ward, Wren J. A. McGill, Wren J. D. Truscott.

Cross country

Winner of the 1969 Portsmouth Command senior cross-country championship was Victory, with 139 points. Second was Collingwood "A" with 215, and third Vernon with 302.

Leading individual placings were: 1, L/Sea Marshall (Excellent), 34min. 57sec.; 2, App. Dickinson (Collingwood "A"), 35min. 34sec.; 3, PO Morrall (Vernon), 35min. 51sec.

In the junior section Ganges "A" were the winning team with

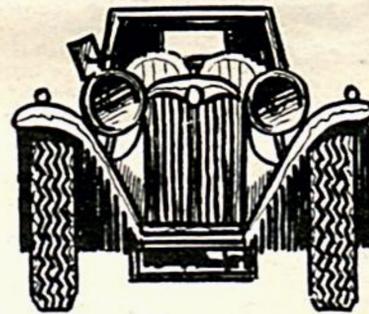
29 points. Second were Ganges "B" (74) and third Collingwood "A" (162).

Individual: 1, Fox (Ganges "A"), 21min. 8.8sec.; 2, Hedfield (Ganges "A"), 21min. 40.4sec.; 3, Lomas (Dryad), 22min. 10sec.

50-mile trial

A 50-mile reliability cycle trial was held in February to encourage the Tourist section of Portsmouth Command Cycling Club.

Riders who finished within the time limit of four hours were: NAM(O) Bateman (Daedalus), PO R.E.L. Evans (Collingwood) CPO Wtr. Carter (President).



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