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# Navy News

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The Newspaper of the Royal Navy and Royal Naval Association.

No. 210, 18th YEAR, DECEMBER, 1971

Published First Thursday of the Month

Price: 5p

Navy News does it again! Although letters and inquiries are received from all over the world, even the paper's staff are surprised by the success of "impossible" efforts.

For instance, the September issue mentioned the discovery of a "box of memories" in the chiefs' mess at the Royal Naval Barracks, Portsmouth.

## HIS MEMORIES BOX

Besides a few articles including a pair of Arctic "long johns," there was a wallet containing a 31-year-old station card and leave ticket indicating that the original owner, ERA Robert Robertson, of Muriton, Perth, had served in 1940 in the ill-fated H.M.S. Hood (sunk in 1941).

A friend of Mr. Robertson's ex-AB V. Hughes, saw the piece in Navy News and gave him the cutting. "Isn't this you," he asked. And it was. Mr. Robertson now lives at Whitehaven, Cumberland, and at once wrote off to R.N.B., and his wallet will be forwarded.

"I am curious to know just what memories it will bring back," he said in his letter.

**FOR THE FAMILY ALBUM**

## CPO PROMOTIONS READY

# To chief by merit

Getting on in the world quickly has one thing in common with making money — the successful ones are standing on the shoulders of all the others.

Many of the people who read this (and have read something like it before) may still not have a full realization of what it is all about until they are on the threshold — perhaps — of becoming chief petty officers.

The new arrangements for promotion by Selection Board instead of advancement will take shape this month, when the first names are announced.

Inevitably some people are going to be disappointed.

But this is only a beginning, and the changes will not be seen in full for several years.

**Navy News learns that the results of the recently-held Chief Petty Officer Boards are now expected to be promulgated by DCI (R.N.) in early December.**

The reason for this partially delayed action is that the Admiralty Board are deeply conscious of the position of the longer-serving petty officers who have soldiered on, steadily but perhaps not brilliantly, and are now in the zone to become "chief."

They are nearly at the end of their service, and a radical change in the method of advancement could be serious for them. They are, therefore, getting the maximum protection possible, which means that most "top of the list" eligibles will get rated more or less as before.

But as time goes by, protection will lessen and merit take over, until in five years' time merit will be the over-riding consideration.

Among supporters of the ability method of climbing the ladder, there will be those who are not as bright as they thought they were. They will find themselves farther back in the queue than they expected.

For the man who is not recommended, this will mean at least two years, because two consecutive annual "yes" recommends will be required before they are considered again by a Selection Board.

Under the old rules only two out of a hundred "eligibles" were not recommended for advancement to chief. Practically everybody got in the "taxi rank" and went through regardless.

(Continued on Page 40)



"Remember that day in the Tiger Balm Gardens at Singapore . . ." Film by the mile has been shot at this popular attraction for families in the Far East.

# Separation—priority problem

"Much hard thinking is in progress" to see how separation in the Royal Navy can be reduced without an unacceptable sacrifice of operational efficiency or inability to fulfil commitments.

The Second Sea Lord, Admiral Sir Andrew Lewis, talked of this and other points when he addressed the annual meeting in London of the Royal Naval Benevolent Trust.

"We are undergoing a period of very great change — more far-reaching than any I have known in the whole of my service," he said.

### WELCOME CHANGE

"A youth who joins the Navy now can go in his first six months if the life does not come up to his expectations, and after that he need not stay beyond the age of 21.

"We welcome these changes — let there be no doubt about that — believing they will make for easier recruitment and, what is more important a happier Service. Sir Andrew referred to the increased pay under the

Military Salary. "But," he went on, "money is not everything, and we are taking a hard look at separation and uncertainty to see how these may be reduced.

"Some separation is inevitable in a naval life, and some uncertainty is endemic in a Service which must be ready at a moment's notice.

"But there is a happy medium, and methods of operating a fleet which were appropriate in war, or were appropriate when men would happily accept separation from their families for two years or more, plainly will not do now."

The contentment of sailors' families was also high among other matters being discussed, said the Admiral.

The provision of sufficient married quarters to provide a "roof-to-roof" capability, and a strengthening of the welfare organization, were among important measures being hastened in this field.

## DUKE'S VISIT

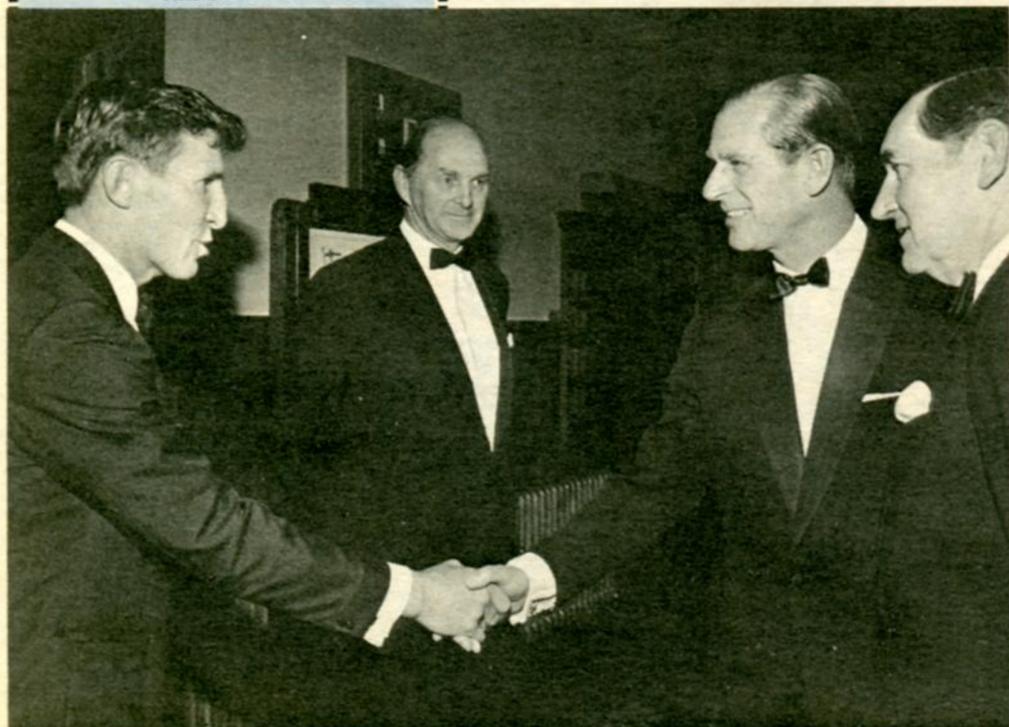
As Admiral of the Royal Naval Sailing Association, the Duke of Edinburgh attended an association dinner in the Wardroom of R.N. Barracks, Portsmouth, on November 25.

The event was the first of its kind to mark the term of office of each commodore of the association.

Vice-Admiral Sir Ian McGeoch, who organized the occasion, will hand over his office to Vice-Admiral R. McKaig, Flag Officer Plymouth, in the New Year.

In the picture are (left to right) CPO Roy Mullender, the Navy's sailing coach; Mr. David Clarabut; the Duke; and Admiral McGeoch. Both CPO Mullender and Mr. Clarabut are vice-commodores of the R.N.S.A.

Picture: CPO Dave Morris



## Their Ton of royal glory

Hats are a little larger aboard H.M.S. Kirkliston — the Navy's "second Royal Yacht."

Anyone who doubts the claim has only to visit the Ton class minehunter to see the proof — a Royal Accommodation Ladder!

During her visit to Hong Kong, Princess Anne spent 40 minutes aboard the Kirkliston between civic engagements, and when all the excitement was over a signal flashed from the ship to the Commodore-in-Charge. "Very many thanks for your willing assistance during my Royal Yacht conversion."

Besides the Princess's trip, the Kirkliston has had a busy and varied programme — even for a Ton class.

(See also page 11)



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# DRAFTY'S CORNER

## Port Service

With 12 port service areas to choose from, it could be said that there is a reasonable selection available for anyone coming ashore. Why then cannot everyone's preference be met?

If the right number of volunteers by branch and rating were available to meet all the billets required to be filled in every area, at the times they become vacant, then problems would not arise.

Unfortunately, this happy situation does not exist. Availability of manpower, changes in men's preferences and the uneven spread of the Andrew around the country makes it impossible to slot in everyone where he would like to be.

Drafty goes for volunteers when he can. So we try to fill all port service billets as they become vacant with men who are keen to go there. Once all the volunteers have been taken, then the remaining billets have to be topped up with those who are available, yet are not volunteers for that particular area.

### Will add weight

Of course, it can happen that a billet may have to be manned by a non-volunteer while a couple of months later someone becomes available who is keen to go to that area as his first preference.

However, once a draft order has been issued then it must stand, unless exceptional circumstances arise. Unless it did no one would feel safe in taking action in case it should change — for better or worse. Notice for draft would cease to have any value and no one would be quite sure it was safe to let his house, apply for a quarter, plan the family move — and so on.

Drafting records show when a man was a non-volunteer for a particular billet he had to fill. When next due for port service this will be taken into consideration, and will add weight to get him slotted into the area of his choice. This applies particularly to the man nearing his pension when we do our utmost to get him into his first preference area.

# A look at preference drafting

## Sea Service

Sea service drafts vary in popularity, too. It may be a particular ship, or more often the area in which the ship operates which is attractive. But for the great majority of men it is the base port which is of overriding importance.

Until recently the sea draft was a lottery for most men. Each man went to sea when he reached the head of his roster but the billets to be filled depended on the commissioning forecast — one month a Chatham frigate — next month a Devonport carrier . . . what hope for the Rosyth or Pompey preference?

The Continuous Commission is changing this radically. Each month we draft about five per cent. of every ship's company. Each month there are Portsmouth, Devonport, Chatham, Rosyth, and Portland billets coming available to meet the various preferences at the heads of the rosters.

Of course, it cannot always work out correctly — any more than it does ashore. If you are a Guzz POSA at the top of the box and we only need one POSA this month — in a Rosyth based ship — it is hard cheese. . . .

## Early out of turn

But to improve the chances of getting the billet of your choice, especially if you are in a small drafting category, read on.

Volunteer to go early out of turn and say by how much you are prepared to go early in order to get a ship (or the base port) of your choice. Use a B45b Drafting Preference Request to state your wishes.

By going early out of turn you will NOT do longer than normal at sea, and if you cannot be fitted into your choice, you will not be lobbed into something else instead! You will be left ashore until you reach the top of the sea roster, when you will have to chance what is available.

We will not keep you in suspense, either, because all B45bs are answered directly, using the tear-off portion.



## Exchanges of drafts

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

**B. Haigh**, SA H.M.S. Berry Head. Being drafted to H.M.S. Torquay. Will exchange for any ship on G.S.C.

**G. D. Fairlie**, LS (FC2), H.M.S. Whitby. Will exchange for any shore billet or Home Sea Service.

**L. S. Benton**, LS (UW2) (Passed PO). H.M.S. Whitby. Will exchange for any shore billet or Home Sea Service.

**S. Elson**, PO (FC1), H.M.S. Leopard. Refitting Portsmouth. Will exchange for Plymouth-based ship or establishment in Devon or West areas.

**R. A. Day**, AB (RP Star), A.14 Mess, H.M.S. Pembroke. Drafted to H.M.S. Apollo April 5. Will exchange for any Chatham or Portsmouth-based ship or establishment.

**J. Drummond**, OEMI, H.M.S. Ark Royal. Being drafted to H.M.S. Cochrane (over six months). Will exchange for small ship, Chatham, Portsmouth, Devonport areas.

**D. Topliss**, CPO, H.M.S. Londonderry. Drafted to Chatham barracks, February (over six months). Will exchange for Portsmouth shore base.

**L. Greensides**, I Wtr, H.M.S. Juno. Drafted to Victory for CINCNAVHOME, February 28 (over six months). Will exchange for draft to Chatham area.

**B. Lewis**, SA, H.M.S. Tenby. Being drafted to H.M.S. Forth (Port service, Devonport). Will exchange for similar draft anywhere in U.K., except Plymouth area.

**D. B. Richardson**, PO Wtr. Drafted to H.M.S. Ganges as CPO Wtr, February 1. Will exchange with CPO Wtr. in Portsmouth area.

**A. Morgan**, RO2(G), H.M.S. Scylla. Refitting Devonport. Will exchange for any ship in, or going to, Far East.

**R. James**, COEL, 2 Mess, H.M.S. Collingwood. Being drafted to H.M.S. Ark Royal in March. Will exchange for any Portsmouth-based ship.

**P. R. Carter**, REM1, H.M.S. Kent. Drafted to H.M.S. Apollo, February 21. Will exchange for any foreign shore establishment (married accompanied).

**G. P. Clements**, PO SA, H.M.S. Vernon. Drafted to H.M.S. Achilles, to relieve CPO SA. March. Will exchange for any Portsmouth or Chatham based GSC or HSS ship.

**J. S. Cable**, ABRP2, H.M.S. Berry Head at Chatham for Port Service. Will exchange for any Port Service billet in Devonport area. (SQ immaterial to Berry Head).

**D. Johnson**, AAI, H.M.S. Daedalus. Will exchange for draft to R.N.A.S. Culdrose.

**F. Hobbs**, AB (UC2), H.M.S. Forth, at Devonport. Drafted to H.M.S. Lowestoft, March 9. Will exchange for any Devonport based ship or shore base.

**I. E. Martin**, RO2(T), Fort Southwick, Hants. On draft to H.M.S. Ark Royal May 1. Wishes to exchange with Portsmouth-based ship, but other drafts considered.

**Seward**, LMEM, R.A.s Mess, H.M.S. Tyne. Joining H.M.S. Ark Royal April 24. Wishes to exchange for Devonport-based frigate.

**W.P. Lacey**, AB UC2, Admiralty House, Portsmouth Dockyard. On draft to H.M.S. Eastbourne April at Plymouth. Commissions Rosyth November 72. Will exchange for any Home Sea ship based at Chatham or Portsmouth.

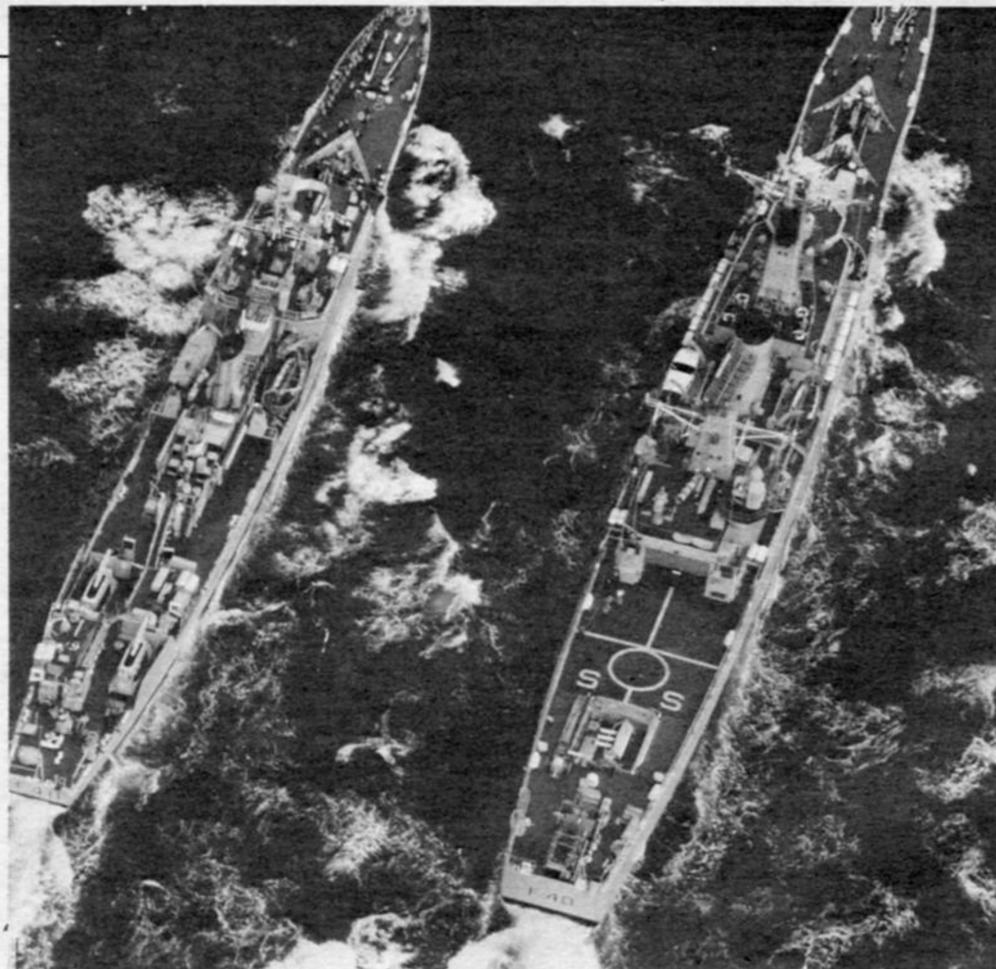
**D.T. Pearcey**, AB UW2(A), 3G Mess, H.M.S. Londonderry. Drafted to Culdrose T.T.U. January 17, over six months. Will exchange for any Portsmouth shore base.

## BACK EAST

The survey ship H.M.S. Hydra is off to the Far East to continue oceanographic and hydrographic surveying. On passage she stops at Funchal (Madeira), Simons-town (to spend Christmas and the New Year), and Port Louis, Mauritius.

Her tasks will include oceanographic investigations off West Africa, surveys of shipping routes in the South China Sea and development surveys in Hong Kong waters.

## Frigate op. — from the air



## COLOUR HOME

In the West Indies, H.M.S. Phoebe returned the King's Colour of the Old America and West Indies Squadron to its home in St John's Church, Pembroke, Bermuda, on Remembrance Sunday.

The Colour had been at the Royal School of Needlework for restoration.

The R.A.F. takes a seagull-eye view of the Royal Navy at work as the frigates H.M. ships Dundas (left) and Sirius engage in a light jackstay transfer.

The picture was taken from an R.A.F. Nimrod from St Mawgan over the Bay of Biscay in October during Exercise Britex, held with the French Navy.

At the time the ships were about 100 feet apart.

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AGENT IN CHATHAM

# RESCUE OF THE 'SEA DOGS' YACHT

Are they sea dogs? This was the inevitable question when H.M.S. Yarmouth found that the yacht whose distress flares she had answered contained a Mr. and Mrs. Wilson and a "crew" of four dogs!

"Lone Wanderer," a 35ft. yacht from Newhaven bound for Lisbon was showing no light except the S O S flashed by torch. She had blown out her sails, lost all power, and been drifting for 12 hours when her flares brought H.M. Ships Yarmouth and Londonderry through the abating gale.

Sub-Lieut. R. J. Lippiett went on board to fix the tow and the Yarmouth shepherded her through eight miles of heavy seas to Portland.

A few days later the ship's welfare fund received £20 from a grateful Mr. Wilson — and dogs!

Bringing the feminine touch to H.M.S. Sultan, the first Wrens arrive at their new accommodation block (accompanied by a couple of Teddy-type "escorts"). With them is Second Officer G. Topham (right), their unit officer, and PO Wren Elizabeth Reed who is responsible for regulating duties.



# Thirty girls move in on Sultan

Women have "stormed" yet another male stronghold — the first Wrens have moved into H.M.S. Sultan, Gosport.

This break with tradition for the all-male society of the MEM Branch occurred on November 1 when Wrens arrived at Valiant Block, their new accommodation in H.M.S. Sultan.

Although Wrens have worked in Sultan for over two years, this is the first time any have lived there.

The new accommodation is used by Wrens from both H.M.S. Sultan and nearby H.M.S. Centurion. Thirty Wrens (including two senior rates) are already accommodated, and early next year, this number will have doubled.



# The horror that was Pearl

Thirty years ago this month there occurred a black day in the life of the U.S.A. and its navy — a date which President Roosevelt said would "live in infamy."

At dawn on December 7, 1941, 350 Japanese aircraft, launched from carriers, sped undetected to the Hawaiian island of Oahu to attack the U.S. Pacific Fleet at anchor, and American airfields — thus producing the horrifying holocaust of sinking, capsized and damaged warships that was Pearl Harbour.

The events of that December day had cost the Americans over 3,000 casualties and drawn the U.S.A. into the second world war.

### ATTACK

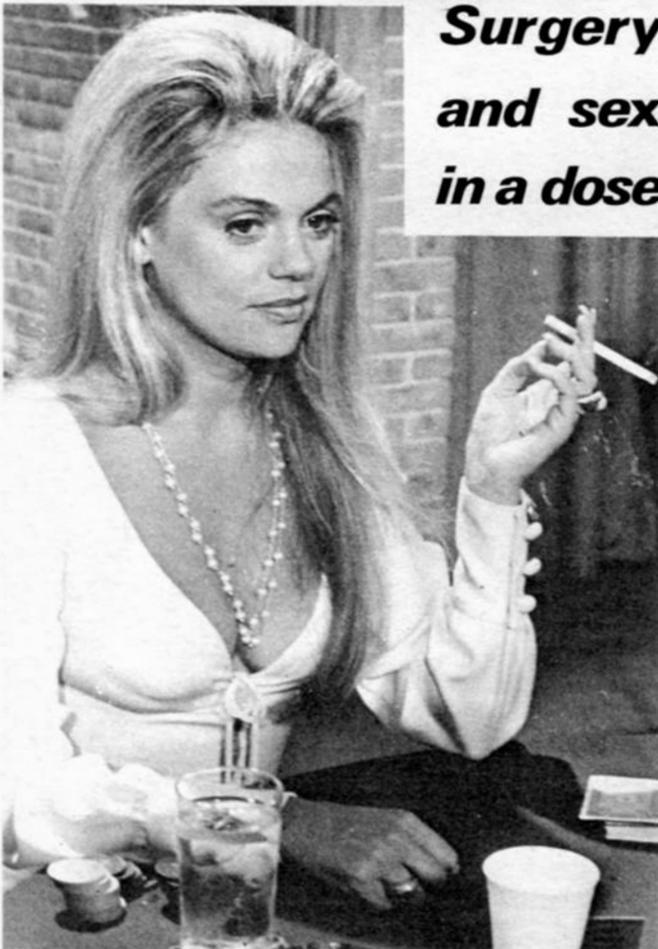
Today, few cinemagoers can fail to be moved by the story of

Pearl Harbour and the events which led up to the attack. It is the subject of the 20th Century-Fox release, "Tora, Tora, Tora" which is among the latest films issued to the Fleet by the Royal Naval Film Corporation.

### ESCAPE

With "The McKenzie Break" giving a slightly fresh twist to the prisoners-of-war theme by telling of German prisoners escaping from Britain, the second world war figures prominently in this month's drama-laden list.

**Surgery and sex in a dose of drama!**



In "Doctors' Wives," delicious Dyan Cannon stars as an oversexed and unhappily married wife who dies in bed — murdered. The film (which also stars Rachel Roberts) is set among people behind the scenes of American hospital operating theatres and emergency wards.

**The Invincible Six** — Stuart Whitman, Elke Sommer, Curt Jurgens. A lively adventure yarn about the survivors of a gang's unsuccessful attempt to steal the Crown Jewels. Full blooded action makes this an exciting thriller. Paramount. No. 913.

**Tora, Tora, Tora** — Martin Balsam, Jason Robards. Beginning with events leading up to the Pearl Harbour attack, the film later becomes tremendously spectacular and should hold audiences spellbound. 20th Century-Fox. No. 914.

**Doctors Wives** — Richard Crenner, Carroll O'Connor. This "X" film, mainly concerned with marital problems of doctors and wives, is crammed with glorious "codswallop" into which many moral transgressions are piled. Ludicrous, but very entertaining. Columbia. No. 915.

**The McKenzie Break** — Brian Keith, Ian Hendry, Helmut Griem. The content of this war drama of German prisoners escaping from Britain has a mixture of action and violence with an exciting climax. United Artists. No. 916.

**Big Jake** — John Wayne, Richard Boone, Maureen O'Hara. This Western concerns a band of raiders who kidnap the grandson of a wealthy ranch owner. It's quite an ingenious story with an amusing light touch and plenty of action. 20th Century-Fox. No. 917.

# 'Clocking on' in the Guild

Surg. Cdr. Brian Waters, Principal Medical Officer at B.R.N.C. Dartmouth, who designs and builds clocks in his spare time, has been made a full member of Devon Guild of Craftsmen.

In conjunction with another guild member, Mr. Neville Hall, a former lecturer at the college, he has recently developed "something special" in a time regulation system accurate to within one second per week.

Internationally acknowledged...



# Dunhill International

Created and perfected from tobaccos of exceptional quality to be the world's finest Virginia cigarette.

— also available in Menthol

# New band plays

Devonshire's  
'top brass'

# Rock music!



H.M.S. Devonshire, which already boasts a number of "firsts," is the possessor of a Bluejacket Band — and smartly lays claim that she is now the first guided missile destroyer to have her own full marching brass band.

So, says the Devonshire, she adds to her many "firsts," which include being the first operational G.M.D. and the first to complete a major refit in Portsmouth dockyard.

To show their prowess, the band Beat Retreat during the ship's recent visit to Gibraltar and later, with the 3rd Battalion Royal Fusiliers Fife and Drum Band, provided the many spectators with an enjoyable half-hour of lively marches and sea shanties.

The Devonshire's band (pictured here) had its beginnings in the latter stages of the ship's refit, when some of the ship's company, weary of the sound of the dockyard riveting guns, decided to make their own kind of music.

So, after several weeks, one could listen to the sweet sounds of "Our Director" emitting from behind packing cases during the lunch-hour break.

Bandmaster is MEA(H) R. Taylor, and the Drum major MEA(P) B. Dunster.

## FROM OUT OF THE BLUE . . .

After H.M.S. Devonshire recovered a man who had spent 24 hours adrift in a 10ft. dinghy, there was a surprise in store for one member of the ship's company.

A Middleton-on-Sea (Sussex) man had started out on what he thought would be a few hours fishing in the dinghy Candy — and ended somewhere off the Nab Tower after his anchor rope had snapped and other mishaps. He had drifted along the coast all night and big waves broke into the boat.

When he was spotted by the Devonshire and rescued by her sea boat, the dinghy was hoisted on board.

Then came the surprise for OS Timothy John Charman, of Felpham (Sussex) — he had once owned Candy and sold it 18 months ago before joining the Navy.

A different sort of surprise for the Devonshire occurred when a bus brought children from the Midlands to visit the ship. The owner of the vehicle apparently names all his buses after British warships — and this one was called Devonshire.

Early in November the Devonshire (the ship — not the bus) arrived at Portland for six-week work-up period.

Latest commissioning forecast details are as follows:

### DECEMBER

BRIGHTON (A/S Frigate). December 1. Trials crew at Chatham. Port Service. Commissions February 17.  
BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.  
BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron.  
GAVINTON (M/H). December at Rosyth. Home Sea Service. 1st M.C.M. Squadron.

### JANUARY, 1972

TORQUAY (A/S Frigate). January 6. Trials crew at Chatham. Port Service. Commissions April 6.  
TARTAR (GP Frigate). January at Portsmouth. Long refit party. Port Service.  
MONKTON (CMS). January at Devonport. Local Foreign Service. 6th M.C.M. Squadron. L.E.P. (A).  
BOSSINGTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.  
HUBBERSTON (M/H). January at Portsmouth. Home Sea Service. 2nd M.C.M. Squadron.  
APOLLO FLIGHT. Early 1972 at Portland. General Sea Service. One Wasp.  
EXMOUTH (A/S Frigate). January / February (tentative). L.E.P. (C).

### FEBRUARY

BRIGHTON (A/S Frigate). February 17 at Chatham. General Sea Service. Home / East of Suez / Home.  
APOLLO (GP Frigate). February 25. Trials crew at Devonport. Port Service. Captain's Command.  
TIGER (Cruiser). February 4. Trials crew at Devonport. Port Service. Commissions May 26.

## Commissioning forecast

### MARCH

HERMIONE (GP Frigate). March. General Sea Service. Captain's Command with full staff.  
WISTON (CMS). March (tentative). Trials crew at Gibraltar. Port Service.  
RHYL (A/S Frigate). March 23 at Devonport. General Sea Service. Home / East of Suez / Home.  
RUSSELL (A/S Frigate). March 17 at Gibraltar. Home Sea Service. Portland Squadron.

### APRIL

TORQUAY (A/S Frigate). April 6 at Chatham. Navigational and MEO training. Home Sea Service.  
APOLLO (GP Frigate). April (tentative); General Sea Service. Captain's command.  
MOHAWK (GP Frigate). April 17 at Portsmouth. General Sea Service. Home / East of Suez. L.E.P. (A).  
INTREPID (LPD). April / May. U.K. Cooks and stewards replace. L.E.P.

### MAY

KENT (GM Destroyer). May 18. Trials crew at Portsmouth. Port Service. Commissions September 14.

ARIADNE (GP Frigate). May at Glasgow. Reduced trials crew. Port Service.  
TIGER (Cruiser). May 25 at Devonport. General Sea Service.

### JUNE

NUBIAN (GP Frigate). June 15 (tentative). Trials crew at Rosyth. Port Service. Commissions September 7.  
ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home / South Atlantic, South America.  
MATAPAN (Destroyer). End of June. Trials crew at Portsmouth. Port Service. Commissions end of October for AUWE trials.  
EURYALUS (GP Frigate). June. Dockyard control at Devonport. Port Service.  
ARIADNE FLIGHT. Mid-1972 at Portland. General Sea Service. One Wasp.

### JULY

TRIUMPH (Fleet Maintenance Ship). July. C. and M. party at Chatham. Port Service.  
LONDON (GM Destroyer). July. Long refit party at Portsmouth. Port Service.  
LEANDER (GP Frigate). July 6. Trials crew at Devonport. Port Service. Commissions end of September.  
CHICHESTER (A/A Frigate). July 14 at Rosyth. Local Foreign Service. East of Suez.

### AUGUST

Nil.

### SEPTEMBER

ARIADNE (GP Frigate). September. Trials

crew at Devonport. Port Service. Commissions December. L.E.P. (A).  
ZULU (GP Frigate). September. Long refit party at Rosyth. Port Service.

NUBIAN (GP Frigate). September 7 (tentative) at Rosyth. General Sea Service. Home / West Indies.  
KENT (GM Destroyer). September 14, at Portsmouth. General Sea Service. Home / Med.

LEANDER (GP Frigate). End of September at Devonport. General Sea Service. Captain's Command with full staff.

### OCTOBER

AURORA (GP Frigate). October. C. and M. party at Devonport. Port Service.  
MATAPAN (Destroyer). End of October at Portsmouth. Home Sea Service. AUWE trials ship.

### NOVEMBER

HYDRA (Survey Ship). November at Hong Kong. Foreign Service (Far East). (Phased). L.E.P. (A).  
EASTBOURNE (A/S Frigate). November (tentative) at Rosyth. Home Sea Service. MEA's training ship.  
FEARLESS (Assault Ship). U.K. cooks and stewards replace. L.E.P.  
ESKIMO (GP Frigate). November 16. Trials crew at Chatham. Port Service. Commissions February 1, 1973.

### DECEMBER

ARIADNE (GP Frigate). December at Devonport. L.E.P. (A). General Sea Service. Home / East of Suez.  
HAMPSHIRE (GM Destroyer). December 18. Trials crew at Portsmouth. Ports Service. Commissions March, 29, 1973.

HERMES (LPH). December 1 (tentative). Trials crew at Devonport. General Sea Service. Commissions end April, 1973.  
ALBION (LPH). December. Care and maintenance party. Devonport. Port Service.

### JANUARY, 1973

NAIAD (GP Frigate). January C. and M. Party at Devonport. Port Service.  
AJAX (GP Frigate). January. Trials crew at Devonport. Port Service. Commissions April, 1973.

### FEBRUARY

ESKIMO (GP Frigate). February 1 at Chatham. General Sea Service. Home / West Indies. L.E.P. (C).  
SALISBURY (A/A Frigate). February. L.E.P. (C).

### MARCH

HAMPSHIRE (GM Destroyer). March 29 at Portsmouth. General Sea Service. L.E.P. (A).  
HERMES (LPH). March 1 at Devonport. General Sea Service.  
DANAÉ (GP Frigate). March. L.E.P. (C).

### APRIL

AJAX (GP Frigate). April at Devonport. General Sea Service. Home / East of Suez.

## Submarine drafting

The final manning date is the date when the whole crew will be complete. Drafts will start arriving four months before the final manning date.

### JANUARY, 1972

ONSLAUGHT — at Devonport. Final manning date January 21.

### MAY

NARWHAL — at Chatham. Final manning date May 19.

### JULY

CACHALOT — at Devonport. Final manning date July 21.

### APRIL, 1973

ORACLE — at Portsmouth. Final manning date April 30.

Drafting preference cards for Electrical branch volunteers for Narwhal are required by mid-December, 1971; for Cachalot by mid-February, 1972; and for Oracle by end of November, 1972.

Volunteers from other branches are required not later than one month after the Electrical branch volunteers.

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## The Fearless



When a group of Malta "Met maids" visited H.M.S. Fearless during her recent visit to the island, PO Air Gary Trent, of Dorchester, had the enviable task of showing his shore sides opposite numbers round the ship.

The girls left to right, are, Wren Sue Wilmott, L/Wren Gill Lewison, Wren Maggie Rowles, Wren Sheila Ward, L/Wren Moira Leiper and PO Wren Sue Glazer.

After completion of NATO exercise Deep Furrow, the Fearless started preparations for a joint Anglo-Italian exercise in the Sardinia area.

Photo: LA Paul A. Dixon.

# REPULSE — A NOBLE NAME

Repulse, an armour plated ship with a 3,350 h.p. engine.

The end of the 19th century saw an elegant pre-Dreadnought battleship Repulse at sea. She was sold in 1911.

The 12th Repluse was launched in 1916 and joined the Grand Fleet as Flagship of the First Battle Cruiser Squadron.

During the second world war she fought in the Battle of Norway and took part in the Bismarck action.

It has been said that the sinking of H.M. Ships Repulse and Prince of Wales marked the end of the battleship era. Twenty-seven years later, the 13th Repulse commissioned at the start of the era of the submerged capital ship.

Dated May, 1936, this impressive picture will stir memories of the 12th H.M.S. Repulse, a 32,000-ton battle-cruiser with six 15-inch guns, which was sunk, along with H.M.S. Prince of Wales, by Japanese bombs and torpedoes on December 10, 1941.



## PHOTO POSTCARDS

Postcards of H.M.S. Repulse or any other ship in this series are obtainable from Navy News, Dept. P.C., R.N. Barracks, Portsmouth PO1 3HH, price 5p each (50p 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 70p.

Albums to hold 64 Navy News postcards are 70p each (including postage).

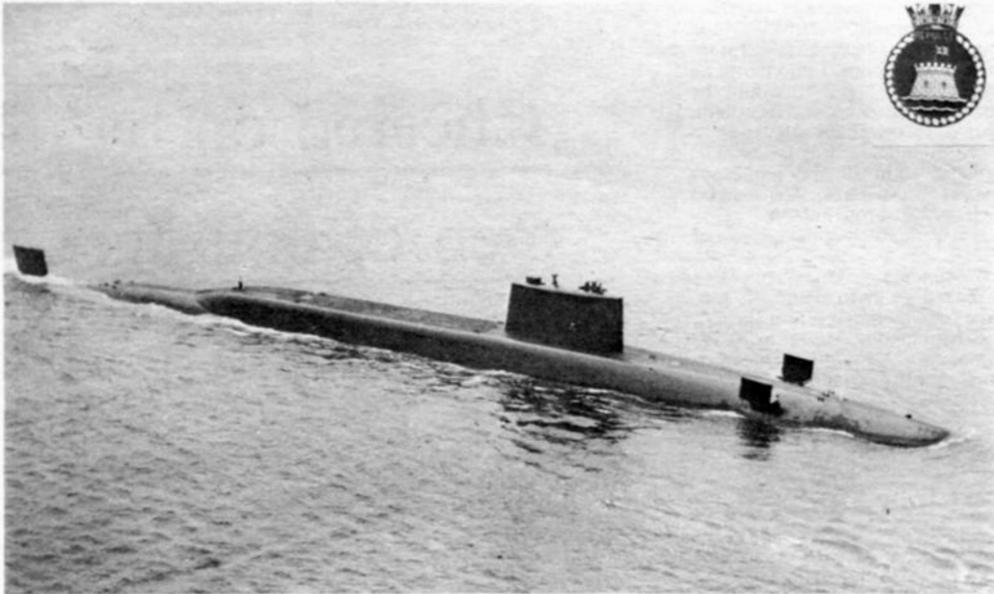
Other ships in this series are:  
 Abdiel, Acheron, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (pre-mod.), Albion (mod.), Alderney, Andrew, Andromeda, Antrim, Apollo, Arethusa, Ark Royal (pre-mod.), Ark Royal (mod.), Armada, Ashanti, Auriga, Aurora, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick, Blackpool, Blake (pre-mod.), Blake (mod.), Brave Borderer, Britannia, Broadsword, Bulwark (pre-mod.), Bulwark (mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (pre-mod.), Eagle (mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Hartland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Kent, Kenya, Layburn, Leander, Leopard (pre-mod.), Leopard (mod.), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (pre-mod.), Lynx (mod.), Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olmeda, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Penelope, Protector, Plymouth, Porpoise, Puma, Rapid, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyll, Roebuck, Rothesay, Russell, Salisbury (pre-mod.), Salisbury (mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Warrior, Warspite, Whitty, Woolston, Yarmouth, Zest and Zulu.

## SHIPS OF THE ROYAL NAVY No. 193

# Strike from the deep

The deterrent role of today's H.M.S. Repulse (pictured left) as part of a front line Polaris counter-punch against any would-be aggressor seems to be aptly described in the Repulse motto, "He who touches, let him be destroyed."

The Repulse, armed with 16 Polaris missiles, can stay submerged for long periods.



## A 'capital' under sea

By the nature of their deterrent role, Polaris submarines are rarely able, individually, to seek the spotlight of publicity. They are secretive "creatures," lurking in the dim anonymity of the deep, and necessarily leaving the folks at home knowing only that Polaris submariner Jack is "somewhere out there."

But one of the Royal Navy's Polaris quartette, H.M.S. Repulse, undergoing a year's refit at Rosyth — has "surfaced" to become this month's "Ship of the Royal Navy."

The name Repulse has breathed power into 13 generations of R.N. ships. From 1916 to 1941 it meant the majestic might of a 32,000-ton battle-cruiser whose main armament was six 15in. guns.

Today it describes the huge counter-punch of a 7,000-ton nuclear-powered submarine designed to carry, and maintain in a state of readiness to fire, 16 Type A3 Polaris missiles, in addition to her conventional torpedo armament.

### SECOND POLARIS

The Repulse was the second Royal Navy Polaris submarine to enter service. Built by Vickers-Armstrongs at Barrow-in-Furness, she was launched by Lady Joan Zuckerman on November 4, 1967, and commissioned a year later.

During her first commission, her two crews successfully completed two firings of a Polaris missile at Cape Kennedy, and eight deterrent patrols.

The 31ft. long missiles are fired from beneath the water and have a range of 2,500 nautical miles.

The submarine's position must always be unknown to any would-be aggressor. She can there-

fore remain submerged for extended periods, and make long patrols without support from supply or depot ships.

### SELF-SUPPORTING

Her primary source of power is a pressurized water nuclear reactor which provides steam for the propulsion turbines the turbo-generators. This power source does not "breathe" air, and, in the normal sense, eliminates the need for refuelling.

Systems for everyday running range from high and low voltage electrical power, steam, hydraulic, pneumatic, lubricating oil and water for essential ship's services, to fresh water, air conditioning and refrigeration for domestic purposes.

A sophisticated network of communications and control systems is used for transmitting information, directing remote services, and round-the-clock monitoring of conditions throughout the ship.

Even with the submarine's vast size, there is so much machinery to be fitted into available space that compactness is essential. Despite this, the standard of accommodation is far higher than in conventional submarines.

## SUBMARINE HATCH!

During patrols, entertainment for the crew of 150 officers and men is provided by a selection of recent films, a library, and radio programmes which include a daily show produced within the ship.

A daily newspaper and a fortnightly magazine are printed on board, and on one patrol a chicken was hatched from a fertilized egg in the torpedo compartment!

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# 'Nothing better to do!'

## BIT OF FIGHTING TALK

Reference Pamela Gettens' letter (October issue) commenting on the smart appearance of Wrens and the rather scruffy-looking sailors at a recent Navy Days, if Wrens "scrubbed out," painted ship, stored ship on wet muddy days, acted as "dining hall party" and were exposed to the wears and tears of sea-time, not to mention the rather restricted dhobying conditions on board most ships, no doubt their appearance would suffer.

Wrens, for the most part, have

## ABOUT WRENS

nothing better to do but look smart.

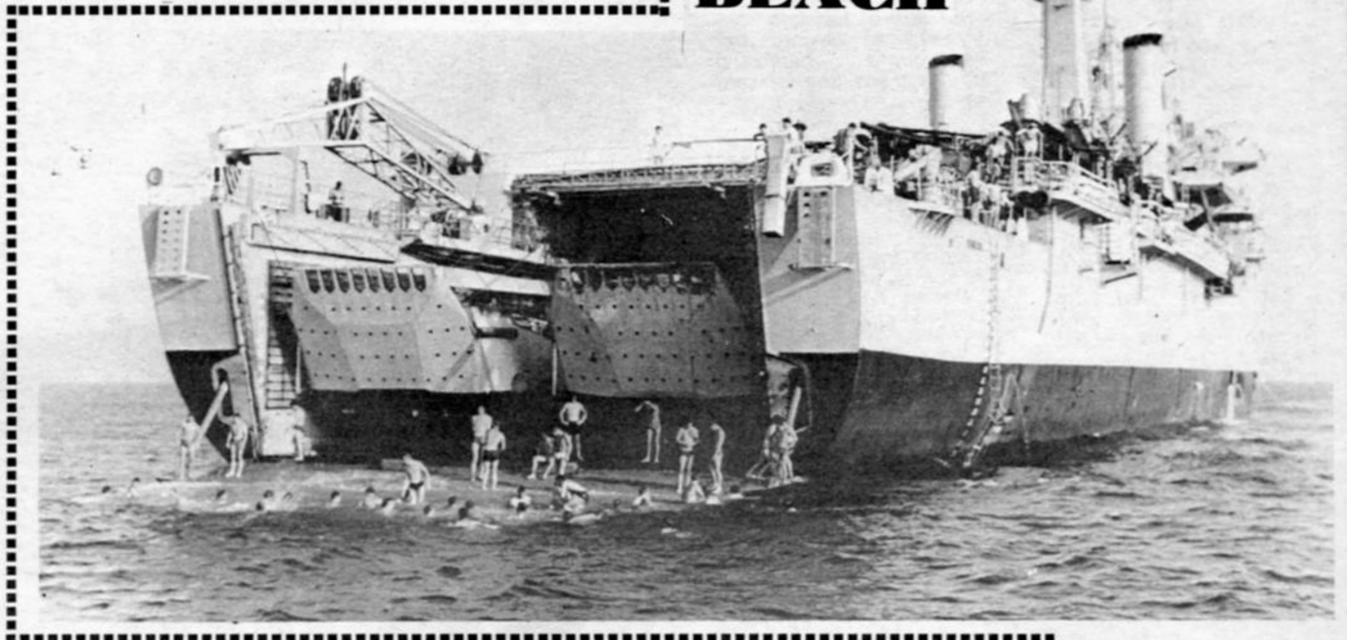
Women's Lib. is not desired in the Wrens, it seems, as most are quite happy being treated like delicate invalids.

And isn't it about time long service pay after a ridiculously short four years for Wrens was reviewed?

J. C. Dickson

H.M.S. Abdiel.

## THEIR OWN BEACH



When it's "hands to bathe" in the assault ship H.M.S. Fearless, those who take a dip have use of what could be described as one of most exclusive beaches in the world.

With the ship's tailgate down, these bathers have the opportunity to enjoy both sea and sun in the Med.

Photo: I. A. Hyden

## Letters to the Editor

### Ensign query

Could you enlighten an old greybeard about the disappearance from the wall alongside the tomb of Admiral Jellicoe in St Paul's Cathedral of the Ensign broken in battle aboard H.M.S. Iron Duke?

I have heard it said that it finished up in that old museum place in Southwark. If that be the case, I think it is scandalous. It's enough to make an O.D. sling in the rate.

The rightful place for our Ensign is in Portsmouth Cathedral, the ship having been built there, and being Portsmouth manned. Admiral Jellicoe came from across the Solent — Ventnor, Isle of Wight.

W. F. Sharr

Dunkirk, Kent.

### H.M.S. Yarmouth

I was interested to read the report about H.M.S. Yarmouth (October issue) in which Mr. Powers referred to the ship as being a three-funnelled cruiser.

As a stoker I did the steam trials, and later the first commission (1912-14) and she then had four funnels.

I was proud to be in H.M.S. Lance, the destroyer which fired the first shot of the First World War.

F. A. Dakins

Sittingbourne, Kent.

## MUCH MORE TO MALTA THAN THE 'GUT'

In your last issue R. W. Swannell laments, among other things, the absence of the dghaisa, beerhouses and goats from the Malta scene. Unfortunately, this old salt's reminiscing typifies Jack's

attitude to runs ashore, especially in foreign lands.

Perhaps I would be presumptuous to assume that your reader, in his younger days, never found time or inclination for the other side of Malta. This includes visiting the awe-inspiring prehistoric temples on the two islands, or joining in the numerous colourful festivities.

How about Valletta, a run every sailor knows? Did he ever stop and look at the Auberges, bastions and palaces built by those famous gentlemen the Knights of St John? Ever heard about the illustrious history which lies behind the formidable facade

of that architecture?

I suppose the "Gut" was a better alternative, being downhill and in more familiar surroundings.

To a certain extent I would miss Boogy Street if, on a future visit to Singapore, I find that it no longer exists. But I would be equally glad to know that such a change was perhaps attributed to a healthy standard of living. The pathetic sight of the numerous colourful creatures who earned their living through Jack's indulgence does not give me a sense of wellbeing.

Sentimental journeys ought to be based on better stuff. I, too, have fond memories from abroad, but, with all due respect to R. W. Swannell, the Egyptian Queen or smelly goats are not included.

R. N. Sammut, LAM.

H.M.S. Daedalus

### Liner, indeed!

While on holiday at Portsmouth, my wife and I were standing near Point, admiring the scene, when I spotted a small corvette approaching.

Upon my wife sighting the vessel she remarked to me, "What is the name of that grey liner coming out of harbour?"

I've heard of the Grey Funnel Line — but this!

R. Gower (ex-Pompey Royal)

Birmingham.

### Family greeting

May I say "Thank you" to your paper for the past 12 months reading. As my husband is serving in the Bulwark and my two young sons are in the Cleopatra and Triumph, I usually find some item of particular interest concerning those ships.

As the boys are too busy enjoying life to write home often, may I through Navy News wish them a very merry Christmas, and look forward to a happy reunion with them in the spring.

I also look forward to the next 12 copies of your paper.

(Mrs.) A. V. Day

Plymouth.

## Who'll adopt a school?

In April this year training centres for mentally-handicapped children were taken over by the Education Authorities and became schools.

Not many people know about this yet, so I am writing on behalf of the children of one such school, to see if Navy News can find a ship's company willing to adopt them.

Highbury School is situated within a couple of miles of Devonport Dockyard, and the children there would benefit enormously from contact with an interested ship's company.

The Headmaster is Mr. R. Moore, Highbury School, 207 Outlands Road, Plymouth (phone 73185).

H.M.S. Ark Royal.



## Hecate

As a sequel to recent correspondence about the silver tankards presented to H.M.S. Scott by the Antarctic Club in 1939, here is a happy picture showing the tankards in use in H.M.S. Hecate.

All 12 are held on loan by the wardrobe mess from the Trophy Store at Portsmouth and at the last valuation in February, 1970, were priced at well over £300.

They are in regular use and are claimed to be the only vessels able to withstand the Engineer Officer's Sunday lunchtime punch — seen being enjoyed here by: Left to right, back row, Lieut. David Cooper, M. W. "Nobby" Clarke (Decca Engineer), Lieut. Roger Jamieson, Capt. John Winstanley, Lt-Commander John Shorthouse and Lieut. Trevor Chrich; front row, Lieut. Ken Medland, Lieut. Ken Frith (holding Able Seacat Fred Wunpound, the ship's mascot), and Lieut. Norrie McNaughton.

## Cheered on by men of courage

It was comforting to read about naval men who remembered the days of Jutland.

I even had a letter from Rhodesia from one who was a signal boy and had served with my husband.

(Mrs) C. M. Pratt

Pembroke Dock.

May I add a somewhat belated word to Mrs. Pratt's letter re H.M.S. Invincible at Jutland (July issue).

As an ord. signalman I was on the bridge of H.M.S. Lion when the bow and stern of the Invincible floated past. There were about 12 to 15 survivors clinging to the hull.

As we steamed past at about 30 knots, with other battle cruisers in line astern, the survivors waved and cheered us on, although they knew their chances of being picked up were remote.

I have often told this story as one of the most courageous events of that war.

Alec S. Tempest (Lieut.-Cdr. (SCC), R.N.R. ret.)

Scarborough.

## Leaders sought

Can you help us to find a leader for the Sea Scout Section of the 1st Chalfont St Giles Scout Group? Perhaps someone who has just retired from the Navy may live in this area and be able to help.

M. J. Saunders (Scout leader)

Mill Lane, Chalfont St Giles.

Sea Scout Sections in many other areas would be pleased to hear from ex-naval men willing to help. — Editor.

## Assistance to authors

A short history of St George Barracks, Gosport, is being compiled, and details of any Royal Navy connections would be welcomed (particularly Second World War). The address is Major J. R. G. Webb, Ret., 20 Maritime Regiment R.C.T., St George Barracks, Gosport, Hampshire, PO12 1AB.

Mr. J. D. Ferguson, 11 South Mount Street, Aberdeen, AB2 4TN, seeks information concerning exact colour references or descriptions of F.A.A. aircraft, 1939-45 and 1945-70.

# SAMPAN SALUTE ... puts the Glamorgan men in the picture!



"Can you hear me, mother?" was a famous catch-phrase in the heyday of steam radio comedy. In this case it's a question of "Can you spot me, mum?" Well, probably not among such a cap-waving throng. But if your husband, dad, son or boy friend is a member of the ship's company of the guided missile destroyer H.M.S. Glamorgan, chances are he's somewhere in the picture.

The scene was Hong Kong on the occasion of the departure of the ship's commanding officer (Capt. R. P. Dannreuther), who started his journey into retirement — after more than 30 years' service — in the flag-bedecked sampan of Jenny, of Jenny's Side Party fame.

With the Welsh flag fully blown out, the sampan carrying Capt. Dannreuther sailed past the cheering ship's company and on to H.M.S. Tamar.

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## Advancements

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

To CPO — R. A. Brackenbury 843410; A. S. G. Eddy 922343; F. C. Brown 889182; A. G. Haynes 858410; T. Brierley 945780; R. Davidson 948939; D. L. Griffiths 889506; A. E. K. Latus 916222; H. P. Cameron 836726; P. E. T. Kayaerts 864727; K. J. Hibberd 908541; Slingsby 930592; M. P. Ford 909033; J. Brockman 930522; V. Gibbons 898441; D. H. Mellars 913048; P. T. Wilson 908748.

To MAA — E. J. Ashby 930716; P. Ancliff 889859; D. Muckley 905661; P. J. A. Hunt 928253; A. J. Cassidy 905912; W. A. Holland 935964; N. Dearing 830589; D. M. Day 944693; E. J. Pinney 931653.

To CSImr — M. A. Poulter 905650.

To CPO Wtr — R. Pellew 947390; M. Baird 916133; C. P. Lovibond 923841; A. A. Purnell 947770; S. Ward 923845; S. A. W. Elliott 940330.

To CPOSA — T. Jackson 929904; B. L. Sloane 932772; D. J. M. Mackie 909178; W. T. M. Mitchell 932769; G. Gardner 930246; J. G. Houghton 923620; B. F. Hurford 930256.

To CPOCA — D. Caulfield 939428; J. A. Strand 924472.

To CCY — K. J. Standing 865523.

To CPO MA — R. Roberts 909478; P. Forster 916534.

To COPCK — D. F. Jones 890749; G. R. Aird 876965; Wilkinson 919744.

To CPO Sid — J. R. Dexter 912553; J. G. Ellis 894089; W. C. Sawkins 924639.

To ACMEA(P) — D. G. Johnston 052599; P. D. J. Smithers 050138; T. Patrick 050124; M. A. Davis 969524.

To ACMechn — A. V. Pitt 914553; D. S. Strachan 963964.

To ACMEA(H) — P. W. Muller 977882; I. Blaylock 977959; A. R. Taylor 977930.

To CMEM — F. E. Houlden 897710; L. C. Sutton 931394; K. J. Child 934654; D. R. Hoar 885163; D. Pask 914148; A. P. Winfield 946474.

To COEMn — J. W. Douglas 977158; R. G. Bonniwell 895399.

To COEL — T. Dowling 977188; J. E. Bradley 941050; G. W. F. Young 944268.

To CCEI — A. G. Spurr 977011; J. J. M. E. Flack 935699.

To CREI — D. B. Dickson 969121; N. E. Finch 974196; A. S. Webb 974113; V. King 983228.

To CRS — J. T. Melia 940921.

To CAF(AE) — R. Winters F.935070; A. B. Angus FX.910285; J. C. Phillips F.935039; W. P. Kelly F.935027.

To CAF(O)/COEL(A) — S. R. Lovell FX.882188.

To CA(AH) — J. A. Williams FX.906856.

To CA(Phot) — D. F. Morris F.963623.

To CEL(A) — F. J. T. Hillyard F.941007.

To CREL(A) — F. Newcombe F.946800; D. F. Barton FX.915724.

To ACAA(AE) — F. E. Middlebrook 060132.

## POINTS LEADERS

Advancements to CPO status are now decided by Selection Boards.

The following table shows the total points of the men at the top of each advancement roster for petty officer and leading rates. Ratings lacking seniority, V.G. conduct or medically unfit have been omitted.

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

"Int" indicates that the roster is "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

PO	LS	POWTR
426	155	459
LWTR	POSA	LSA
315	798	626
POCK(ex S)	POCK(ex O)	LCK
989	753	547
POSTD	LSTD	RPO
441	Dry	610

POMEM	LMEM	POCEL
170	169	Dry
LCEM	POOEL	LOEM
Dry	Dry	RS
POREL	LREM	661
Int	Int	ROE
LRO(G)	RS(W)	LRO(W)
472	Int	407(2)
CY	LRO(T)	POMA
627	393	817
LMA	POAF(AE)	LAM(AE)
480	430	407(2)
POAF(O)	LAM(O)	POA(AH)
295	375	721
LA(AH)	POA(SE)	LA(SE)
341	732	Dry
POA(PHOT)	LA(PHOT)	POA(MET)
516	357	Nil
LA(MET)	POEL(A)	LEM(A)
Dry	284	273
POREL(A)	LREM(A)	
397	387	

## Letter on new system

It is noticed that you still publish Advancement Points to CPO in Navy News.

Since the introduction of S.264C's early this year, advancement points awarded are not disclosed to the rating concerned. This is because the Divisional Officer is not allowed to disclose points, and also he doesn't know the total anyway (through no fault of his own!).

P. A. Spencer  
(Petty Officer O.E.L.)  
H.M.S. Collingwood.

Now that the new arrangements are in operation, advancement points will only be given where they apply — up to petty officer.

The new arrangements are already being looked at with the aim of giving a man as much information as possible on his position and prospects. — Editor.

## Bully for Grenville!

During H.M.S. Grenville's spell at Gibraltar, members of the ship's company took part in sporting fixtures against H.M.S. Rooke, the Army and the R.A.F. and distinguished themselves at hockey by beating the R.A.F.

Sporting finale of the visit was an "Up the Rock" road race, and 30 competitors started and finished the event. AB Newman was first across the finishing line after 2½ tough miles.

Following her guardship duties at Gib., the Grenville sailed for Rosyth to take part in exercises.

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**'LOADED LADY' HOLDS PURSE STRINGS OF ...**

# Matelot millions

The Royal Navy has a rich widow. She's really loaded, and from far and wide is being wooed for cash to finance every sort of scheme that naval ingenuity can think up.

Her name could be described as Lady Tot, whose husband Rum Tot passed away amid loud lamentations just over a year ago. Nowadays she prefers to be known as Sailor's Fund, having dedicated her life to bringing joy and interest to matelots.

Rum tot's "death benefit" was a cool two-and-three-quarter million quid, the interest from which provides enough "bread" to spread around fairly liberally.

All that money has to be looked after pretty carefully, so a "charity" was formed (that's an honest way of not paying income tax), with Trustees and a Grants Committee.

The Committee is the important part. That is where sailors' representatives gather, with a few officers and civvies for navigational purposes, to make up their minds on the best ways of parting with something like £135,000 a year.

This is a fascinating process, as the Editor of Navy News found when he was invited along to one of the Committee meetings.

Being a Dark Blue gathering, there is plenty of humour. Ratings are quite unabashed by the presence of top brass, but fold up visibly before a devastating aside from one of their own.

It has become something of a joke that the Committee has only to be asked for a couple of hundred for a disco and they will urge the



## How they share the Tot Fund

applicant to accept twice as much — to make a good job of it.

Sitting on the Committee, however, the sense of this becomes apparent. So many quarters want thumping great schemes — some of perhaps doubtful value to the ordinary sailor — that it comes as something of a relief to be able to spread around a lot of fun for a lot of young people at a comparatively modest cost.

Mind you, even with the discos, the Committee can suddenly go all suspicious.

When somebody asked for £3,800 he came under withering fire, and the more he poured on the agony ("there's a lot of decoration and lighting and things") the more dry-eyed the assembly became. The grins broadened and the proposal was lucky to escape with £1,500.

Undoubtedly there is a strong feeling that a grant from the Sailors' Fund is more likely when there is evidence of good old-fashioned self-help. Enthusiasm comes more certainly from work than charity.

One problem was apparent time and again. There are many recreational and amenity needs which should be paid for by the Queen, and the boundary between what must be provided (at some time) and what can only come from non-public funds is often heavily blurred.

### Block grants to ships

In their own interests, applicants for Sailors' Fund grants should provide evidence of having explored other avenues — and especially the Crown.

And while they are about it — they might as well find out the answer to a question which is bound to be asked on the Committee.

"Just how many sailors will benefit?"

Navy News can testify that Jack can see through a wobbly reply quicker than spotting the Patrol on a wet run.

There are, of course, many ideas to benefit naval families, but one which found little favour was a plea for £11,000 for two play centres.

A sailor, looking reflectively at an empty glass, was heard to murmur sadly, "No tiny tots!"

This was not, however, due to any lack of sympathy with the idea. It was simply another case where people elsewhere had "sent the hat around" to other organizations — and helped themselves — and not just put their hands out for "heavy money" from the Sailors' Fund.

Surprisingly enough, what many would regard as the "rightest" decision of all can itself face some attack, namely the block grants to ships.

One rating member of the Committee suggested that sailors going ashore got full enjoyment from establishment amenities, and that ships therefore might well surrender some of their block grants to help to pay for them.

He was told that "letters of appreciation continued to be received for block grants to ships, the grants being of tremendous help to Welfare Committees who can now improve the quality of life afloat by considering projects which were previously beyond ships' financial scope."

### Striving for an ideal

The Rowner project came up again. The Committee gave the impression of still not having got used to the idea of no less than £80,000 being swallowed up on one scheme — the sports and recreational centre.

If there are to be these vast schemes, little doubt remains that only one a year will be considered. Much preliminary paper work will be necessary if the Committee are to gain a thorough understanding of the more ambitious proposals.

A basic difficulty for the Committee was referred to by the Chairman Vice-Admiral D. B. H. Wildish, who pointed out that although the members were representative of various commands and interests, they came together as a "board room" to spend the money for the good of the Navy as a whole.

Undoubtedly they try to live up to this ideal, but whether proposals are "for the good of the Service" or not, there is an inescapable tendency to compare.

Some schemes are even put forward with the plea that "X Command is only asking for four packets totalling £3,000," as though that should be some recommendation.

Ideally, whether the application is for £5 or £50,000, the "good of the Service as a whole" test should apply, no matter how much money is going in any one direction.

In practice, this is not so easy to accomplish.

If the general impression of the Committee is one of "rough justice" that is not to suggest that a more refined procedure would produce anything better from a regional complexity of competing prizes and ambitions.

In the absence of precedent and experience, mistakes may be made, but a sound community commonsense prevails.

Though the word "policy" is somewhat avoided, a near approach to it is the undeniable evidence that future proposals without the strongest "sailor benefit" angles are likely to find the temperature growing ever more frosty.

## Sport boat fun

"To improve the quality of life afloat" is one of the aims of the Sailors' Fund, and these Royal Marines are getting full value from a sport boat provided by the fund for Corps members stationed at Malta.

The finances and scope of ships' Welfare Committees has been transformed by the block grants system.



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## FIVE LONG HOURS ON THE PLEAS

With £29,000 in the kitty, the Grants Committee of the Sailors' Fund met in London on November 2, faced with proposals totalling about a quarter-of-a-million.

For five long hours they weighed up the list, and finally approved the following £20,000 worth of grants —

The Chevrons Club, London (£1,000 provisionally set aside), H.M.S. Osprey (£4,370 for motor maintenance and £8,500 for a skittle alley), H.M.S. Neptune

(£1,500 for disco and equipment), H.M.S. Cochrane (£1,000 for garage and workshop), H.M.S. Sultan (£735 for recreation equipment), Royal Marines (£400 for canoes and equipment), H.M.S. Collingwood (£500 for disco and lighting equipment), H.M.S. Ganges (£480 for disco equipment), Royal Marines (£400 for

disco equipment), H.M.S. Centurion (£400 for disco equipment), H.M.S. Cambridge (£150 for an Atco mower).

The remaining money will go forward for the next batch of proposals to be considered.

Ideas which failed to win support included T.V. sets, squash court, bar facilities, play centres, mini bus, horse riding equipment, cine projector, community centre and help for the Chaplain of the Fleet in providing Lay Readers.

# LALESTON 'BREAKS OUT'

— with a stirring visitor!

Competing for interest alongside handsome sailors is test enough for anyone, but, in this group, the lovely Miss Gibraltar has no difficulty in holding her own.

H.M.S. Laleston's visit to the Rock was enlivened when she went aboard to help stir the Christmas pudding.

With her are (left to right) AB Jan Becerra (Chard, Somerset), AB Michael Bengner (Bradford-on-Avon, Wilts), and Sub-Lieut. David Habershon (Frome, Somerset).



Somewhat sadly, our H.M.S. Laleston correspondent says his ship "is almost unknown to most people in the Fleet."

However, the Laleston "broke out" a little from her role of training Navy clearance divers in realistic conditions (usually on the west coast of Britain), to steam an interesting 7,000 miles.

After coming out of DED and work-up at Portland, the Laleston visited Bergen, sailing up the Songefjord (Norway's longest) to call at Balestrand — the first Brit-

ish ship to do so since the war.

The commanding officer (Lieut.-Cdr. A. T. J. Pedwick), whose wife is Norwegian, was invited to the country's biggest hotel, the Kviknes, which was a

favourite haunt of Kaiser Wilhelm.

Returning to Falmouth, the Laleston was soon off again to Gibraltar, Livorno (Italy) and Malta.

# Joys of being 'behind bars'!

A pub in the country . . . blackened beams, security, jovial company, old pals dropping in. With such an idyllic life, who would care if there wasn't much money in it?

Such stuff are dreams made of, but anyone who thinks seriously about keeping a pub in that state of mind can only do one thing. Forget it!

"I'm only here for the beer" is a splendid advertising tag, but the art of pub keeping is like any

other business in this sense — the great joy is being a success. And that means making money.

Of course there are fringe benefits. For the right temperament it is a way of life like no other. You might even get that thatched roof and roses round the door.

Recently a Navy News representative went to see naval men and others at the Licensee Residential Training Centre in a lovely country house at Donhead St Andrew, Dorset.

Fred Wingrave, CPO, and Alan Stevens, LMA, were enthusiastic about the fortnight's course.

The idea is to get a solid grounding in the "professionalism" of keeping a pub — finding out if the job suits you and if you suit the job.

The wife can go too. The brewers are insistent about that. Unless she is equally enthusiastic there is little hope of a lasting career.



With a name like Johnny Walker, wasn't he bound to end up keeping a pub? Ex-Master-at-Arms and Mrs. Walker seem happy enough in the cheerful surroundings of the rebuilt Uncle Tom's Cabin at Pompey.

Picture: CPO Dave Morris

# MARTELL say: 'What d'you know' about brandy?

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**ENTRY  
LEAFLETS  
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NAAFI  
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**Families**

**Page**

**1**



CAROL HACKETT



MURIEL LAMBIE



ANNE WATKINS



LINDA DOWNER



SUE TAYLOR



JENNY FRANKLIN

# ★ They met Princess Anne in Hong Kong ★



In a Colony made up of 236 islands sea travel is unavoidable, and the pleasant task of conveying Princess Anne between civic engagements fell to H.M.S. Kirkliston, senior ship of the 6th Mine Countermeasures ("Dragon") Squadron.

The Kirkliston's commanding officer, Lieut.-Cdr. Iain Robinson, is pictured here with three of the ship's company who feature in the story "Why the Princess laughed" in page 11.



AB ROGER JOHNSON



EM MICHAEL WALKER



LMEM DAVID SHIPLEY

The lucky Wrens serving at Hong Kong's shore base, H.M.S. Tamar, not only have one of the Service's most exotic postings but are in envied accommodation in a 23rd-floor penthouse suite overlooking busy Victoria Harbour — one of the world's most famous waterfronts.

This was one of the topics of conversation when Princess Anne visited H.M.S. Tamar as part of a five-day programme in the Colony.

The Royal visitor spent 30 minutes in the wardroom between engagements, and the Wrens were among 26 naval personnel to be presented to her.

"We soon got around to the subject of our penthouse, and described to the Princess the breathtaking view," said 25-year-old Leading Wren Sue Taylor, of Benfleet (Essex).

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HERE'S A MAN'S ANSWER TO THIS...

## 'Wives should be seen, not heard'

Get ready to duck, girls! There's a large brick coming your way from Petty Officer M. J. Petty in H.M.S. Albion, and he's aiming another missile at Navy News for good measure.

Remember last month's article, "Naval Wives Unite," in which an Edinburgh reader suggested an annual conference? Well that is the idea which got PO Petty all steamed up.

"It is my opinion," he writes, "that wives should be seen and not heard."

"What would come under discussion at these conventions? OUR pay? OUR uniform? OUR 'X' factor (wives!)? In any case there is usually a weekly convention at the post office on allotment day.

"Let's leave the Navy to be run by the Navy (who incidentally are doing a grand job), not by a bunch of females who on the average haven't the slightest idea of what goes on in the Service.

"Already Navy wives have too much insight into the running of OUR Navy, e.g. drafting cycles, LFS billets, extra pay, courses, etc., the Navy News being the instigator of this.

"By all means keep jolly jack informed and up to date, but keep the civvies out.

"Let's keep our secrets secret, and our Navy a MAN'S Navy."

At the Navy News office; all the downtrodden husbands agree with PO Petty in one respect — that wives should be seen and not heard — but nobody has yet found the instruction manual on how to go about it. So we continue trying to find answers to any of the wives' questions which come our way.

FROM EDINBURGH COMES THE STIRRING CRY...

### Naval Wives Unite!

"Why not an annual conference of naval wives? It is an interesting suggestion from a Families Page reader in Edinburgh. I would like to see representatives of both ratings and officers, wives under the command of a ship, abroad, and the delegates to be from all the main establishments."

"I would like to see their representatives in the same way."

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H.M. FORCES SAVINGS



## Christmas box for Chatham boys

Christmas messages and a "swop shop" are among the ideas organized by the lively Home Base programme on B.B.C. Radio Medway.

The weekly Forces Requests broadcast led to a special Christmas box for Chatham area boys serving on Chatham-based ships. In the box will be a recorded request programme which will go out to ships including H.M.S. Phoebe, Minerva, Aurora, and Diomedes.

Anyone seeking information should telephone Medway 0634 46284, or send requests to Radio Medway, 30, High Street, Chatham.

The Home Base programme is compiled and introduced entirely by Service men and women, and the helpful "swop shop" enables families going abroad or returning to buy or sell anything via the programme.

And here's a treat for boys everywhere — a picture of Diane Capon, of Gravesend (Kent), who has been nominated "Miss Home Base" — the Forces magazine run by B.B.C. Radio Medway.

**BIG DAY FOR A LITTLE BOY**

# Geoff's royal reminder!

A plaster cast bearing the word "Anne" is now among the treasured possessions of eight-year-old Geoffrey Blindell, son of Radio Supervisor Eric Blindell, of H.M.S. Tamar, Hong Kong.

*It will always remind him of the day a real princess stopped to talk to him.*

Geoffrey and his mother, Mrs. Sandra Blindell, were among the spectators at the Navy's Hong Kong shore base during Princess Anne's recent visit to the Crown Colony.

Cameras clicked and Union flags fluttered in the hands of excited children as the Princess stepped from the mine-hunter H.M.S. Kirkliston.

Three days earlier, the Kirkliston and the patrol ship H.M.S. Beachampton had escorted Princess Anne, in the Governor's launch, across the harbour from the airport.

One of those proudly waiting to get a glimpse of the Royal visitor to Tamar was Geoffrey, his legs in an uncomfortable-looking double plaster cast.

And when the great moment came it was Geoffrey who caught the eye of the Princess, president of the Save the Children Fund.

She stopped for a moment, expressed her best wishes for the success of his forthcoming operation and, at the request of Mrs. Blindell, autographed the plaster cast.

**SCHOOLS' SALUTE**

Princess Anne was officially welcomed to the establishment by the Commodore-in-Charge, Hong Kong, Commodore R. E. S. Wykes-Sneyd.

She met R.N. and W.R.N.S. personnel and their families, before leaving along a route lined with children from most of the British Service schools in the area.



Pen at the ready, Mrs. Blindell talks to the Princess. Afterwards she said: "Everyone told me it would be impossible to get Princess Anne to autograph Geoffrey's plaster cast, but when I said I hoped it wouldn't be too much trouble she replied 'Not at all.'"

## A mum's thanks

Singapore farewells are leaving a lot of memories, and one of them is mentioned in a letter to Navy News from Mrs. Anne Smewing, of Elson, Gosport.

"I have read your paper for some years," she says, "and have never seen any mention of the sterling work carried out by those good souls who run the Guides, Scouts, Cubs and Brownies on the 'married-accompanied' stations."

"May I, through your paper, thank them all for a difficult task, which means so much to so many of the children (and their mums!)."

"We recently returned from two years in Singapore and would like particularly to thank Mrs. Nicholson and Mrs. Marshall, who ran the Terror Cub Scouts during our tour."

**AGGIE'S, TOO**

"How these ladies (and their colleagues) managed to achieve ANYTHING, with the constant changes and children coming from all parts of the country, amazes me, especially as the local Scout groups had no interest in our lads."

"Many thanks also to Aggie's, who organized a once-weekly children's morning during the long summer holiday. The swimming may be great, but what a relief to have something else to interest the youngsters!"

"Good luck to them all, wherever they are now."



Wearing a smart two-piece, mid-length outfit in beige, with coffee-brown hat and accessories, Princess Anne leaves H.M.S. Kirkliston and prepares for the formal ceremonies and presentations in H.M.S. Tamar. But from a less formal meeting in the Kirkliston comes the story of . . .

# WHY THE PRINCESS LAUGHED

Whenever women gaze with wrapt attention at the television as members of the Royal Family are shown in smiling conversation with the populace, there is a burning curiosity.

"I wonder whatever they were talking about?" . . . "I wonder what she said to make him laugh like that?"

But nobody ever finds out.

However, Navy News can lift the veil of secrecy — only ever so slightly — about the visit of Princess Anne to Hong Kong.

Wearing slacks and informal

rig, the Princess boarded H.M.S. Kirkliston from a sampan, to be conveyed on civic engagements.

With Cdr. David Whitehead (Commander MCM 6), and Mrs. Robinson (wife of the Kirkliston's captain, Lieut.-Cdr. Iain Robinson), the Princess spent ten minutes looking around the ship.

**"FAST LIVING"**

On the stokers' mess deck she met AB Roger Johnson, who was with two of his mates, EM Michael Walker and LMEM David Shipley.

The Princess quizzed Roger on his impressions of Hong Kong.

"It's fast living Ma'am," said Roger.

The Princess laughingly replied: "Well, all the stories I've heard about Hong Kong come from the Navy anyway!"

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# Show 'new boys' how!

"My first ship!" In a naval career nothing that comes later can match the excitement of that landmark for the new entry.

At his training establishment he will have been "hardened off" in preparation for the day. The aim of this is to encourage the young rating to be self-reliant and independent when he reaches the ship.

It takes the form of withdrawing supervision, encouraging him to think for himself, making profitable use of his spare time, and giving him increased control of his pay and longer leave up to 2300.

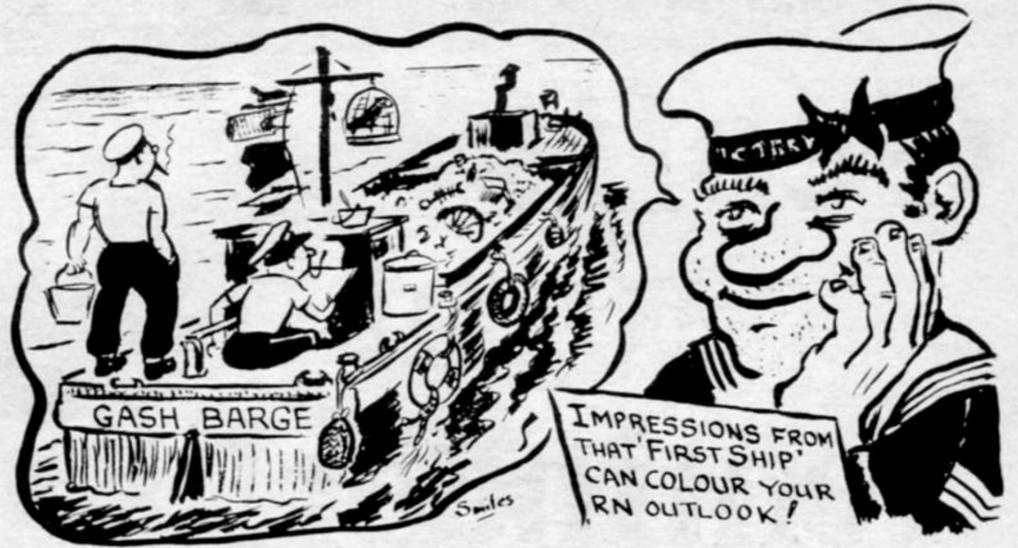
## First ship impressions are vital

Nowadays an increasing percentage of ships' companies is made up of Juniors and Ordinary ratings serving in their first ship, and the Admiralty are keen that those vivid first impressions are of the right kind.

Four pages of advice have been drawn up, giving guidance to ships on training, education, accommo-

modation, and the like, but "above all," says the Admiralty, "it will be the appearance, bearing and enthusiasm of officers, senior ratings and leading ratings alike which will make the most profound and lasting impression on these young men."

DCI 1968/71.



## GET WISE ON DCIs

Aim of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

## 'Write' way to say it

How do you write to a prospective boss? Give a good blast of enthusiastic fervour or go all modest and restrained?

"A written self-description" can be a bit of an agony to most men, but they may not be aware that individual help is available as part of the facilities to Service personnel organized by the White Ensign Association Ltd.

Advice on financial matters to ratings or officers is the better known work of the Association, especially in relation to investment, house purchase, life assurance, commutation of pensions and the prudent use of terminal grants.

DCI 1138/71.

as a Surveying Recorder, and the opportunities are such that the Management are puzzled by the lack of volunteers.

It all sounds interesting enough — "productive, active life, chances to visit and go ashore at remote parts of the world, technical training giving qualifications as valuable outside the Service as within, opportunities to use initiative."

Anyone who has been prevented by any reason, such as advancement fears, from volunteering might find it well worth while to study the details.

DCI 1170/71

## Who'd like a (steel) halo?

There's a special halo for ex-Field Gun Crew men, made from wire rope and steel, and weighing about a ton. Having undergone the arduous training, it sits lightly upon their brawny shoulders.

Selection for next year's three Royal Tournament teams is now taking place, ratings who may volunteer being on Port Service, Home Sea Service, or GSC ships who will be on the Western Station from February 1, 1972.

Names of volunteers have to be in to Drafty at H.M.S. Centurion by December 31, and those selected will be drafted to the appropriate establishment by March 6, 1972.

DCI 1064/71

### Combined training

The work and training of mechanic apprentices and artificer apprentices of the same category is so similar that the Admiralty have decided to combine their training.

As from next January the mechanic apprentice entry

will be phased out and the upper age limit for the artificer apprentice entry will be raised to cater for those currently recruited as mechanic apprentices.

The position of ratings already under training is unaffected by the change, except that artificer apprentices will be paid on the improved pay scales.

DCI 1140/71



"Starting a splinter group perhaps?"

## Adventurous types step forward

Has initiative died in the Royal Navy?

It hasn't of course, but officers or ratings with a good dash of this useful personal ingredient may not be aware that they can cash in on it for "schemes of an adventurous or unconventional nature."

Anyone under 24, lacking only the money for a dashing sortie which "could make him a more useful member of the Service," should

take a look at the rules for the Cunningham Initiative Award Scheme.

This is an imaginative arrangement, but the "adventurers" aren't exactly flocking around at the moment.

Pity if such a splendid thing faded out.

DCI 1405/70

### Tobacco tins

Service pipe tobacco in 2oz vacuum sealed oblong tins are replacing the familiar 1lb. tins which are no longer obtainable from the manufacturers.

The Fleet issuing price is £1.20 per lb.

DCI 1075/71

### Quarters rules

Ten pages of small type are necessary to explain the maze of rules surrounding the allocation of married quarters in the United Kingdom to officers and ratings.

Many of the regulations are there to ensure the greatest degree of fairness in allocation, because there are not enough quarters to go round, but it is small wonder that there is occasional misunderstanding or frustration.

As the married quarters building programme continues, and more personnel are encouraged to buy their own homes, the hope must be that streamlining of the regulations will be possible.

DCI 1078/71

### Flying wives

Hundreds of naval wives every year take advantage of the opportunity to visit husbands

whose ships are staying for a few weeks in an overseas port.

The naval scheme under which Local Overseas Allowance is granted refers to shore-based personnel, ships on General Sea Service, and ships still on General Service, or Foreign Service commissions.

The husband's period abroad has to be over six months' duration to qualify for a visit, but a second visit is permissible if continuous service abroad exceeds 20 months. Children as well as wives can be included.

Although the air travel is expensive, arrangements can be made for husbands to get an advance of pay, with repayment by deductions over the next 12 months.

DCI 1085/71

### Careers Service aid

A few junior ratings can have the opportunity of spending three months at home — and doing a useful job for the Navy — by volunteering to help the Careers Service during 1972.

They will attend exhibitions and shows, and have to be "of good personal quality and likely to give a favourable impression of the Service to prospective recruits and their parents."

DCI 1087/71

### Advancement

Ideally, ratings should obtain their professional seamanship qualifications for advancement while serving in a seagoing ship of the Fleet, but this Admiralty policy is under review.

Meanwhile, it is recognized that for various reasons many ratings are unable to receive sufficient formal instruction in the Fleet to achieve the high standard of seamanship knowledge required.

Advancement courses are being held at Portsmouth, Plymouth, and Rosyth in 1972.

DCI 1146/71

### Meet R x R

When something on the car falls apart, everybody is familiar with the scheme for swapping the faulty component for a "works" "reconditioned" replacement.

### Trickle talk

New trickle advancement arrangements replace last year's regulations.

For instance, for the period October 1 to December 31, 1971, 12 advancements may be made to Seaman PO whether there are vacancies or not. If there are 12 or more vacancies, the trickle allowance will not be required, but if there are only ten vacancies, two additional advancements may be made.

It must be realized that changing circumstances can lead to a revised trickle allowance for periods after the current quarter.

DCI 1116/71

### Steel work

When there is a paragraph in heavy black type, it usually means "you'd better notice this or the Management are going to get really peeved."

So anyone who is thinking of getting to work with chipping hammers, wire brushes, or heavy scrapers on steel structure will be well advised to ensure that the surface is not "metal sprayed." A drawing prepared for each ship will tell all about it.

DCI 1183/71.

The idea is being taken up by the Navy in a big way — for instance over a vast range of pumps and motors — in order to cut down refit time in dockyards.

In future a great deal is likely to be heard of Refit by Replacement (R x R).

DCI 1156/71

### 'Key ratings'

Up to now, men who have less than 12 months remaining to serve have not been drafted to sea.

This period has now been reduced so that a man can still be drafted to sea if he has more than nine months service remaining from the time his draft takes effect.

However, men will not be drafted for such a short period to key billets where continuity is necessary. So take heart, you wives who have key husbands.

This change will not affect the regulations whereby men going to pension will spend their last four months in Port Service.

DCI 1119/71

### Orphan fund

The Trafalgar Day Orphan Fund had a record amount of £6,947 from entertainments and subscriptions last year, the money having been allocated to seven children's homes on the basis of £60.94 for each Royal Navy child maintained.

DCI 1135/71

### An opportunity

For the Seaman Branch one of the more unusual activities is

## IRONING OUT THE PROBLEMS

Anyone who may have wondered why electric irons are often so hard to get aboard ship can now read the horrible truth — they are not making the things any more!

Not surprisingly, there is little shoreside demand for the 200-volt DC thermostatically-controlled variety, "and no early solution is expected."

No solution, no irons?

Not quite as bad as that. The Management are buying a limited quantity of non-thermostatic irons, and that means that lots of garments are going to curl up and die if the operators do not exercise the utmost caution.

If spitting on it causes an explosion, the iron is probably too hot!

DCI 1180/71.

## Everyone's got a price ...

The mind boggles at the apparent possibilities of "Pay and Allowances — Work Done for Private Individuals — Claims for Repayment."

A Wren is worth 75p an hour, according to the Ministry of Defence assessment of her value, but a Third Officer costs twice as much, while a Captain may be honoured to find he attains the dizzy height of £3.80 an hour.

However, before the eager applications pour in, "work for private individuals" is usually associated with civilian firms paying for some special guidance or task appropriate to naval expertise.

Sorry to disappoint!

DCI 1166/71.



"She'll have to pay them more than that!"

**CHRISTMAS GETS SO COMMERCIAL!**

**NAVY NEWS IN BRIEF**

Last year H.M.S. Minerva's Christmas pudding was stirred in New Zealand, using what remained of pusser's rum. This time it was mixed in Bahrein, with commercial brandy instead of the traditional spirit.

Racing 20 miles through icy seas, H.M.S. Jupiter took three fishermen off a Dutch trawler and gave assistance to three remaining on board to fight a fire in their vessel.

The 26-year-old "A" class submarine Auriga has arrived at Devonport to pay off and be placed on the disposal list.

Canada's 70 m.p.h. hydrofoil, the world's fastest warship, is going into mothballs because there are more important needs at the moment.

On Trafalgar Day, for the first time in 16 years, H.M.S. Pembroke exercised its Freedom of Gillingham and Chatham by marching through the streets of the boroughs.

There is a small faraway place called H.M.S. Forest Moor (near Harrogate in fact) and they are rather pleased with their cookery prowess, having gained a first and a third at a Leeds catering exhibition.

A party of 33 French submariners from the nuclear vessel La Redoubtable visited H.M.S. Dolphin to qualify in the British escape system — the first sailors from across the Channel to do so.

**FOUDROYANT APPEAL**

An appeal is to be launched to save the Foudroyant, launched in 1817, and one of the oldest training ships afloat. It is being moved from Portsmouth to Southampton for dry-docking and repairs in January.

**Return of the 'gunboat'**

H.M.S. Monkton — pictured before conversion at Devonport Dockyard to her new role as a patrol craft — or the Royal Navy's "first gunboat for 30 years."



At the end of extensive conversion work at Devonport, former minesweeper H.M.S. Monkton now returns to the naval scene in a new guise — and with a claim to be the Royal Navy's "first gunboat for 30 years."

To meet the need for patrol craft, particularly for deployment overseas, several mine countermeasures ships are planned for conversion, first being the Monkton, which was formerly employed on search and rescue duties with R.N. air station Culdrose.

**ROCKET LAUNCHERS**

Conversion covers alterations in her armament, including the fitting of extra guns, rocket launchers and small craft for boarding.

The Monkton will have an almost completely new ship's company, with new commanding officer (Lieut.-Cdr. C. J. S. Craig), and her new role involved a change in pennant flag from "M" to "P."

She is due to complete trials, work-up and a much-anticipated visit to Liverpool before the end of 1971, and in the new year moves to warmer climes.

**Get ahead!**

H.M.S. Monkton wants to get a head — a special one to replace Fred, the handsome buffalo's head mascot which used to adorn the front of the bridge structure (as our picture shows).

Alas, poor Fred is no more. He was dropped and broken into many pieces, and Sub-Lieut. C. A. Howeson, self-styled "figurehead officer," is seeking a suitable substitute.

H.M.S. Eastbourne's "home town" call was followed by exercise at Portland and an informal visit to Cardiff.

Children's paintings brought from the Japanese city of Kure by H.M.S. Maxton were presented to Portsmouth, where they will be exhibited.

H.M.S. Danae had an unusual assignment when she made smoke to assist the wind research programme of Hong Kong University, the organization being scheduled to prevent land pollution.

The Leander class frigate H.M.S. Sirius is spending five days at Barcelona early this month — the first goodwill visit by the Royal Navy to Spain for more than seven years. Last month the aircraft carrier H.M.S. Ark Royal visited the Spanish island of Majorca.

**Ulster medals**

All troops who have served 30 days or more with the Ulster peacekeeping forces since August 14, 1969, will be eligible for the General Service Medal.

The first stage has been completed in Portsmouth Dockyard's work on converting the old Battle-class destroyer Matapan into a trials ship.

**NAVY DIVERS AT WRECK**

An officer and eight ratings from the Royal Navy's Clearance Diving Team at Malta, with a back-up group from the Fleet Clearance Diving Unit based on H.M.S. Vernon, have recovered bodies from the sunken wreck of

the R.A.F. Hercules aircraft, which went down in the sea after taking off from Pisa.

The salvage vessel H.M.S. Layburn, from Malta, is to recover the wreck.

**Fleet Chief? He's a king!**

When H.M.S. Intrepid "crossed the line," while on passage from Singapore to Mombasa, the traditional meeting with King Neptune and his Court proved what was subsequently described by the commanding officer (Capt. W. D. M. Staveley) as the best he had ever witnessed.

Arrival of King Neptune (alias FCPO French), with his Court, was heralded by the ship's band in gay costume, which led a procession around the flight deck.

After being welcomed by the commanding officer, members of the ship's company who had not crossed the line before were brought before the King to pay tribute, or otherwise accept the penalties. Other members came before him for various "serious offences" committed in the past.

The many "official defaulters," in addition to the commanding officer, included the executive officer (Cdr. A. J. L. Marx) and Master-at-Arms P. Murphy.

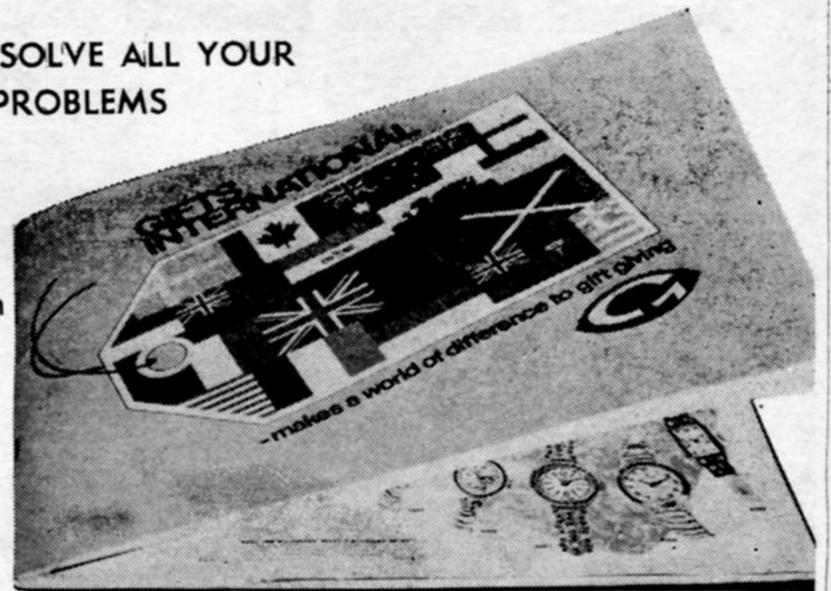
In the picture, the captain welcomes King Neptune, watched by the Clerk of the Court (Lieut.-Cdr. D. B. Joinson), the Archbishop (PO Callas) and members of the ship's company.



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# R.N.B.T. — 'slimming'

## to keep fit

Faced with rising costs, the runaway decrease in the value of money, and the increasing needs of those it serves, the Royal Naval Benevolent Trust has mounted a far-reaching programme of streamlining its administration.

Courageous, and painful, decisions have been taken in the closure of offices and centralizing administration as the Trust realistically equips itself to ensure that its work of helping those in need will go on as efficiently in the future as in the past — but more economically.

### 'ON OUR TOES'

"If anyone has any doubts about the R.N.B.T., let me assure him that we are very much alive and on our toes," said its president, Admiral Sir Desmond Dreyer, at the 49th annual meeting in London in October.

Drastic steps had been taken to halt the rise in administration costs which, at present, absorbed nearly 22 per cent of the Trust's income and would absorb 35 per cent by 1975 if something had not been done to arrest it, said Admiral Dreyer.

"Certainly, if we allowed this to happen we should justifiably be accused of running the Trust for the benefit of the staff."

### THE CHANGES

In Malta the R.N.B.T.'s office is now manned only by a subsidiary committee to vet and almonize requests for help

before passing them for decision to one of the committees at home.

Chatham office closed on March 31, and its work was divided between Devonport and Portsmouth local committees. But the Chatham committee has been kept in being, and had the important task of acting as a management committee for Pembroke House, the Trust's home for aged ex-naval men.

Devonport office closes next March 31 when all grants work will be concentrated at Portsmouth where the local committee may need to be increased. Already fully representative of all branches of the Navy, the committee also has some retired members, and the Trust is examining how best to arrange representation from Chatham and Devonport.

### TOUGH DECISIONS

Outlining these developments, Admiral Dreyer paid tribute to all concerned on the central, local and policy committees in making the decisions.

"Many of them have not been easy, but we have had good, forthright discussions and plenty of plain speaking, and this has been stimulating and wholly beneficial to the Trust," he said.

"It is sad to see these two local offices



## WAGING A WAR ON THE WALL!

Visiting Pembroke House in October, Admiral Sir Desmond Dreyer, president of the R.N.B.T., saw this impressive picture in the dining room.

Also admiring the picture — painted by Mr. Stanley Rutland (right) who is in charge of maintenance — are Mr.

Percy Lowe (85) and Mr. Harold Paine (83).

The same day 26 children from an infants school brought harvest gifts and sang harvest songs at the home.

Picture by Russ Whalley

close," he added. "They have done splendid work for the Navy in conscientiously dealing with grants work, and in ensuring that the men in their area were aware of what the Trust is doing."

"But the organization of the Trust had to be brought up-to-date by a concentra-

tion of effort, in the same way that the Navy itself has, over the years, been brought up-to-date by concentrating its drafting and its training schools in the Portsmouth area."

"In making these changes, we are inevitably losing some very valued and conscientious employees, and we are very sorry to see them go."

The R.N.B.T. would still be run for the Navy by the Navy. "The grants will continue to be assessed by the sailors themselves, and the policy of the Trust will still be decided and overseen by the central committee on which there is a substantial majority of sailors, as has been the case over the past 49 years," said Admiral Dreyer.

# R N B T

BY THE NAVY - FOR THE NAVY



## DO YOU KNOW ?

... that every day, on average, 14 people receive grants from the Royal Naval Benevolent Trust — and that's not counting the 900 ex-naval men and widows who receive regular weekly payments under the Trust's annuities schemes!

No direct contribution is payable and no appeals are made to the public.

R.N.B.T. relies on canteen rebates, voluntary donations, investment interest and legacies to carry on its important work

<b>HEAD OFFICE</b> HIGH STREET BROMPTON GILLINGHAM Medway 42745	<b>HOME for AGED EX NAVAL MEN</b> PEMBROKE HOUSE OXFORD ROAD GILLINGHAM Medway 52451	<b>PORTSMOUTH</b> 2a TIPNER ROAD STAMSHAW PORTSMOUTH Portsmouth 60296	<b>DEVONPORT</b> STOPFORD PLACE STOKE DEVONPORT Plymouth 52772	<b>MALTA</b> 2 HARPER LANE FLORIANA MALTA Central 24396
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## Payouts grow bigger for people in need

If the R.N.B.T. had not received two exceptional legacies — together totalling about £16,000 — it would have suffered a deficit during the year instead of the £9,708 surplus reported by the treasurer, Mr. D. E. Wilson, at the annual meeting.

The cut in the rebate paid to ships and establishments by the Naval Canteen Service, and the decision that most ships of the Fleet should no longer contribute one-fifth of that rebate to the R.N.B.T., reduced income from that source by about £12,000, said Mr. Wilson. It would be an even more serious effect in the current year.

But both Admiral Dreyer and Mr. Wilson, affirming that the Trust's principal concern must be for those in need, pointed out that, while the value of income was going down, the needs of the people it served were going up.

Admiral Dreyer had said: "State help for the old and sick covers no more than the essentials of life, and barely those. There is nothing to spare for emergencies and extras — and extras frequently include such basic needs as warmth in winter and shoes to keep out the wet."

### Pounds of goodwill

Putting a price on the R.N.B.T.'s goodwill is impossible, but the Trust's accounts for the year ended June 30, included £135,439 spent on grants to individuals in necessity and distress, £14,578 on grants for training and finding employment, and £5,177 on grants to homes and institutions (not counting Pembroke House).

It all adds up to a big sum of benevolence.

With these thoughts in mind the Trust had increased the 800 annuities paid to elderly ex-naval men and widows. Put into effect from July 1, this would increase expenditure by about £20,000 per year.

Individual grants paid to people who approached the Trust for help had also grown — in line with the need to maintain their purchasing power — from an average of £16 in 1965 to today's average of £21.

There was the continuing need to subsidize homes for the sick and elderly, and the item in the Trust's Charter which required it to help train men for jobs when they leave the Service.

### SUPPORT PLEA

To maintain its service effectively, the Trust had to "streamline" itself.

Mr. Wilson reported that staff reductions should cut administration costs during the present year by about £11,000, and the decision to concentrate all grants work at Portsmouth would lead to a further substantial saving in 1973.

There might also be a welcome addition to income from letting the offices at Chatham and Devonport.

"The Trust has done what was needed to be done to meet the challenge of ever-rising costs," said Mr. Wilson. He hoped that the R.N.B.T. would receive both the moral and financial support which, he believed, it had a right to expect.

## TRUST'S ROLE AS GREAT AS EVER

The Royal Navy is going through a period of change perhaps more radical than for many years, and the part the R.N.B.T. has to play is just as important as it has ever been.

This was a message given to the Trust's annual meeting by the Second Sea Lord, Admiral Sir Andrew Lewis, who is to become Commander-in-Chief Naval Home Command next May, and will become a governor of the Trust.

He said: "The pressures on the man, and on his family, are as great as ever, and are likely to remain so."

"So, I welcome this opportunity of paying tribute to the great dedicated work of the R.N.B.T. in this field, of thanking you for all your efforts in the past, and wishing you every success in the future."

# Singapore - the changing face...

At a Sunday evening party in December, 1945, after the Japanese surrender in August that year, a young WRNS officer remarked that it was unfortunate that Admiralty House, Singapore (then the residence of the Commodore Superintendent of the dockyard), had no swimming pool.

The following morning a Japanese officer in charge of the 6,000 POWs in the base was given the task of building a pool. The same day he had produced plans and a water colour painting of his proposals.

Work started on the Tuesday morning when a working party of 200 Japanese arrived on the site.

Six weeks after she had commented on the need for a pool, the swim suited WRNS officer had a glass of champagne poured over her head and was tossed into the water to declare the pool open.

Built in 1939, Admiralty House was originally Canberra House, the residence of the Flag Officer Malayan Area. After the war it was renamed Nelson House as "home" of the Commodore Superintendent of the dockyard, and later again that of F.O. Malayan Area.

It became Admiralty House in 1958 when it was taken over by the C-in-C Far East Station.



Beside a swimming pool built in 1945 by Japanese prisoners-of-war, stands Rear-Admiral J. A. R. Troup, last Commander of the Royal Navy's Far East Fleet, whose flag was lowered at Singapore naval headquarters on October 31 as the naval presence there underwent its ANZUK transformation (featured in Navy News last month).

## 'COOK TOURS' - ALL CHANGE

Business at the Royal Navy's own "Cook's Travel Agency" in Singapore has certainly felt the effects of the change of "management".

At the Services Air Booking Centre (Navy) at R.A.F. Station, Changi, PO William Cook, from Blackburn (pictured below) has been responsible for arranging homeward flights for R.N. men and their families.

By October 1 he had repatriated more than 3,000 this year.

Working with him, CPO Peter Messenger of Barrow-in-Furness, has handled the hundreds of passages involving other R.A.F. flights and commercial airlines.

In charge of the S.A.B.C. (Navy), which was continuing on a reduced scale until December 1, Lieut.-Cdr. Richard de Courcy Hughes went to the Far East in January, 1964, serving in Hong Kong, Labuan, and Singapore.



Picture: A. R. Chadwick

## ... WITH THE SMILE THAT LINGERS ON!



ABOVE: Pritam Singh has worked in the porters' office of R.N. Officers' Club since he left school in 1962. A familiar and dignified figure with an infallible memory for names and faces, he's the man for sticking plaster, change for the fruit machine, a taxi, or next month's cinema programme.

\*\*\*\*\*  
Sailors bring home from Singapore a lifetime of memories — of ice cold Tiger beer, cool tropical evenings and meals at open-air restaurants, hooting taxis and persistent trishaw boys, and that sudden blast of air that precedes a tropical downpour.

But, in the main, it is the people who leave the most lasting impressions — Chinese, Malay or Indian people who, quick to respond to a smile and give help, have become an indelible part of the Far East scene to be recalled in years still distant.

RIGHT: To "Wong," of "Tom Lee, Naval Taylor (from Wei Hai Wei), Contractors to H.M. Ships, Dhoby, Tailor and Shoemaker" (as the firm's business card announces), ordinary seamen and admirals have gone for their suits in H.M.S. Terror.



Of such people are memories made



LEFT: Since the Lee Photo Studio alongside the Admiralty Road Naafi, opened in 1950, Mrs. Lee and her husband have met the needs of thousands of Service and civilian customers for films, processing, prints or photographs to send home.

RIGHT: For thousands of ratings he has simply been "T.T." in his laundry behind the accommodation blocks in H.M.S. Terror. Mr. T. T. Ling was there before the war, returned in 1946, and, still surrounded by washing, will be well known to ANZUK forces.



ABOVE: For passports, visas, schoolchildren's flights, Malaysia holidays, and many domestic problems, people have turned to smiling "Miss Kim" — Ho Kim Noi in the movements office of Terror's barrack control organization.



LEFT: Ng Sau Kim (21), Ng Saw Har (19), Ng Saw Wan (17) and Ng Lam Hoi (15), the four pretty daughters of Seng Fatt, working in his hairdressing establishment alongside the senior rates' pool in H.M.S. Terror.

## You can join us straight from school and leave us at 21.

In most Navy trades, you can now serve for as little as 3½ to 6 years (depending on the age at which you join).

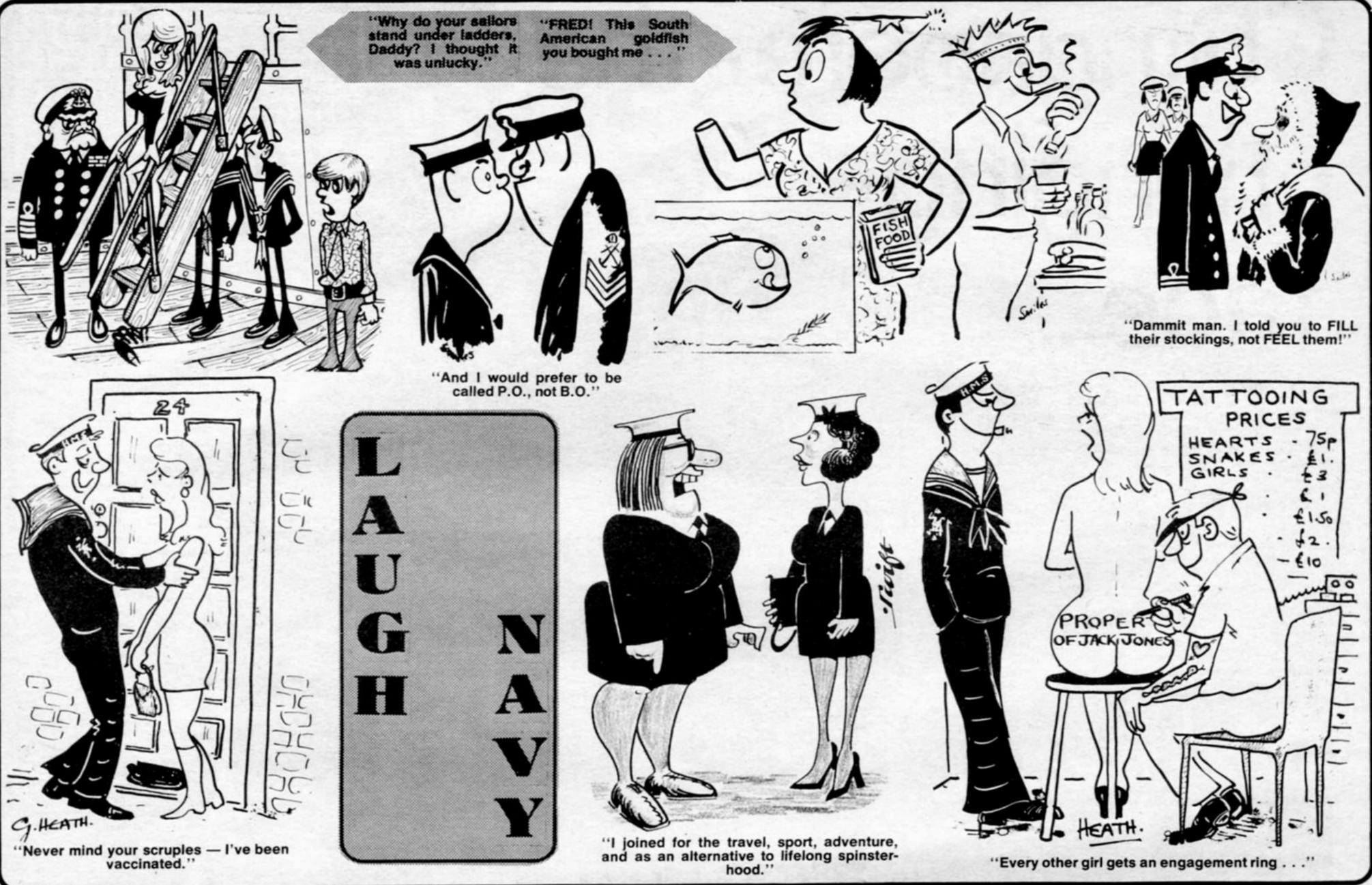
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# Submariners pop up everywhere

... LIKE SOUTHAMPTON AND MANCHESTER

Nearing Southampton for a week-end courtesy visit is the nuclear-powered Fleet submarine H.M.S. Dreadnought. During her stay the ship's company were entertained to a social by H.M.S. Wessex, the R.N.R. headquarters for the area, and many friendships were made. Other week-end activities included soccer and rugby against local sides and a trip to Strongs brewery at Romsey.

The "Motorway Sub." is H.M.S. Opossum, seen passing under the M6 during passage up to Manchester Ship Canal for a visit to the city with H.M. Submarines Porpoise, Otus and Auriga. Activities included a visit to a children's hospital to take presents and play games with the young patients, and a children's party at which guests included stars of that television "evergreen" Coronation Street.



## INTREPID AIDS MISSION

During a visit by H.M.S. Intrepid to Mombasa, a group of volunteers went on a three-day working holiday to St Luke's Mission Hospital, Kaloleni. The hospital is run by Dr. David Milton-Thompson — brother of Surgeon-Cdr. Godfrey Milton-Thompson, of R.N.H., Plymouth — and his wife Beatrice, who are now in their twentieth year at the hospital. Various tasks, from plumbing and

## HOSPITAL

painting to demolition of dilapidated out-buildings, were carried out by the team. The number of crests displayed in the doctor's house indicates that a regular run in a worthwhile cause is made to the mission by personnel from Royal Navy ships visiting Mombasa.

# Choppers fan the flames'

**(BUT THEY ALSO HELP FIGHT THE FIRE)**

After taking part in the Singapore farewell steam-past, H.M.S. Albion, in company with other ships, headed northwards to take part in Exercise Curtain Call, which included landing Commando into the Northern Penang exercise area and recovering them.

Later, the Albion started for Mombasa, but an SOS call from the Admiralty-owned tug Advice interrupted progress while a party helped extinguish a severe fire in her engine room.

**'Man of the year'**



The Royal Navy's 'Man of the year' is Cdr. Alan Kennedy, who, as commanding officer of the nuclear-powered Fleet submarine H.M.S. Dreadnought, led the underwater expedition to the North Pole earlier this year.

The Dreadnought surfaced at the Pole on March 11.

Cdr. Kennedy (pictured above) is now flotilla operations officer to the Flag Officer Submarines.

H.M.S. Argonaut, which was in company, was detached to go to the tug's aid and arrived shortly after the commando carrier's first helicopter. Firefighters winched down from Albion helicopters and a boarding party from the Argonaut were helped by members of the tug's crew in tackling the blaze.

The tug's crew were eventually transferred to the Argonaut, which stood by until further help arrived.

At one stage the Albion helo boys were a little "put out" when they were told that they had managed by the "downwash" of their rotors to reignite the fire twice!

Earlier during her Far East sojourn, the Albion had maintained her record of never transiting the South China Sea without having to dodge, or at least consider dodging, the embraces of a fast female — a typhoon.

**COLOURS CEREMONY**

An assisted maintenance period in Singapore was a prelude to the extended trip home and at the same time the ship embarked 40 Commando and their colours.

It was the first time the Albion has had nearly all the Commando group on board at once — and they arrived in style. Their Queen's and Regimental colours were paraded through the dockyard, received at the foot of the brow by the naval guard and ceremonially marched on board.

So 40 Commando's colours started the long journey home for the first time since the war.

The unit was embarked for the farewell Singapore steam-past, before which a ceremonial parade was held in H.M.S. Simbang in which the Albion's guard took part.

H.M.S. Albion (foreground) and H.M.S. Argonaut stand by while firefighters from the ships tackle the outbreak in the tug Advice. Although not much smoke is to be seen, the fire had a good hold and took about two hours to extinguish. The small tug is the Spaniel, which was being towed by the Advice and to which crew members transferred.



Earlier, while the ship was at Hong Kong Wessex helicopters from 848 Squadron helped with a series of heavy-lift flying programmes in support of two rural area development projects on one of the colony's outlying islands.

About 150 tons of construction materials were flown ready for various work, and helicopters were also engaged on airlifting 18 tons of major components of a small water treatment plant.

Midshipmen from the Albion took part in installation of children's playground equipment.

## Tough trip if you're no sea dog!



As the 425-ton minesweeper H.M.S. Puncheston headed home to Britain through gales after 13 years continuous foreign service, she had on board an 18-month-old Arabian mountain goat hound — who unfortunately didn't prove much of a sea dog.

When the weather got bad, AB Rebel just crawled away and hid! But he made it, and now he's starting a six-month quarantine in Fife, after which he will be cared for by OEM James Hutchison.

It was a tough voyage home from the Gulf for the Puncheston, with a monsoon in the Indian Ocean, gales off the Cape and storm-force winds in the Bay of Biscay.

The sweeper, commanded by Lieut. A. J. Morrice, entered Portsmouth harbour wearing paying-off pennant, and now goes into reserve.

Welcome to the U.K.: A handshake (left) for Rebel, of Bahrain, from Rear-Admiral P. G. La Niece, Flag Officer Spithead and Port Admiral Portsmouth.

## SUNTANS FOR WEST INDIES WALRUS

The tourists' paradise of Nassau in the Bahamas, the beautiful beaches of Puerto Rico and the lavish entertainment of Caracas, capital of Venezuela, will still be fresh in the memories of the suntanned crew of H.M. submarine Walrus.

She recently returned after a detachment in the West Indies during which she covered 14,000 miles in just under three months.

The ship's company spent the first five weeks in the Bahamas carrying out trials with Sea King helicopters of 819 Squadron embarked in RFA Engadine.

**'OLD ENGLISH' PUBS**

At week-ends they enjoyed the sunshine and tourist amenities of Nassau or Freeport, on Grand Bahama Island.

Visits to two "old English" pubs made the crew feel closer to home, and a variety of sporting fixtures against local teams ensured their fitness at the cost of a lot of sweat — the average temperature being about 88° F.

A ten-day self-maintenance period was spent at San Juan in Puerto Rico, and the Walrus's final port of call was La Guaria, the port of Caracas.

**EXERCISE**

She was accompanied by H.M.S. Tartar, with the Senior Naval Officer West Indies (Commodore D. G. Roome) embarked.

There was a two-day exercise with units of the Venezuelan Navy before the Walrus visited the capital, where the excellent reception provided a memorable climax to the detachment.



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**PROVIDENT LIFE**

Photo: NA J. Lugg

# Navy News

Editor:  
W. WILKINSON  
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Tel. Portsmouth 22351 (Ext. 872194)

## Competitive draught

How "with it" is the Royal Navy, in terms of accepting the facts of life as understood on the other side of the gates?

When people like the Coventry toolmakers are sitting pretty for years, and suddenly have the cushion taken away, they react in alarm. Until now the rating advancement system in the Navy had some parallel, being founded on the security of length of service.

Change was inevitable. In the tasks of today, inside the Service or without, ability shows through — and so does the failure to use it.

From now and over the next few years, ratings with their eyes on responsible middle management will see how effectively the system can be amended to professional personnel assessment, and exactly what the results are in real terms of "merit" progress.

### SECURITY

The Management express no doubts on being able to provide both the just means and the incentive to stimulate ability, but what of the less successful?

In the modern world of take-overs, the security of Service life has never been more apparent, but few observers are hazarding a guess at the effect of letting in the competitive draught.

Now it is with us — cloaked to some extent initially, but undeniably blowing around. It would be under-estimating the Navy's commonsense to imagine that there is any lack of shrewd appreciation of what it is all about.

### THE TRUTH

The quieter the absorption, however, the more certain the eventual blow-back if holes can be picked in the process. No man expects to suffer for ever because his face didn't fit in an isolated quarter. That niggles is being taken care of, but some sensitive areas remain for close scrutiny.

Full information to the individual may be one of the keys. Unpalatable truth is always better than nail-biting in the dark.



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## BAHRAIN'S 'AULD LANG SYNE' FAREWELL

# Gulf will not 'be forgot'

Though ships will still visit the Gulf, December brings the end of the Royal Navy's permanent shore-based naval presence there. R.N. ships have been visiting the Gulf since the 18th Century, and it is even alleged that Nelson was a "medevac" from the Gulf as a midshipman.

To the strains of "Auld Lang Syne," played by the 40-strong band of the Bahrain State Police, the broad pennant of Commodore Sir Peter Anson, last Commander Naval Forces, Gulf, was hauled down at 1200 on Thursday, November 4.

The ceremony took place in H.M.S. Jufair, the shore establishment in Bahrain which has been host to the Commander Naval Forces, Gulf, since the withdrawal from Aden in 1967.

This was the last major naval occasion in Jufair which could be watched by wives and families, all of whom were due to leave by the end of November. Among the spectators was Major-General R. C. Gibbs, the Commander British Forces, Gulf.

Although the parade marked the end of the Gulf Naval Command, it did not signify the end of the naval presence.

### Control transferred

Operational control of the frigates H.M.S. Minerva and H.M.S. Falmouth was transferred on November 4 to the assault ship H.M.S. Intrepid (Capt. W. D. M. Staveley). Next day, the Commander British Forces, Gulf, and his staff, also moved from the joint headquarters in Jufair to the Intrepid, alongside at Mina Sulman deep water jetty.

H.M.S. Jufair, which was commissioned on

November 7, 1955, is continuing to provide limited shore support to ships in Bahrain until it closes down on December 15.

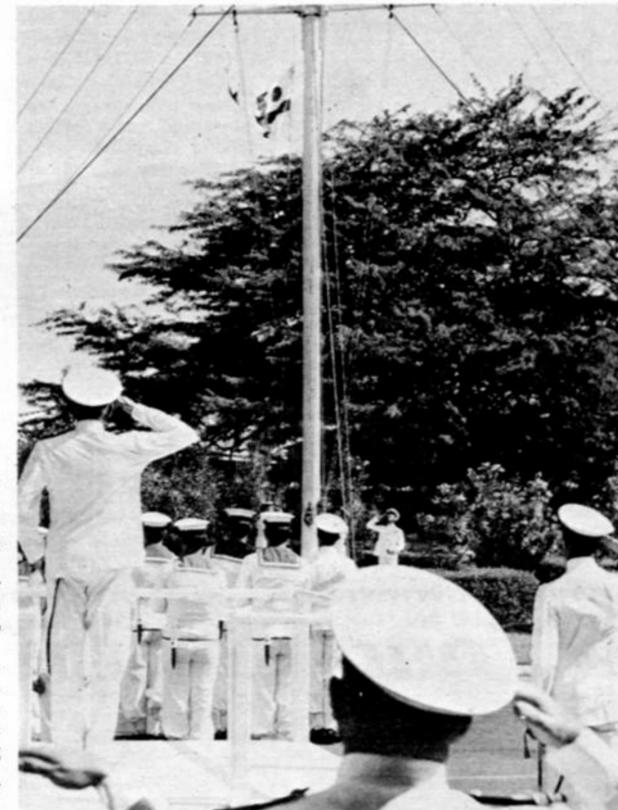
The parade, which was devised by H.M.S. Jufair's commanding officer (Cdr. B. H. Lawson) and Lieut. A. W. Palmer, and commanded by Lieut.-Cdr. W. T. Griffiths, included divisions, inspection and a march past.

Even by Bahrain standards the weather was hot for early November (90°), but no one collapsed on parade since all had become acclimatized by periods of up to 2½ years in Bahrain.

The Police band was directed by Assistant Superintendent Ayash, who had taught his men the unfamiliar tunes of "Iolanthe" and "Auld Lang Syne," one as a personal salute to Commodore Anson, and the other as a whimsical accompaniment to the lowering of the broad pennant.

The parade marked the last public appearance of the Goan Division of cooks and stewards which has loyally served the Royal Navy for over a century. With the withdrawal of the permanent naval forces from Bahrain, the Goan Division is being disbanded.

BELOW: The Guard, commanded by Supply Sub-Lieut. J. W. Watson, is inspected by Commodore Sir Peter Anson, last Commander Naval Forces, Gulf. Behind the Commodore is Cdr. B. H. Lawson, commanding officer of H.M.S. Jufair, and Lieut. T. D. Shorland Ball, Flag Lieutenant.



ABOVE: At the salute as the Commodore's broad pennant is lowered in H.M.S. Jufair.

## 'AND THE LAST SHALL BE FIRST'

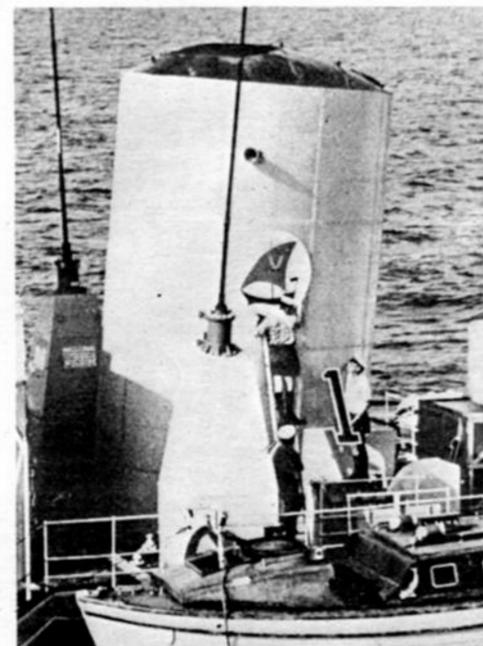
Somewhere in the Arabian Sea the Gulf badges came down in H.M.S. Gurkha and the funnel badges for the First Frigate Squadron went up.

The Gurkha was the last Gulf frigate to carry the famous dhow insignia, and was on her way to Singapore to be one of the first R.N. ships in the new ANZUK force based there.

Somewhere around the funnel (pictured left) you may already have observed the figures of the buffer (CPO George Mason), AB Peter Stewart and JS Ray Johansen busy creating the transformation,

... AND AGAIN

But, a week later they were at it again when the Gurkha joined the newly formed Seventh Frigate Squadron and the "ones" were replaced by "sevens."



# Hermoine, star of royal movie

H.M.S. Hermoine made a picture fine enough for a royal movie as she manned and cheered ship during a "steam-past" salute to the Queen on her recent visit to Turkey.

And that's no idle boast by the ship's company, because the Queen and the Duke of Edinburgh can be seen in this picture filming the event from the deck of the Royal Yacht Britannia.

The Royal Squadron, which was completed by the Turkish destroyer the Izmir, anchored at Izmir two days before the Queen's arrival.

This gave the ships' companies a good chance to explore the ancient port, with its covered bazaars offering a wide range of attractively-priced "treasures."

Leather and suede goods were in great demand, and "hubble-bubble" pipes made authentic souvenirs!

Whether or not they were interested in history, the visitors could not fail to be impressed by the grandeur of the ruins of Ephesus, where the first city was founded 3,000 years before Christ.

Two luxury coaches took sailors from the Hermoine and the Britannia to see among other

things, the amphitheatre where St Paul preached to the Ephesians and the site of the house where the Virgin Mary is believed to have spent her last days.

With the Queen, Prince Philip and Princess Anne on board the Britannia, the squadron made short visits to Kusadasi and Gallipoli before steaming through the Sea of Marmara,

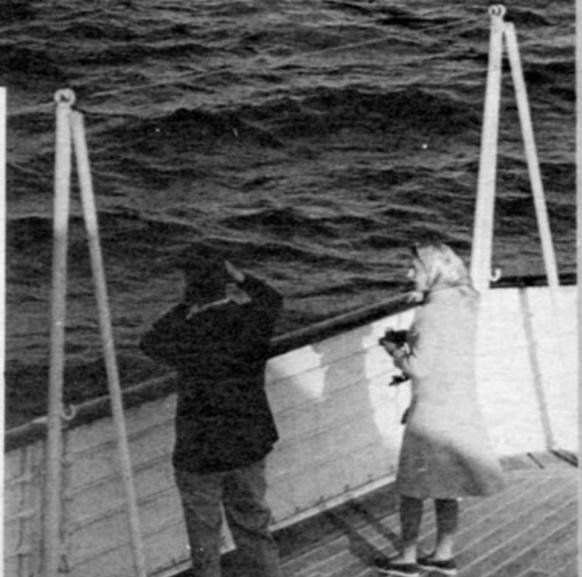
arriving in the Bosphorus as the towers and minarets of Istanbul broke through the morning mist.

The last two days spent there were busy with official events, but some Yachtsmen found time to have a quick look at Topkari, Sultan Ahmed Mosque and St Sophia before the Britannia sailed for the U.K. to end her final period of Royal duty for 1971.



Picture: La Mike Kordowski

## With the Queen in Turkey



Taking a trip into the past, a group of Yachtsmen pose beside the towering archway of Hadrian's Temple at Ephesus.

... and here's a picture to prove it!

## TAS MAN ON TARGET

An expedition from the Hermoine spent a day in the mountains near Izmir — hunting wild boar.

The day's bag consisted of just one beast, which fell at 300lb. victim to a steely-eyed TAS man, AB Peter Runcieman, at a range of 600 yards.

Not surprisingly, AB Runcieman was delighted, but his achievement prompted a few choice comments from members of the Gunnery Branch present.

The Duke of Edinburgh recently got a glimpse of what life is like in a nuclear-powered submarine when he spent a day at sea in H.M.S. Churchill.

He went aboard the submarine at Campbeltown, Argyllshire, and saw the boat in action during underwater exercises off the west coast of Scotland.



## Duke in a 'nuke'

## BIRTHDAY IN THE MED

Just over a week after joining his first ship, the guided missile destroyer H.M.S. Norfolk, Sub-Lieutenant the Prince of Wales celebrated his 23rd birthday.

The ship was on exercise in the Mediterranean at the time and there was no special event to mark the Royal occasion.

In fact, like any other member of the ship's company, Prince Charles even had to wait for his birthday cards until the Norfolk returned to port.

The Prince had a few days' leave after completing his initial training at Dartmouth — where this picture was taken — before joining the Norfolk in Gibraltar.



While in the Churchill, the Duke took the opportunity to present the long service and good conduct medal to CMEA (P) Patrick Mills, of Portsmouth. "I hope you get a bar to it," said the Duke, seen here handing over the medal in the senior rates' mess.

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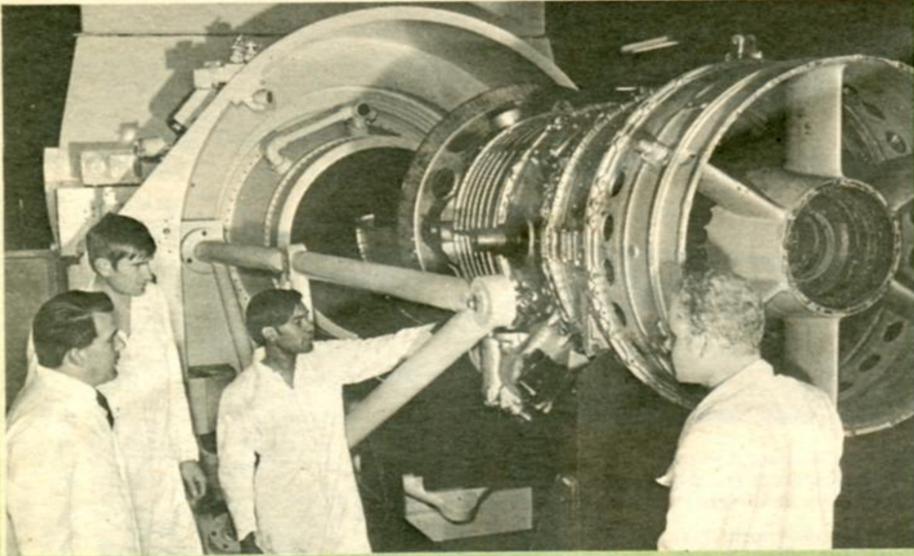
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Bernards of Harwich wish all readers a Very Happy Christmas and a Prosperous New Year

★ There is a constant programme of up-dating at Manadon. This mock-up of a Bristol Olympus marine gas turbine in the marine engineering hangar will soon be replaced by the real thing. In the picture are Chief ME(P) John Kinsman, with Lieut. Harry Arasu, Royal Malaysian Navy, Lieut. Malcolm Gahan, Royal Australian Navy, and Lieut. Geoff Baker, R.N. ★



★ What makes Manadon "superbly equipped"? Here is one of the reasons — an Instron Flaw Testing Machine which the college is proud to own. Examining the characteristics of reinforced plastic in the materials laboratory are Sub-Lieut. Graham McEwan and Sub-Lieut. Tim Pearce. ★



★ Work is a project measure faults. The test Sessions

## Revelation of 'secrets' —by science



Just about to press the button in the materials laboratory is Sub-Lieut. Ian Britten, a second-year student, who is using a Polaroid camera to photograph, through a bench microscope, the surface structure of brass.

In this way scientific vision reveals the secrets which the human eye and brain can assess.

## POWER —AND GREASE!

Engineering isn't air-conditioned workshops, mahogany labs and swishy bars, but greasy overalls, pulsing power and jam-packed machinery.

Getting to grips with reality after their training are Lieut. Bob Hamilton, chief of the watch, Lieut. Andrew Turner, and Lieut. Ed Searle manoeuvring.

They are aboard Manadon's warship, H.M.S. Caprice, where engineer officers spend the final five months of their training.



# Magnificent Manadon, FI



# FI

When the Royal Fleet saying that the Fleet professionalism is the example in the Service Manadon.

Those in training at college are more engineer sailor, but they have their specialization, from the call of the sea almost certainly also fr

Centred on a well-presented manor house dating back to the 17th century, the Royal Naval Engineering College has a size and setting appropriate to its importance to the Service.

In perfect surroundings and spacious grounds, it is only three miles from the centre of Plymouth and on the edge of Dartmoor National Park.

## To grips with reality



On completion of six years' training, engineer officers who have spent months in H.M.S. Caprice "salute" their ship as she

Always fun to the enthusiast, but especially so when applied to such as this. A racing oar has been fitted with strain gauges to the effectiveness of an oarsman's style, and correct any the trainer was produced as an Application Course project, and rig as a Degree Course project. In the trainer is Lieut. Martin, and, ashore, Lieut. Scott Hulland and Lieut. Paddy Mitchell.



Why does anybody want to be an engineer anyway? It happens to be a way of life which comes naturally to many young men, and once "hooked" to the world of machines you're an addict for life, going on a perpetual "trip" in the realms of man-made wizardry.

This interesting device at Manadon is an ultra-violet recorder on which Instr. Lieut-Cdr. A. Quinn is demonstrating to Sub-Lieuts. Mike Garland and Steve Slater the effects of mal-operation when paralleling AC generators.



# home of the . . . FIVE-STAR ENGINEERS

Navy is described as being "highly professional," it is another way of being manned by people who know their jobs. One of the reasons for that is the time, money and energy lavished on technical training, with no better example than H.M.S. Thunderer, the Royal Naval Engineering College at

the Coler than chosen perhaps "a," but from the

ived 680, Colting e in mid three uth, oor

absorbing diversity of career interest which the Service has to offer.

Although they will have spent a year with the Fleet, Manadon's university timetable means a long long spell before another seagoing appointment.

However, they have their own warship, currently H.M.S. Caprice, where they can remind themselves that their kind of machinery is cunningly contrived into impossible corners, and not spaciouly arrayed in factory "cathedrals."

Maintaining a naval environment has rather to be strived

for, not only because of the time spent at Manadon, but because it is five-star hotel living, alongside perhaps the finest engineering faculty in the land.

So they call the comfortable study-bedrooms "cabins," and go for a drink in the "wardroom." It is all very grand by any standards.

## Purposeful

A purposeful life comes more naturally at Manadon than at many universities. Not only do those under training know exactly what they are aiming for, but they will continue to acquire leadership qualities and management techniques to fit them for direct and important responsibilities before they are 25.

The West Country generally has an innate sensitivity about being culturally "cut off." Possibly for this reason — or more likely the product of an intelligent vigorous community — Manadon excels in its recreational opportunities.

The social and activities programme reflects the needs of young people today, whether it be the lure of the "disco," the challenge of soaring in a glider, or testing nerve and skill canoeing on rapids.

## Determination

However, though fun there is on the leisure side of life, a college is for learning, and Manadon has its full share of academic stress and pressure; the unforgiving audit of the degree examinations.

In the end, this is the final test, based on the intelligence, enthusiasm, and sheer determination of students and staff.

Something like eight out of ten officers graduate, three of them with honours. Those who find the academic course beyond them are, wherever possible, re-categorized within the Navy if they so wish.

In fact about three out of every four Manadon graduates go on to finish their naval engineering equipment studies at H.M.S. Collingwood, Daedalus, and Dolphin, before taking up their jobs in the Fleet.

All the submariners and surface ship "plumbers" will have had a go at driving H.M.S. Caprice, which is attached to the college for this purpose.

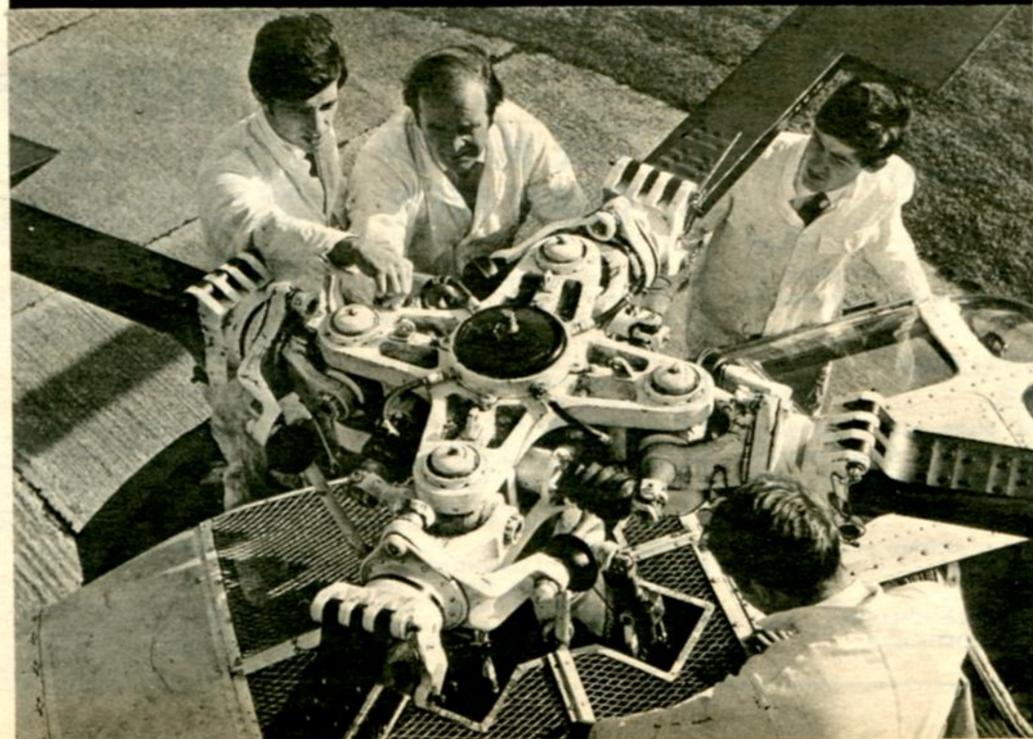
Manadon, as much as anywhere in the Service, is involved in changes affecting the whole training scene.

A world-wide reputation built on nearly a century of experience has given the college a strength from the past, to continue its vital work for the Navy in the forefront of technological progress.

Pictures by CPO Brian Gentry



## Dropped in for a look



Manadon is fortunate to have a gliding club near Tavistock on the edge of Dartmoor, the five gliders and ancillary equipment having been largely constructed or refurbished within the college.

As yet a spartan site without buildings, about 70 members have been attracted, including some from Britannia Royal Naval College, H.M.S. Fishgard and H.M.S. Raleigh.

## CHANCE TO INSPECT

Having no helicopter flight of their own, Manadon's air engineering officers take every chance to look at visiting choppers. AA1 Dickie May (second from left) explains the rotor head layout of a Wessex V to Lieut. Roger Bennett, Lieut. Stuart Ralph and Lieut. Nicholas Smith.



have spent their final five sails from Devonport.

# Old 'Vic' had a big role

Just as the sailing ship flowered swiftly and died at the moment of greatest achievement, so are our aircraft carriers doomed when the most powerful is still in the full vigour of her Service life.

Is it really to be the end? Amid the hopes, fears and deeply-held convictions is a nostalgia based not only upon past glories, but rooted in the practical experience of the presence of these great ships in support of men fighting for their lives.

The contribution by H.M.S. Victorious spans the vital period in carrier history. She was laid down before the war, fought in a variety of theatres throughout it, was later modernized, and only came to an end of her service, somewhat abruptly, in 1968.

Her tale is now vividly told by Lieut.-Cdr. Michael Apps in *Send Her Victorious* (William Kimber, price £3.75), and if the title has a patriotic fervour which seems so much to embarrass nowadays, it will be applauded by all who served in her.

## Drama to the end

Michael Apps was in the Fleet Air Arm for 20 years, being squadron commanding officer for the last commission of the Victorious, and is currently the Fleet Air Arm historian.

The drama of this carrier's life was carried through to the bitter end, a disastrous fire giving a ready excuse to get rid of her while the new crew and families were gathering to celebrate another chapter.

So the "feast" became a kind of wake, to be followed a short time later by a tear-jerker of a "Sunset" on the empty flight deck.

Each will have his own particular memory of "The Vic," but among the outstanding (for those there) must be the "desperate days to peace" as the Pacific war ran to its close.

## Their own epitaph

Nobody will ever forget the frightening attacks by Japanese suicide pilots deliberately aiming to crash their planes on her decks. But she was a handy ship, well handled, and survived.

When the decision came that the Victorious had to go for scrap, the ratings in the towing crew added their own epitaph —

*"Ashes to ashes, dust to dust,  
If the Navy don't want her — Gillette must."*

It is somewhat unfair to put the blame on the Navy. The hope must be that the future will give no cause to lay any blame.



## SLAP-AND-TICKLE PEPYS SAID A QUICK PRAYER FIRST!

A man's struggle with his conscience is a fascinating study, especially when he is tormented by desires common to us all — with the girls.

There's usually a funny side to sex, and in the case of Samuel Pepys it was hilarious. The poor man had only to cross his legs to do himself an injury, and for a fellow with his appetite it must have been double agony to waste opportunities while he applied the poultices.

The *Diary of Samuel Pepys: A New and Complete Transcription* comes now with a further two volumes (IV and V, 1663-4) in the series published by G. Bell and Sons Ltd., price £7.50 the set.

As a background to naval affairs of the time, the diary will always attract Service interest, but it is a fair bet that whatever first draws the reader, now and for ever they will become absorbed in Pepys the man.

## THE HARDY CRAG MEN

After their record-breaking walk from Newcastle to Portsmouth last summer, members of the ship's company of H.M.S. Hardy looked about for a new target — and settled on Moel Siabod, a 2,861-ft. crag in Snowdonia national park.

First party to visit the area set up base camp and surveyed the ground for the second party to attempt a record the following week. When they arrived, they set out on a rigorous day's walking to decide who should attempt the climb.

First ascent resulted in a time 28 minutes faster than the standard "mountain formula" time. Then the record attempt beat all expectations by halving the "formula" time and reaching the top in exactly an hour.

Seldom can a romancer have been more guilt-laden. At the time he had a strong competitor for honours in King Charles, and Sam was in a position to hear all the gossip. Some of his disclosures about court affairs would make modern "real life revelations" somewhat Sunday school — the miscarriage at the palace ball for instance — but he strongly disapproved of such goings-on.

Then, after praying to be made good, Pepys would be on course again having an afternoon's frolic with an accommodating wench at a local tavern.

He certainly had a way with the women, and his relationship with his wife gives a clue for understanding the feminine mind. Her haphazard approach to money matters could lead to a black eye, but at other times he would make a show of generosity and let her have something she really wanted (he'd had a grouse in his diary though). Obviously he kept her guessing, and that is Man's first lesson, learned only by the fortunate few.

### Scholarly

The Pepys diaries have been dipped in over the years, but in this series there is not only a meticulous, scholarly presentation of every dot and comma, but an equally scholarly aid to a full understanding of any obscure word or incident.

The surprise is that this literary effort was not made long ago. It has been worth the waiting.

## Forecast...

A whole book about a weather forecast? Improbable as it may sound, Dr. J. M. Stagg has done just that — but it happens to be the story behind a forecast which decided the fate of the world.

*Forecast for Overlord* (Ian Allan, price £2.60) fills in the detail about a vital part of the drama on the eve of the Allied invasion of Hitler-occupied Europe.

Everything had been planned as far as it could go. Nothing more could significantly be done about the strength and deployment of land, sea and air forces. The greatest maritime assault force in history was now at the mercy of the weather.

From the great war leaders known to all, attention was now centred on the

## NEW ON THE BOOKSHELF

A picture to stir the memories as the camera recorded a pilot's-eye view of a Buccaneer aircraft landing on board H.M.S. Victorious — one of the illustrations in the book about the carrier, just published.

## 60 years of naval aviation

Anyone with the vaguest interest in the Royal Navy's flying activities must be familiar with Owen Thetford's *British Naval Aircraft Since 1912*, the book recognized as the standard reference.

First published in 1958, the third revised edition is now available (Putnam and Co. Ltd., price £5.25).

Even the Soviet Navy's thoughtlessness in failing to stimulate the maintenance of Western carrier strength has not prevented some useful development, and the details are included in the new volume.

### Review

The extensively revised edition contains more than 400 photographs and 114 three-view general arrangement drawings, among them the latest Royal Navy aircraft such as the Phantom F.G.1, Buccaneer S.2, Sea King H.A.S.1, and Lynx H.A.S.1.

The newcomer will find an authoritative review of six decades of naval aviation, with extended coverage of the classic carrier-borne aircraft.

Besides the new machines, additional appendices cover the ships which now embark helicopters, "since this is such a significant feature of the current Fleet Air Arm."

## Yesterdays come alive

For a great many people, the years 1939-45 are a compression of memories — often outstanding amid the routine of ordinary life — and yesterday comes alive again for former Royal Navy men when they read about their old ships.

Warship enthusiasts and modellers, as well as the shellbacks, will give a welcome to author W. D. G. Blundell's *Royal Navy Warships 1939-45* (Almark Publishing Co., Ltd.), which at the modest price of £2 provides an excellent concise reference book.

This coverage of the ships which served us in the Second World War includes scale drawings and many photographs, selected for clarity of detail.

### War loss records

Each type of ship is introduced by a short description of its role and development, the brief historical notes including war loss records.

It has not been possible to include ex-Merchant Navy ships, ancillary craft or minor warships, but Mr. Blundell promises that some types — MTBs for instance — will be covered in future publications.

A pleasure to come.

## ...for a day of fate

unknowns, Dr. Stagg and his fellow British and American weather forecasters, faced with an appalling responsibility in exceptionally uncertain conditions.

### THANKFULNESS

How they wrestled with their doubts and gave the opinions which finally launched the operation pro-

vides reading as absorbing as the actual clash of arms.

The invasion could easily have been postponed. Dr. Stagg adds a word about what would have happened at the next convenient date a fortnight later — adding to the thankfulness that intuition walked with science and resolve on the fateful day.

## THE WAR AT SEA

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... AND MORE NEW BOOKS

# How Nelson's navy fared

"I don't believe it" must be the reaction of many readers to John Masefield's *Sea Life in Nelson's Time*, a famous book long out of print, and now re-issued by Patrick Stephens Limited, price £2.80.

Masefield, later the Poet Laureate, had been three years in windjammers before he was 18, later turning to the literature which made his name.

On his own personal experiences and a painstaking research of official records he built up this most comprehensive picture of naval life of the period.

Other authors, for example C. S. Forester of "Hornblower" fame, drew heavily on the authenticity of Masefield's work, and nobody can doubt the general accuracy of this social and technological

study of the ships, guns, men and operational methods in Nelson's navy.

Despite the accuracy of detail, is the complete picture wholly accurate?

Accepting that "our naval glory was built up by the blood and agony of thousands of barbarously maltreated men," and not doubting for a moment the medical hell which must have followed battle, the questioning in the reader's mind begins with the food.

Pea soup is the only menu item which appeared to be palatable. For the rest there was years-old stony hard salt beef ("the old meat eaten first"), and salt pork which was little better. "About seven-tenths was often uneatable."

Add to this diet biscuits, eaten in the dark to avoid seeing the maggots, abomin-

able cheese crawling with long thin red worms, villainous cocoa and stinking water, and the questioning grows.

On this starvation diet, as bad or worse than a Japanese prison-of-war camp, Nelson's sailors should have been emaciated skeletons, growing in weakness until they died by the score.

Such men could never have endured the physical life of operating a sailing ship, or manning the guns in battle.

Many of them were said to have made matters even worse by swapping their food for more rum.

### Foraging?

Some of the conditions described by Masefield undoubtedly existed, but one is forced to the conclusion that either the basic food was not generally so bad, or there was a deal more foraging ashore than we have been led to believe — possibly the latter.

The new volume is handsomely presented, with a striking jacket illustration — an essential to the student of the navy which defeated Napoleon.

## Imposing line of 900

"There are not many books about Barrow - in - Furness," says Tom Clark, author of *A Century of Shipbuilding* (Dalesman Publishing Company, price £1.5), and the statement will surprise nobody. Yet wherever ships are sailing, the town and Vickers, Ltd., are familiar names.

Mr. Clark, formerly on the Barrow paper and latterly the Vickers Press officer, has delved into the records of 900 ships to relive "100 years of skill, hardship and solid achievement."

### Courage

It may not appear important to the outsider to build a liner with only one funnel, in defiance of precedent and convention, but years ago such decisions demanded courage and confidence.

These are among the qualities which bred an imposing line of ships, the tales of which will stir many a memory.



An illustration in John Masefield's book, entitled "A True British Tar." If this picture is based on fact, Jack appears to have been somewhat overfed — in striking contradiction to the vile feeding conditions recorded as being normal in Nelson's day.

'New' plans of some old ships

# War epics of Tribals

The non-golfer may well doubt the sanity of devoting a substantial amount of recreational time to belting a small ball into little holes round the countryside.

In the same way, anyone in a position to note the outpourings of literature on warships must occasionally be curious about the dedicated enthusiasm which laps up every word and picture.

But the demand is obviously there, and details about ships of the Royal Navy have a following 'at the top of the charts.'

From model-makers, warship enthusiasts and historians there will be a welcome for *British Warships of the Second World War* (Patrick Stephens, Ltd., price £2.80), a volume 14½ inches by 10½ inches.

This folio of authentic scale plans has never before been available to the public, each plan pulling out to 30 inches and giving a wealth of minute detail.

If you served in a Tribal destroyer in the Second World War, it's a fair bet you heard plenty of war drums pounding. H.M.S. Nubian was the only one of the first eight in the class to remain afloat after the autumn of 1942.

In all there were 27 of these ships, which served in the Royal Navy and the Royal Australian and Royal Canadian navies from 1938 to 1969, being regarded by many as the finest of their type.



## The coming of the light

In all the dark hours throughout the world, beams of light link sea voyagers and the guardians of safety.

Like catspaws on the foggy highway, lighthouses prick the gloom to reassure the navigator, conferring one of the greatest boons for mariners.

A *History of Lighthouses*, by Patrick Beaver (Peter Davies, Ltd., price £2.75) begins thousands of years ago in mythology, but the breakthrough came in 1698 with the structure on storm-wracked Eddystone Rock.

Now, of course, radio and electronics have brought a new dimension to the science of lighthouses, but for scores of years shipping depended on the dogged persistence and skill of some remarkable personalities in marine engineering.

In most hazardous conditions, at the mercy of wind and sea, they prepared their plans and set up their lights in defiance of the elements.

Their achievements form one of the lesser-known aspects of our maritime history, and well worth the telling.

A fitting monument to their history is *The Tribals*, by Martin H. Brice (Ian Allan, price £3.80), in which the stories and records have been collated into what the author describes as "a biography of a destroyer class."

Admiral Sir Deric Holland-Martin, who commanded two of the Tribals and has written the foreword, has commented upon the unusual description of the volume.

### Own personality

"To a landlubber," he says, "the title may seem inappropriate for a book about ships, but a sailor, especially if he served in one of the Tribals, and still more if he was privileged to command

her, will realize how apt is the word 'biography.'

"Although the Tribals were ships of a class and outwardly looked alike, each developed, as in any family, a personality of her own."

"They lived dangerously in a war that took a heavy toll of over-worked destroyers and their crews, but, serious as were the casualties, the enemy suffered even greater loss at the hands of the Tribals."

Mr. Brice has certainly chosen an exciting subject for his work. The pages bring to life the wartime epics — that of H.M.S. Cosack known to all, and a hundred others which had faded from memory, along with technical details, commanding officers, pennant numbers, and ships' badges.

## A family occasion



A solemn moment with a human angle: Everybody will recognize Admiral Sir Horace Law, Commander-in-Chief Naval Home Command, inspecting the guard at the passing-out parade at Britannia Royal Naval College, Dartmouth, in October, but those present knew that this was also a family occasion. Second from the right is the Admiral's son, Edward, who joined the Royal Navy as a cadet in September this year.

**DAME AGNES WESTON'S ROYAL SAILORS' RESTS**

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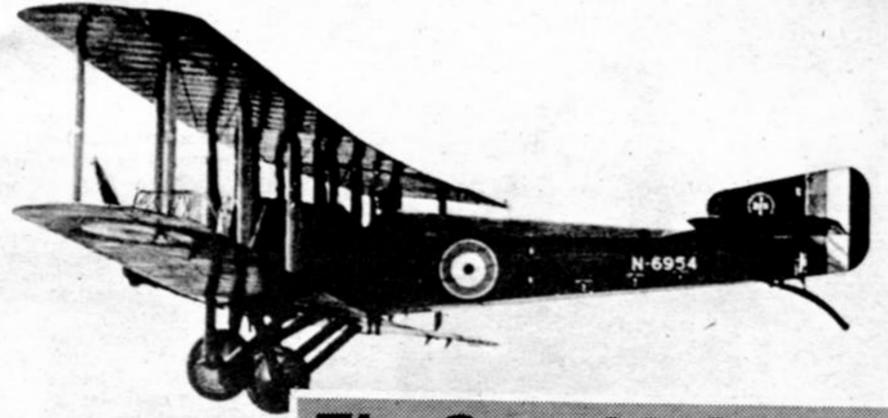
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# A popular No. 45 'bird' with the pilots

**Royal Navy's aircraft**



**The Sopwith Cuckoo**

The Sopwith Cuckoo, which made naval aviation history as the first torpedo-carrying "landplane" capable of operating from a ship's flight deck, was popular with its pilots.

Apparently, they were happy to set out in an aeroplane which was designed for use in World War I — although it actually arrived too late to see any action — but was equipped with no armament other than its torpedo!

The pilot's only means of defence, having shed his lethal load, would have been to take evasive action — and herein lies the clue to the Cuckoo's popularity.

It was a robust aircraft, which handled well and could be freely stunted, including looping, to shake off an adversary.

Another comforting thought, which applied equally in times of war and peace, concerned its good ditching characteristics . . .

**Restrictions**

Before the advent of the Cuckoo, the torpedo could be carried only by seaplanes which were restricted in their operational capabilities by the additional weight and drag of their floats.

They were also unable to operate from any but the calmest of seas.

The originator of the idea was a staunch advocate of the torpedo, Commodore Murray Sueter. Early in 1916, he invited Mr. (later Sir) Thomas Sopwith to the Admiralty to discuss the possibility of building an aircraft capable of carrying one or two torpedoes and with a flight duration of four hours.

The prototype Sopwith T1

(N74), later designated Cuckoo, made its first appearance in June, 1917, powered by a 200 h.p. Hispano-Suiza engine. It was of conventional construction, with a fabric-covered wooden framework, cross-braced internally by steel wires. A "V" type undercarriage was fitted in order to accommodate the torpedo, and the aircraft's wings folded at the innermost interplane struts.

After successful trials at the Isle of Grain in July, 1917, an

order for 100 production machines was placed with the Fairfield Shipbuilding and Engineering Co., Ltd., of Glasgow.

Sir David Beatty was anxious to exploit the capabilities of the aircraft and proposed an ambitious plan for an all-out air offensive against German bases and ships in harbour using 200 Sopwith Cuckoos. However, the Operations Committee of the Admiralty did not consider the operation to be practicable and the idea was shelved.

In February, 1918, a further 100 Cuckoos were ordered; 50

from Pegler of Doncaster (N6900-N6949) and 50 from Blackburn (N6950-N6999).

**New engine**

The first production Cuckoo (N6950) was delivered from the Blackburn factory in July, 1918. It was fitted with a new power plant, the 200 h.p. Sunbeam Arab, and later, a Mk. 2 version was produced with the Wolsley Viper engine.

The Cuckoo first entered service with the Torpedo Training School at East Fortune and on completion of training, a squadron was formed and embarked in

H.M.S. Argus in October, 1918. The Armistice was signed before the Cuckoo could be used operationally.

In October, 1919, a third version of the Cuckoo was tested with the Rolls-Royce Falcon III engine. In the post-war years the Cuckoo remained in service in the carriers Argus, Furious and Eagle.

Some were fitted with "dog-lead" clips to the underside of each half-axle, for use with the early fore and aft arrester wires.

The Cuckoo was superseded by the Blackburn Dart in 1923.

**Description:** Single-seat carrier-borne or shore-based torpedo-carrier. Wooden structure, fabric covered.  
**Manufacturers:** Sopwith Aviation Co. Ltd., Kingston-on-Thames, Sub-contracted by Blackburn Aeroplane & Motor Co. Ltd., Leeds. Fairfield Shipbuilding & Engineering Co. Ltd., Glasgow; Pegler & Co. Ltd. Doncaster.  
**Power plant:** One 200 h.p. Sunbeam Arab.  
**Dimensions:** Span, 46ft. 9in. Length, 28ft. 6in. Height, 10ft. 8in. Wing area, 566 sq. ft.  
**Weights:** Empty, 2,199lb. Loaded, 3,883lb.  
**Performance:** Maximum speed, 103 m.p.h. Endurance, 4hr. Service ceiling, 12,100ft.  
**Armament:** One 18in. Mk IX torpedo.

**PHOTO POSTCARDS**

Photo postcards of this aircraft and others of this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, price 5p each (including postage) — 75p per dozen — stamps or postal order.

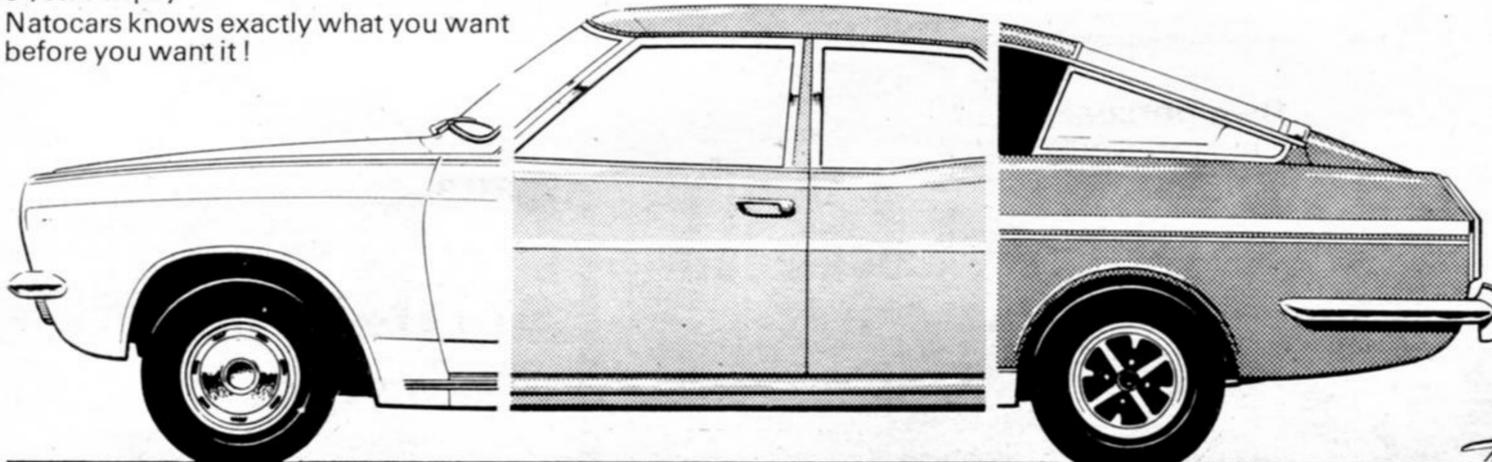
Other aircraft in this series are: Walrus, Seafox, Skua, Albatross, Chance Vought Corsair, Fairy Grumman Wildcat, Fairy Swordfish, Avenger, Short 184 Seaplane, Seafire, Sea Hurricane, Osprey, Gannet, Wessex III, Flycatcher, Sea Vixen, Firebrand, Skyraiders, Fairy III, Sea Hawk, Sopwith Pup, Westland Sea King, Blackburn Dart, Westland Wyvern, Sopwith Tabloid, Sea Hornet, Westland Wasp, Sopwith Camel, Sopwith Triplane, Phantom F-4K, BE2C, Wessex V, Sopwith Schneider, Submarine Scimitar, Gloster Sea Gladiator, Westland Whirlwind, Sea Otter, Sea Venom, Firefly, Barracuda, Blackburn Ripon, Hawker Sea Fury, Westland Sikorski Dragonfly and Blackburn Blackburn.

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# TODAY PAYS TRIBUTE TO YESTERDAY

At sea — and at home — thoughts of the wartime aircraft carrier, H.M.S. Ark Royal, were stirred in November by the 30th anniversary of her sinking in the Mediterranean.

On her way to Palma, Majorca, the present H.M.S. Ark Royal paused on November 4 to hold a commemorative service at the spot where her predecessor went down.

At home the anniversary prompted Mr. G. E. Denny, of Little Stoberry, Martin's Hill, Bromley, to write to Navy News expressing his hope that a reunion might be held aboard the present Ark Royal at Devonport next June.

Trying to trace members of the wartime ship's company, he asks them to write to the Chairman, the Naval Club, 38, Hill Street, London, W.1.

Torpedoed 30 miles off Gibraltar on November 13, 1941, the old Ark Royal sank more than 14 hours later with the loss of one life.



Thirty years separate these pictures as a service aboard the present H.M.S. Ark Royal (left) commemorates her torpedoed predecessor (above).

## VISIT BY FIRST SEA LORD

After leaving Portsmouth on October 29, H.M.S. Ark Royal was visited by the First Sea Lord, Admiral Sir Michael Pollock, on October 31 and November 1.

His aim was to see the ship at sea and informally meet the ship's company.

## Arethusa scales the holy heights

Arethusa men have been at altitude with an ascent of the 10,989ft. Mount Ontake in the Central Japanese Alps about 100 miles north of the port of Nagoya.

A crisp, clear dawn saw five members of the ship's company, escorted by four depressingly fit representatives of the Japanese Alpine Club, emerge from the Tanohara mountain hotel on its southern slopes.

The mountain, a solitary volcanic mass heavily forested on its lower slopes, is of particular holiness in the Shinto religion, liberally sprinkled with shrines and visited by about 70,000 pilgrims each year.

The ascent, shared with perhaps 100 devotees, proved straightforward and was noteworthy for superb views of distant peaks, including Mount Fuji, across cloud-filled valleys.

A less-populous and much longer route was taken in descent, past two crater lakes and through dense and unremittingly steep pine-woods.

Mountaineers from the Arethusa were Cdr. Michael Thomas, POMEM David Clementson, OE Mech A. J. Woods, RO2 Peter Murray and AB D. A. Baxter.

### -AND SHEDS THE LIGHT!

Seven members of the ship's company undertook a project of a different kind when they helped shed a little light while in Hong Kong. What was required, said H.M.S. Tamar, to finish off their community project at the village of High Island, was to wire the houses and turn on the generator — and at last the joys of electric living would come to the villagers.

Accordingly, seven volunteers from the Arethusa set off by MFV, the team being led by POREL Allan Waddilove and comprising LREM John Higgins, REM Alan Purdy, CE, Alan MacFadyen, CEM Cedric Mula, AB Dave Baxter and AB Toby Pratt.

While Dave Baxter did the cooking, the rest of the team dealt with the electrics — and in two days saw the lights come on. During the project the team lived in tents.

On a gloomy October morning, the aircraft carrier H.M.S. Ark Royal, sailed out of harbour after a rare visit to Portsmouth. Eight days later, she was arriving at the Mediterranean sunshine island of Majorca at the start of a visit to Palma.

And prominent among the tourists of many nations with whom the ship's company quickly made friends were some of Blackpool's landladies enjoying their own seaside holidays!

The visit, from November 5 to 9, gave the ship's company a splendid run ashore with plenty of personal invitations to be entertained.

### BULLFIGHT

Many went to the last bullfight of the season, and coach tours revealed the breath-taking beauty of Majorca's mountain scenery.

Spanish people visited in their thousands when the ship was open on the Saturday and Sunday.

# ... Ark in a holiday isle.

day, and large crowds attended a Sunday concert given by the Royal Marines band in the gardens of the cathedral at Palma.

### POMPEY VISITORS

Earlier, autumn in Portsmouth had found the Ark Royal in port for an assisted maintenance period.

Visitors during her three-weeks

"up Pompey" included girls and staff of Woodlarks Workshop Trust, of Farnham, Surrey, a Trust providing a home for physically handicapped girls and helping them to overcome their disabilities.

### PRIZE GUESTS

A highlight of their tour of the ship was the ceremony of beating

Retreat by the Royal Marines band.

A visit to the Ark Royal was also a prize won in a SHELTER competition at Havant by Mr. and Mrs. Maskell, and their 13-year-old son, Robert, of Emsworth. After touring the ship, they had tea with the commanding officer, Capt. J. O. Roberts, and Mrs. Roberts, in the Captain's Quarters.

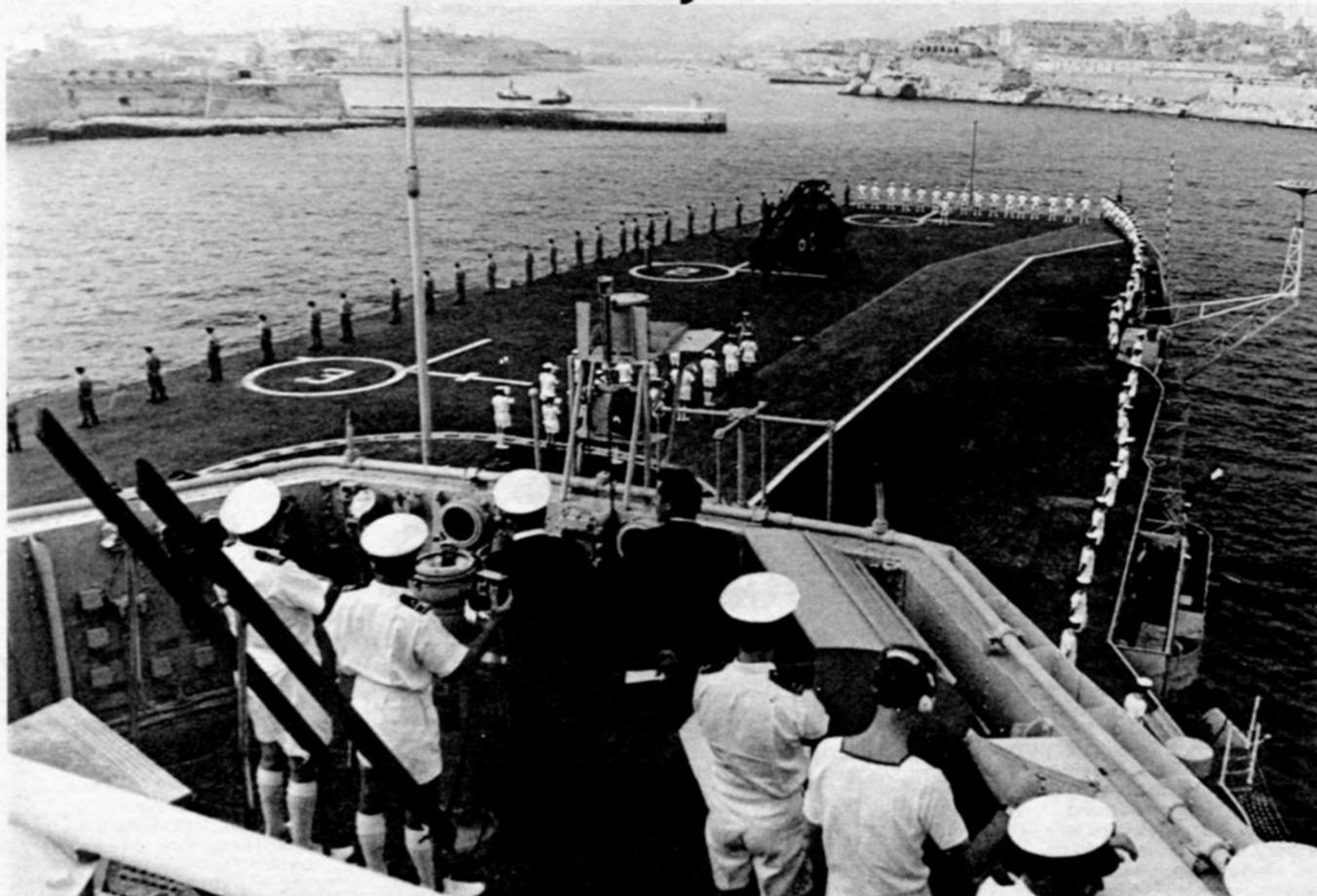
## MALTA GREETES BULWARK

The decision that H.M.S. Bulwark's maintenance period should be in Malta, finally taken only a couple of weeks

before she was due there, proved popular with the ship's company who were delighted to get this Bulwark-eye view of Grand Harbour, and be back on the island.

As she was the first Royal Navy ship to arrive for some time and also because 41 Commando, whose posting there had been changed several times over the past few months, were embarked, the arrival attracted more than usual interest both in the U.K. and Malta. Everyone was pleased to find the Maltese giving the Navy their usual friendly welcome.

Forty or 50 wives went out for a holiday and enjoyed the good weather.



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# NEWS FROM GANGES



## Glamour on the quarterdeck

Here, as promised last month, is a picture of the Wrens who recently arrived in H.M.S. Ganges, the first members of the W.R.N.S. to serve in the establishment for about ten years.

And there's a bonus — the picture shows ten Wrens, and Navy News promised only eight!

Seen with Captain M. J. Button and the Matron, Miss Owens, under whose care the Wrens reside in the R.N.S.Q., the girls are (left to right) Wtr. Elaine Callis, Wtr. Janice Edwards, LSA Carol Yates, WA Jacky Neale, SA Mary Murdoch, AE Carol Owens, Wtr. Claire Hinchcliffe, DSA Jill Pearson, LSA Karen Casey and SA Geraldine Knaggs.

While in Ganges, Jacky Neale and Carol Owens are working as writers.



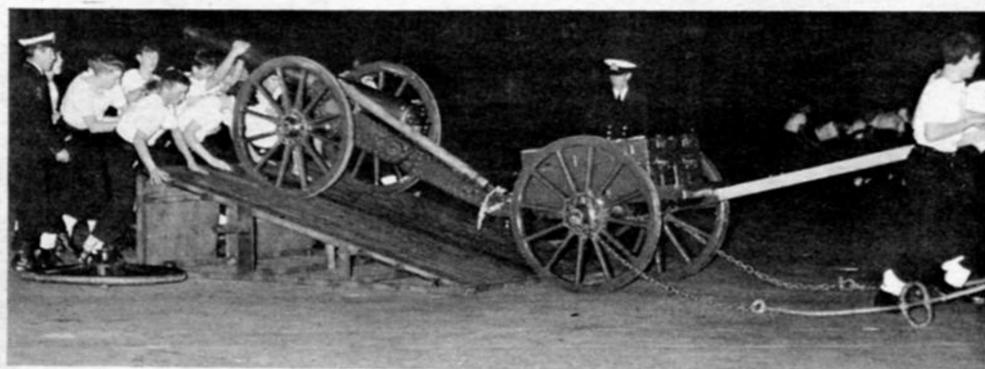
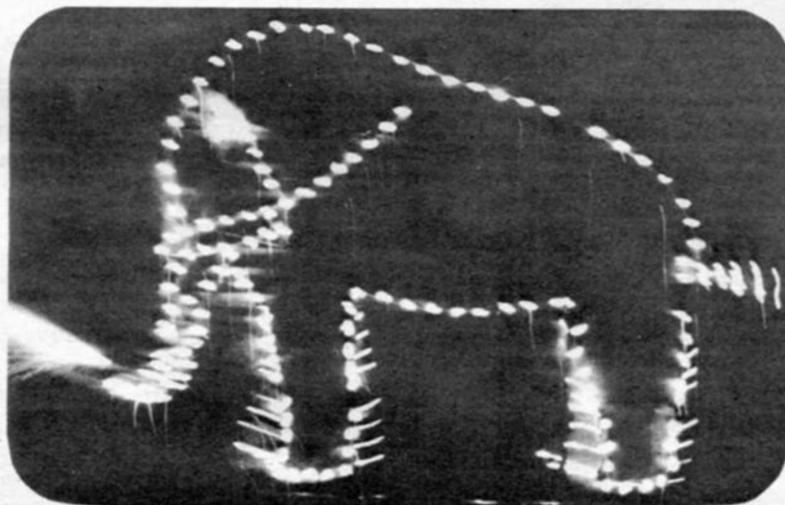
# The elephant YOU never forget!

The unmistakable outline of the Ganges Elephant, standing out boldly against the night sky, is a never-to-be-forgotten sight.

With his trunk and tail wagging as he "walks" across the parade ground, he is a great favourite on Firework Night.

The remainder of the display is no less spectacular, as shown by our other photograph of a set piece which seems to resemble one of the exercises in another Ganges "spectacular" — mast manning!

There were plenty of sparks flying in Ganges on November 5, when the firework display was preceded by an all-action field gun race.



The "Devonport" team (Keppel, Rodney, Hawke and Benbow Divisions) easily won the first leg, but "Portsmouth" (Anson, Blake, Drake and Frobisher) fought back to take the second leg and win on aggregate.

This mini version of the Royal Tournament's popular test of strength proved to be an excellent "warm up" for the firework display.

## NEW CAPTAIN

Captain M. J. Button said farewell to H.M.S. Ganges on November 25 and handed over the command to Captain W. N. Ash, who since 1969 has served in the Cabinet Office in Whitehall.

After two years in Ganges, Capt. Button has been appointed Director of Naval Recruiting.



## Top-rate trio

The first CPO to be promoted Fleet Chief in the establishment — FCPOMA T. C. O'Hagan in the sick quarters, and FCPO P. E. Bailey, who is in charge of the New Entry Division Annex — but they were both confirmed in the rate when they arrived.

There are two other Fleet Chiefs in the establishment — FCPOMA T. C. O'Hagan in the sick quarters, and FCPO P. E. Bailey, who is in charge of the New Entry Division Annex — but they were both confirmed in the rate when they arrived.



## MERCURY'S GAIN — A GANGES CHAMP . . .



Well clear of the rest of the field, JRO Richard Mellor sprints to victory in the Ganges cross-country championship. His time over the new 3½-mile course (redrawn just before the race to reduce the amount of road running) was 23½ minutes.

Since then, JRO Mellor — who collected his running colours last month — has improved this time on divisional runs. When he is drafted, Ganges will miss him in East Anglian Cross-Country League matches, but their loss will be H.M.S. Mercury's gain, and Mercury can look forward to some good performances from him as he always seems to finish his races with something to spare.

# The busy C.-in-C.



## Confirmation

Admiral Sir Horace Law, Commander-in-Chief Naval Home Command, visited H.M.S. Ganges on October 26 and 27 and his first engagement was an indication of his concern for the Church in the Royal Navy — he attended a confirmation service, held by the Bishop of Dunwich.

After the service in St George's Church, the Admiral posed for this photograph, with the bishop and candidates. Also in the picture are Captain Button and the Rev. Rowland Webb, one of the Ganges padres.



## Inspection

On the second morning of his visit, the Admiral inspected the Guard on divisions.



## Presentation

The Admiral made a popular move when he ordered "General Drills" for the Juniors, instead of school instruction.

Part of the competition, judged by the C-in-C, was a fancy dress contest which was won by Benbow team's "pop group" — Juniors Hutt, Keay, Doyle, McElwin, Stead, Clarey and West.

Despite Benbow's success, Rodney Division won the competition overall and the prize, an iced cake, was received on behalf of the division by JEM S. V. McGuire and JMEM P. Zeise.



## Victory line-up



## Cheers!



"We've won!" Up goes a cheer from the Rodney team, winners of the Ganges cutter race. Back on shore, the members of the team lined up with their trainer, PO Alexander, for a more formal record of the occasion. In the back row, left to right, are Juniors Strangewood, Smith, Curtis, PO Alexander, LJ Maguire and Juniors Beeston and Quinnell. Front row: Juniors Page, Rawson, Crangle, Wareing and Smallridge.

# Norfolk growers

(SEEING IF THEY HAD IT IN THEM)



At the moment, Steward Jim Baldwin has little use for the prize he is receiving (left) from the commanding officer of H.M.S. Norfolk, Capt. J. W. D. Cook. It's a razor — and Jim (17) is officially the owner of "the worst beard in the Norfolk."

Actually, it wasn't so much a case of the WORST beard, more of no beard at all, but Jim didn't mind. He joined in the laughter and happily accepted the prize. After all, it'll come in handy one day . . .

The man who put on the best set in the allotted growing time was Ck Raymond Edgington (19) — pictured above — who won an equally "useful" prize — an outsized bottle of after-shave lotion!

## Kneaded the know-how

While in Gibraltar H.M.S. Norfolk received the unusual request, "Please teach our cook how to make bread."

The plea came from Jim Harris, skipper of the yacht Spirit of Cutty Sark, preparing for a winter programme of charter in the West Indies.

Although praised by the yacht's crew for the remainder of her cuisine, Melanie "Wisty" Carvill had failed miserably to bake an edible loaf during the trip from Cannes to Gibraltar.

The Norfolk's chefs willingly volunteered to give Wisty an insight into the art of breadmaking, and her presence in the galley certainly proved a popular



diversion when she was shown around on completion of her instruction by CPO Ck Samuel Hulland.

With Wisty and CPO Hulland in the picture are PO Ck Vincent Shaw and Ck Graham Easto.

## APPOINTMENTS

### New C.-in-C. Naval Home Command

Admiral Sir Andrew Lewis is to be Commander-in-Chief Naval Home Command and Flag Officer Portsmouth Area in succession to Admiral Sir Horace Law from next May.

During his career he has commanded H.M.S. Girdle Ness — the Sealug trials ship — and H.M.S. Kent, and later appointments included Director-General Weapons (Naval) and Flag Officer Flotillas, Western Fleet. In March 1970 he became Second Sea Lord and Chief of Naval Personnel.

During the war he was in destroyers and, after specializing in gunnery, served in the battleship H.M.S. Howe in the Far East.

Col. J. I. H. Owen is to be promoted major-general from July 3 and to be Major-General Commando Forces Royal Marines in succession to Major-General P. J. F. Whiteley in July.

#### CHAPLAIN OF FLEET

The Rev. C. C. H. M. Morgan is to be Chaplain of the Fleet in succession to the Ven. Archdeacon A. W. M. Weekes from next April. The Rev. Morgan has held a number of sea-going appointments, mostly in aircraft carriers, and more recently has been chaplain of H.M.S. Collingwood and, since 1969, of H.M.S. Royal Arthur.

Other recently-announced appointments include:

- Capt. D. W. Napper. Albion in command. February 16.
- Capt. B. K. Shattock. Leander in command. July.
- Capt. A. J. Whetstone. Juno in command. July.
- Capt. O. P. Sutton. Charybdis in command and as Capt. (F) 1. September.
- Capt. P. Cobb. Drake and as Capt. 2nd S.M. Squadron. February 14.
- Capt. K. A. Leppard. Heron in command. February 4.
- Capt. A. R. Rawbone. Kent in command. July.
- Capt. B. M. Tobey. Blake in command. April 24.
- Capt. J. F. Kidd. Intrepid in command. April 5.
- Capt. D. W. Haslam. Hydra in command. March 17.



Admiral Sir Andrew Lewis

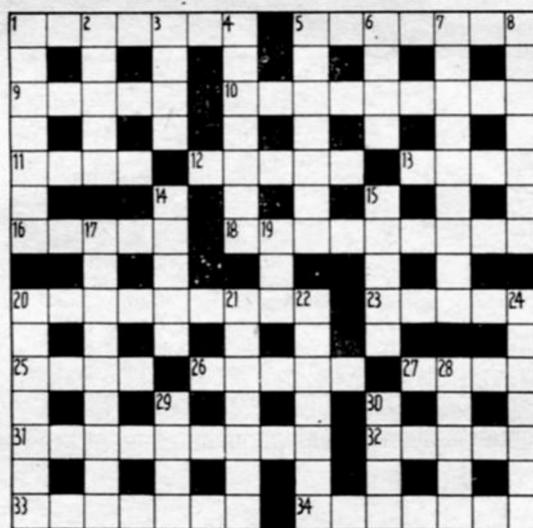
Capt. S. A. C. Cassels. Fearless in command. March 22.  
 Cdr. R. A. S. Irving. Phoebe in command. January 23.  
 Lieut. H. N. Metcalf. Tyne March 7 for Avey in command.

#### In memoriam

F. A. McCarthy. Clr Sergt. RM 10412. DPRORM. October 7.  
 N.S. Brooks. SA. P.102329. H.M.S. Dolphin. October 21.  
 Lieut. I. G. Brill-Edwards. October.  
 B. A. Robotham. CCEA. D/MX.857578. H.M.S. Drake. October 22.  
 J. T. Lamont. AB. P.097376. H.M.S. Keddleston. October 25.  
 A. C. Smith. Mech'n. P.071579. H.M.S. Blake. October 30.  
 D. H. Taylor. OS. D.120167. H.M.S. Ark Royal. October 30.  
 D. E. Mussett. PO Ck. P/M.925328. November 1.  
 A/Cdr. J. H. Blacklock. November 16.

## £10 crossword

Below is the latest of the present series of Navy News crosswords. Entries close on December 30 and should be addressed to Crossword No. 34, Navy News, Royal Naval Barracks, Portsmouth. The sender of the first correct solution opened on that date will receive National Savings gift tokens to the value of £10.



#### ACROSS

1. Longs for people to string along with? (7)
5. They can be a steadying influence for sailors? (7)
9. Fruits that are green, as often as not (5)
10. A stay in one of these should make you a better man! (9)
11. A bit of a tune (4)
12. Is in the warmth for a lift-up (5)
13. Goes along with ice cream for a drink (4)
16. It follows the little referee to make things spick and span (5)
18. Under this the police are looking! (9)
20. They've got something coming to them! (9)
22. The sound of it fills the cinemas! (5)
25. Tops for playing in internationals (4)
26. Do a bit of botched work, you dog! (5)
27. Rachel's sore inside! (4)
31. This sort of thing shouldn't happen! (9)
32. An Astor could make this for Sunday's dinner! (5)
33. Cunning Scottish water! (7)
34. About Gielgud, for instance . . . a powerful producer! (7)

#### DOWN

1. His oratory is designed to bring the price down (7)
2. His fortunes were recounted by Scott (5)
3. Street paved with gold? (4)
4. In which you may find a whale of an education (7)
5. Sits in disorder below a fool trying to be helpful (7)
6. Mortal in poetic mood (4)
7. Made by soot or air (9)
8. Is nuts a mixture? (7)
14. Metal of temper (5)
15. Dust covers perhaps (5)
17. Pip can fly somehow? Couldn't care less (9)
19. Muses without a manuscript (3)
20. Attacks that reveal inner pressures! (7)
21. Rescues and nails down! (7)
22. It shows what little Victorians could do when they got the needle! (7)
24. Boxer city? (7)
28. Sing rather more than chat (5)
29. Pain in the eye from lost yesterdays (4)
30. Space from a realistic scene (4)

#### SOLUTION 33

Across: 1, Disappointments. 8, Morse code. 9, Sags. 11, Swan. 17, Riviera. 18, Patella. 19, Leo. 20, Harmful. 21, Inbred. 22, Ill. 23, Apelike. 24, Eyeholes. 25, Sash. 30, Star. 31, Alexandra. 32, Stars and stripes.  
 Down: 1, Dress rehearsals. 2, Aims. 3, Park. 4, Item. 5, Thor. 6, Ewes. 7, Standard bearers. 10, Governess. 12, Walked out. 13, Set fair. 14, Dallied. 15, Spoiler. 16, Stabbed. 26, Hair. 27, Beta. 28, Band. 29, Edit. 30, Sari.

Winner of Crossword No. 33 was CPOCA W. K. Short, of H.M.S. Bulwark.



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*The visitor who put Liz . . .*



*. . . in a tiz!*

Oh, the perils of life as a PA! There was Third Officer Liz Davis quietly beavering away at her work for the Chief of Staff to the Commander-in-Chief Naval Home Command when round the door popped a mouse.

Giving a truly feminine scream she leaped on to the nearest chair, while the COS's coxwain captured the brute.

The Secretary, Lieut.-Cdr. Neil Baird-Murray, kept the fun going a bit by holding the still kicking mouse, when who should happen along but Navy photographer CPO Dave Morris, who produced his camera to record the adventure for posterity.

And here's another pretty girl on the move . . .

Wren Irene Brown, a writer, left the R.N. Barracks at the end of October — with plenty to smile about. She was off to Naples, to work with the R.N. complement on the NATO staff there.

## R.A.F. honours Trafalgar Day

Trafalgar Day is traditionally the day for celebration within the Royal Navy, but to the Royal Air Force October 21 is obviously of lesser significance.

It comes as a surprise, therefore, to hear that on the anniversary of the navy's greatest battle, a carrier's white ensign was hoisted outside the hanger of 360 Squadron, R.A.F. Cottesmore, near Oakham, Rutland.

The Squadron — to give it its full title, No. 360 (R.A.F./R.N.) Squadron — contains about 25 per cent. Navy personnel.

They were invited to nominate a suitable naval occasion to be marked at the station and, you've guessed it, they chose Trafalgar Day!

So R.A.F. Cottesmore flies the White Ensign once a year, and also holds a Trafalgar Night dinner. The guest of honour this year was Capt. A. R. Rawbone, commanding officer of the R.N. air station, Yeovilton.

On the dinner table was a superb model of H.M.S. Victory — made by a senior aircraftman who has never seen the ship!

## Any pics to swop?

An officer with a somewhat unusual hobby is Lieut.-Cdr. J. C. Cutler, of 33, Osborne View Road, Hillhead, Fareham, who has a fine collection of photographs of ships, with their respective badges.

Lieut.-Cdr. Cutler is carrying on the hobby started by his father, Cdr. N. E. Cutler, in the early 30's.

The impressive collection now numbers between 800 and 1,000 photographs, carefully arranged in several albums.

But Lieut.-Cdr. Cutler has hit a snag — he has many photographs without badges, and other badges without photographs.

It may be that someone with a similar hobby could help to fill the gaps with "swops," or perhaps there are some "old-timers" who could be persuaded to part with Christmas cards — a rapidly diminishing source of supply — featuring ships of a by-gone age.

**NAVY NEWS DIARY**

Far-away look in a far-away place

# Farewell

## Singapore sunshine

The last W.R.N.S. officer working at the Singapore headquarters of the Commander Far East fleet (Rear-Admiral J. A. R. Troup) when it closed on October 31 was Third Officer Theresa Kelly.

Theresa — who makes a delightful picture as she sits in the Singapore sunshine — was the Admiral's personal assistant.

Now his headquarters have closed, 23-year-old Theresa is returning to Lee-on-Solent, which probably accounts for her far-away look. Well, who wouldn't be a little sad about leaving all that lovely sunshine . . .



. . . and going back to the U.K. with winter on the way!

Before being commissioned, and going to the Far East, Theresa served as a writer on the staff of the Flag Officer Naval Air Command at Lee-on-Solent. She is returning as PA to the captain.

## They all love Jack...

*It's clear we modern matelots still enjoy a reputation As "Ambassadors of Britain" and "a credit to the nation" And reliable researchers are ecstatic in their praise When describing dashing dabtoes and our inoffensive ways. We're versatile and volatile and verbal and vivacious — And even when we've had a few We're dignified and gracious; We're cheerful, intellectual, dynamic and atomic — Accepting life's vicissitudes as laughable and comic. Perhaps in dire emergency we call a spade a spade, But our language with the ladies is impeccable and staid . . . Our bold and free philosophy leaves little room for sorrow — While messmates have "the makings" of a fiver we can borrow. Discriminating damsels are delightedly impressed By our bright and breezy bearing and the natty way we're dressed. We've Penthouse Pets and Liver Birds and Go-Go Girls and such Adorning every pussers' ship — to add the woman's touch . . . How can our fetching qualities be modestly explained? Is it what we call "tradition" or the Spartan way we're trained? What can it be that keeps us free from worry and despair? Does "having port in every girl" give Jack his savoir faire? Well, here's the plain, unvarnished truth — no speculative rumour — The source of our eternal youth is just our sense of humour!*

Bernard Campion



# CRASH — WITHOUT CASH!



When you're a long way from home, it's good to see someone from "the old country." One of the 12,000 visitors entertained by H.M.S. Blake during her visit to San Francisco for British Week, was film star Rex Harrison, pictured here with his wife, on the Blake's quarterdeck.

"I regret that due to the inability to pay a reasonable dividend to our shareholders, my fellow directors have been forced to recommend that TERCO Ltd. goes into liquidation."

A statement guaranteed to send shivers down the spine of anyone who dabbles in stocks and shares, but in this case there's no need to bother with the Financial Times index . . .

There was no money at stake in the venture — just the reputation of four lieutenant-commanders in H.M.S. Terror, Singapore.

## Songs of the 'shellbacks'

The back-breaking work of the old sailing ships has disappeared in modern naval frigates, but the Shanties and capstan songs of their crews have helped the passage of H.M.S. Danae around the world.

An all-ranks choir formed on board earlier this year, when the ship was on her way to the Far East, agreed to specialize in the music of the "shellbacks." Rehearsals were held in the dog watches on Sundays in the senior rates' dining hall, and 18 singers have given performances at receptions by the Danae in Albany, Western Australia and Surabaya, Indonesia.

Leader is Lieut.-Cdr. Stephen Austin.

Under the pseudonym, TERCO, Lieut.-Cdrs. A. P. D. Ouvry, A. S. Randall, F. J. D. Kelly and J. A. Finnigan entered the first national "management game."

Unfortunately, their business acumen proved to be no match for that of the civvy teams, and they

were knocked out in the second round.

"All the 'directors' are expected to go to the United Kingdom before Christmas for further guidance in business administration," said the "managing director," Lieut.-Cdr. Ouvry.

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# TRAFALGAR DAY NEWS

## Problems on parade

The Trafalgar Day parade in Hartlepool was said to be the biggest turn-out seen in the borough for a decade. Taking part in such a large parade is quite an honour, but it does have its difficulties — particularly when you are at one end of the parade and the band is at the other . . .

The Band of the Royal Marines based at Rosyth headed the parade, followed by about 400 sea cadets and marine cadets, 40 members of the Girls Nautical Training Corps — and nearly 100 Royal Naval Association members from ranches of No. 11 Area.

Unfortunately, by the time the R.N.A. contingent left the parade ground the band was well out of sight and ear-shot.

The result, to quote a member of the Hartlepool branch, was "a double shuffle most of the way."

Still, there was nothing undignified about the R.N.A.'s style at the saluting base, where — as shown in the picture — they really showed the way to step it out, led by Hartlepool's president, Shipmate J. Landreth.



Hartlepool's president, Shipmate J. Landreth, leads the R.N.A. contingent past the saluting base.

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### Burton

While many places were content with celebrating Trafalgar Day, there was a "Trafalgar Week" in Burton-on-Trent.

The veteran sailors of the R.N.A. joined sea cadets from Mansfield, Derby, Long Eaton, Nottingham and Burton, for a parade through the town and a service in the parish church.

Other events included a civic reception, a customary ringing of the church bells — involving 1805 changes — and the branch dinner and dance.

### Weymouth

The branch's Trafalgar Ball raised over £200 for the Weymouth and District Society for

Mentally Handicapped Children and the South Dorset Cancer Relief Fund.

It was a busy week-end for branch members, who played host to the No. 4 Area rally, when 11 standard bearers competed for the Area Challenge Trophy. After an initial tie for first place, the trophy went to Mr. Bob Shilling (Portland) from Mr. S. Halford (Weymouth).

The celebrations also included a charity show, when £100 was donated to No. 4 Area Amenity Fund, and a church service and

parade of standards, led by the Band of R.N. air station Yeovilton.

### Hemel Hempstead

This is one of the smaller branches, but their highly successful Trafalgar Ball was attended by more than 500 people. The guests included the Mayor and Mayoress of Hemel Hempstead, who were "piped aboard" by the Chesham Sea Cadets.

Music was provided by a Royal Marines dance band and there was a top-line cabaret.

### Rhondda

This year's dinner, at the club premises at Tonypandy, was considered to be one of the most successful ever held. It was attended by 140 members and guests, who included Lt-Commander A. J. D. Coxon, Naval Liaison Officer, Bristol Channel Ports.

### St Austell

Welcome visitors to the branch's Trafalgar Day social and supper included submariners

Francis Cocks and Sandy Powell, who turned up from Plymouth in the middle of the evening, with a number of ship's badges.

These were presented to the chairman, Shipmate A. H. Mortimore, and will be used to decorate the club.

Soon afterwards, a busload of CPOs and POs from H.M.S. Tyne arrived in No. 1 dress, adding colour and dignity to a memorable occasion.

### Beer

On the evening of Sunday, October 24, a coachload of members attended Bridport branch's Trafalgar Day service in the parish church at Bradpole.

Afterwards the visitors were entertained in Bridport's club-room. On the following Saturday the Beer members again put on their "glad rags" for another enjoyable outing, this time to a dinner and dance at the Sergeants' Mess, Royal Marine Commando Training Centre, Lympstone.

## Tasteful gift

It was quite a cake . . . Measuring 23in. by 15in. and weighing 48lb. 15oz., it was eventually shared by some of the patients in five hospitals!

But even before its beautifully decorated icing had been penetrated, the cake — made by the R.N. Cookery School, H.M.S. Pembroke, Chatham — had served another useful purpose.

At the annual ball of the Luton and Dunstable Branch, R.N.A., it was the centre of attraction and featured in a "guess the weight" competition which raised £15.05 for the Royal Naval Benevolent Trust. The prize was an equally attractive replica of the cake.

After the ball, the cake was taken to the Luton and Dunstable Hospital by officers and members of the branch and presented (as the photograph shows) to Assistant Matron Thompson and two of the nurses.



### Calling old shipmates

Mr. C. Cope, of "Westwood," Valley Road, Exwick, Exeter, wonders if any survivor of H.M.S. *Glorious* has any information about Harry Meadows Langley, Sto. 1, who served in that ship.

He was also a prisoner of war at Narvik, and Mr. Cope, as hon. secretary of the 1st Narvik Association, writes on behalf of Mrs. Langley, who would be grateful for news of her son.

Mr. A. T. Wyatt, of 12, Bowness Close, Radford, Coventry, Warwickshire, who served in the destroyer H.M.S. *Hambledon* when she was part of the 21st Flotilla based at Sheerness, would be pleased to hear from any old shipmates with a view to holding a reunion.

Despite the hard work which for some years has kept the research unit of the H.M.S. *Columbine* Old Hands Association busy, there are many former members of the ship's company who have not been traced. Any reader who knows an ex-crewman of H.M.S. *Columbine* is asked to contact Mr. E. G. Lamont, 66, Ashkirk Drive, Glasgow, S.W.2 (Telephone 041-427-2880).

### Chatham farewell

Chatham have said farewell to their president, Rear-Admiral F. C. W. Lawson, Flag Officer Medway, who was leaving the port on retirement from the Royal Navy.

To show their appreciation, the branch presented the Admiral with a tankard, which was handed over by Shipmate F. Leech.



## RHONDDA ROMANCE

Many R.N.A. branches have friendly links with H.M. ships, but Rhondda must be one of the few which can claim to have played cupid — and so successfully!

—About three years ago, ratings from H.M.S. *Niaid* were invited to the branch's club at Tonypandy for a "pyjama dance" organized by the ladies' section.

MEMI George Rowbottom and MEMI Shaun Duffy enjoyed themselves so much that they revisited the club as often as possible, the main attraction for George being Miss Eileen Davies, from Clydach Vale.

Friendship blossomed into romance and Eileen recently became Mrs. Rowbottom.

### Stories of Columbine

H.M.S. *Columbine*'s nameboard, retrieved from a Norwegian fjord and proudly displayed at the reunion, triggered off many stories of the wartime corvette among members of the *Columbine* Old Hands Association.

Among those gathered at the Afan Lido, Port Talbot, were two of the ship's former commanding officers, Lieut.-Cdr. W. J. Griffiths, R.N.R. and Lieut.-Cdr. J. Grose, R.N.R.

Ninety-four people sat down to dinner — a nostalgic, and quite coincidental, reminder of the *Columbine*'s pennant, K94.

# END OF AN ERA

"The steampast of the Fleet this morning was a sight to stir the heart of every Englishman and many others too. The appearance of ships and aircraft, and their station keeping, was excellent. Well done."

So read the signal of the last Commander Far East Fleet (Rear-Admiral J. A. R. Troup) following the farewell steampast of the Far East Fleet in the Singapore Straits on October 31, marking the end of an era — and the beginning of another.

Led by the guided missile destroyer H.M.S. Glamorgan, flagship of the Flag Officer, Second-in-Command, Far East Fleet (Rear-Admiral D. Williams), nearly 20 Royal Navy, Commonwealth Strategic Reserve and R.F.A. ships steamed past R.F.A. Stromness in three divisions.

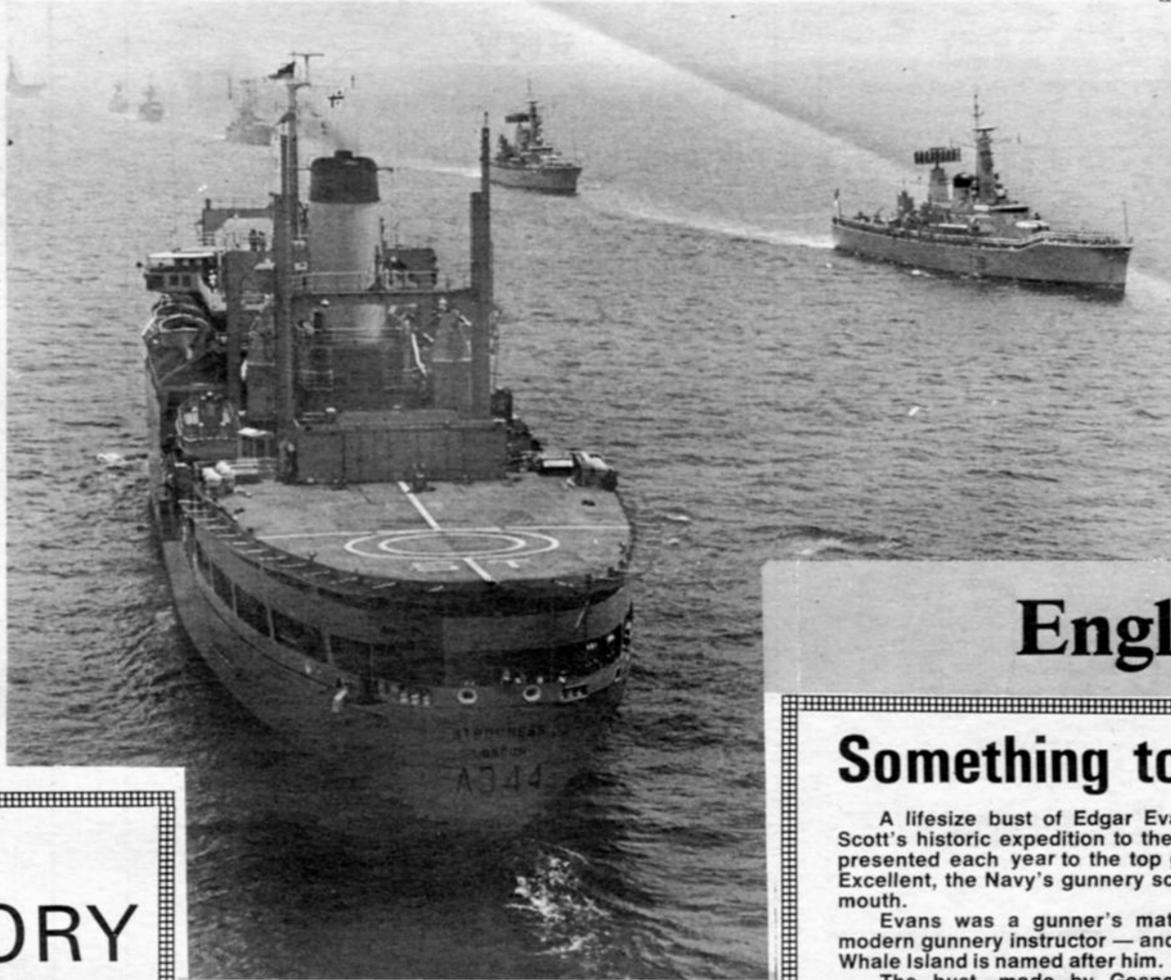
In addition to wearing the flag of the Commander-in-Chief Far East (Air Chief Marshal Sir Brian Burnett), the Stromness also wore the flag of Rear-Admiral Troup.

From H.M.S. Eagle some 20 fixed-wing aircraft flew overhead, with 30 helicopters from the carrier, commando ship H.M.S. Albion and other units of the Fleet.

### PRECISION PRAISED

Saying he was most impressed both by the steampast and flypast, the Commander-in-Chief signalled, "The precision with which the ships and aircraft carried out their manoeuvres and the turn-out and dressing of your men and ships lived up to the highest traditions of the Royal Navy."

R.N. ships taking part in the steampast included H.M. ships Triumph, Scylla, Argonaut, Gurkha, Arethusa and Danae, together with RFAs Resource, Olna, Tidepool, Tideflow, Reliant and Gold Ranger.



Section of the steampast at Singapore as ships pass R.F.A. Stromness, wearing the flags of the Commander-in-Chief Far East and the Commander Far East Fleet.

'A sight to stir the heart of every Englishman'

## Something to aim for...

A lifesize bust of Edgar Evans, Welsh hero of Captain Scott's historic expedition to the South Pole in 1912, is to be presented each year to the top gunnery instructor in H.M.S. Excellent, the Navy's gunnery school, at Whale Island, Portsmouth.

Evans was a gunner's mate — the equivalent of the modern gunnery instructor — and the CPOs' and POs' Mess at Whale Island is named after him.

The bust, made by Gosport sculptress Miss Doreen Stroud, was commissioned by the R.N. and R.M. Gunnery Instructors Association. "This year we celebrated our 25th anniversary," said the association's president, PO M. W. Chandler, "and we thought it would be a good way to mark the occasion."

Inscribed and mounted, the bust was fashioned from photographs of Evans, some of which came from a museum in Swansea, his home city.

## GRAVESEND VICTORY

The fight to prevent the disfigurement of St Andrew's Church on the Waterside has succeeded.

The branch's complaint about the plan to cover the windows of the seamen's memorial church with corrugated iron sheeting was taken up by the Gravesend Borough Council and the branch understands that the Church Authority has dropped the idea.

However, this may not be the end of the battle: it is now feared that the 100-year-old church is in danger of demolition.

### Newton Abbot

The ladies' section entertained 133 members and friends at their first ever dinner, a popular event held at a Dawlish Warren hotel.

Mrs. A. Elliott, the chairman, presented the branch vice-chairman with a cheque for £50 towards the cost of a fruit machine recently installed in the club.

### Purley

After enjoying a jolly reunion — made merrier by having with them their one-time chairman, Shipmate Jarvis, and Mrs. Jarvis, from Stockton — members entertained a founder member, Shipmate A. Diprose (86).

The following evening Purley were hosts to a lively bunch of lads from Eastbourne, returning

from a four-day cruise, and out to enjoy what was left of their holiday!

### Coventry

Entertainers such as Humphrey Lyttelton and his band are helping to increase the popularity of the branch's club at Ringway Rudge.

The "chummy ship" atmosphere is also boosted by dances, "free and easies," mess-deck suppers and concerts in the 250-seat concert room.

Members are celebrating the first anniversary of their £37,500 club, where any sailor is guaranteed a welcome in a city which is just about as far from the sea as it is possible to get!

Members are celebrating the first anniversary of their £37,500 club, where any sailor is guaranteed a welcome in a city which is just about as far from the sea as it is possible to get!

### Ramsgate

Interested in angling? If so, and your branch fancies its chances

against Ramsgate members, Shipmate L. Barns of the newly-formed angling section will be happy to arrange a fishing competition.

The new branch president, Rear-Admiral Holford, was "welcomed aboard" at a cocktail party and, later the same day, he spoke at the annual dinner, recalling the life of Lord Nelson.

### Bristol

A welcome visitor to the well-attended November meeting was Cdr. G. M. F. Vallings, senior officer of H.M.S. Bristol, now nearing completion at Wallsend. Members were interested in his account of the design and building of the ship and look forward to her commissioning and future visits to the city.

### Teesside (Stockton)

Anyone who served in the old "Shiny Sheff" — or is in the new ship, for that matter — is assured of a warm welcome in the branch club. The new steward, Mr. J. Mulligan, is a former member of the old Sheffield's crew.

A member of the club since 1955, he succeeds Mr. Tommy Burlinson, who has retired.

### Cromer

The president, Rear-Admiral P. F. Powlett, told members at the annual dinner-dance that the R.N.A. could help with Navy recruiting. "If you let it be known what a good show the Service is for young men and women, they will be encouraged to join," he said.

## MORE R.N.A. NEWS

## Revisiting Fisgard



Two veterans of World War I, who trained as engine room artificers in H.M.S. Fisgard, Portsmouth, returned to the establishment recently after a break of more than 50 years.

But H.M.S. Fisgard was a long way from where it was in their day... it was re-established at Torpoint in the 1940s.

Even so, Mr. John Paterson (77) and Mr. Wilfrid Dowle (79), who served at Gallipoli and

the Battle of Jutland, enjoyed the visit.

Welcomed by the commanding officer, Capt. D. J. N. Porter, the veterans met new entrants, heard about the present training programme and toured the establishment.

Mr. Paterson, of Glasgow, and Mr. Dowle, who is still active in civilian life as a development engineer at Wellington, Shropshire, are pictured here with Capt. Porter.

## Ambulance appeal

Many of the disabled shipmates at the Star and Garter Home, Richmond, get about in wheelchairs — which solve one problem of transportation, but pose another when it comes to travelling by ambulance.

It would be so much easier, of course, if the home had an ambulance equipped with a lift, and it is with this in mind that the R.N.A. general secretary, Lieut.-Cdr. L. H. Maskell, has launched an appeal to members.

A specially-equipped vehicle of this kind will cost about £5,000.

"This may seem a vast sum, but when you realize that the patients gave so much, and ask so little, I venture to believe that we will be able to present an ambulance at our next annual conference, on September 30, 1972," says Lieut.-Cdr. Maskell.

He will be pleased to accept donations at R.N.A. Headquarters, 2 Lower Sloane Street, London, S.W.1.

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Airfield Defence Guard	£20.92	£27.30
Air Defence Plotter	£25.85	£32.23
Clerk	£24.08	£30.46
Clerk Supply	£27.65	£34.03
Engineering Fitter	£29.44	£35.82
Radio Technician	£32.12	£38.50
Steward	£22.45	£28.83
Supplier	£25.85	£32.23

Weekly rates of pay during training are  
£20.92 gross. All married Airmen receive  
an additional non-taxable allowance of  
£6.38 per week.

This is a unique opportunity for you! Learn  
a trade—become completely skilled in a  
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different career paths, each of completely  
different character. Each will bring ex-  
perience to fit you for a lucrative civilian  
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the RAAF after your 6-year engagement!  
Age limits are 18-34.

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Date of Enlistment**

Vacancies	Single	Married
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Air Defence Plotter	£25.85	£32.23
Airframe Fitter	£29.44	£35.82
Assistant Supplier	£20.92	£27.30
Boiler Attendant	£23.20	£29.58
Clerk	£24.08	£30.46
Clerk Supply	£27.65	£34.03
Dental Technician	£31.20	£37.58
Draughtsman Engineer	£33.88	£40.26
Electrical Fitter	£29.44	£35.82
Electroplater	£29.44	£35.82
Engine Fitter	£29.44	£35.82
Fitter and Turner	£29.44	£35.82
Instrument Fitter	£31.20	£37.58
Metal Machinist	£29.44	£35.82
Musician	£32.12	£38.50
Photographer	£33.00	£39.38
Steward	£22.45	£28.83
Supplier	£25.85	£32.23
Tailor	£25.85	£32.23
Wood Machinist	£27.65	£34.03

Tradesmen—must be aged between 18  
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standards at date of enlistment.

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## Act now!

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Name  
(please use ball pen)

Address

Trade Applied for  
Qualified: YES/NO

Remember the RAAF sets the pace in  
worthwhile careers.

# Brief encounter

On the verge of departure for the West Indies, H.M. ships *Berwick* and *Phoebe* pictured seconds before their "unexpected meeting" in Portsmouth harbour. Already the *Phoebe* is putting out fenders.



## ... TO THE SKIRL OF THE PIPES

Two Royal Navy frigates had something of a "bumpy" start to a voyage for a West Indies spell of duty in the sun. They left a day late after "kissing" as preparations got under way for departure from Portsmouth dockyard. Damage was reported to be minor.

As H.M. ships *Berwick* and *Phoebe* came together, Surgeon Lieut. Morven White, kilted and playing the bagpipes, stood fast on the *Berwick's* gun turret and continued to make "music."

Next day, when the ships finally got away, he was there again on "pipe duty." This time he took no risks and donned a tin hat — as can be seen in the picture right.



Pictures by CPO Dave Morriss

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RG7 4PR

## DINGHY ORDEAL IN 45 KNOT WINDS

During a visit to Grimsby, the ship's company of H.M.S. Keppel represented the Royal Navy at the annual harvest of the sea thanksgiving ceremony.

The frigate made an appropriate choice as last winter she spent two months on "distant water" fishery protection patrols, during which time everyone on board gained an immense respect for the hardy trawlermen.

Returning to her home port of Rosyth, the Keppel passed close off Flamborough Head and the commanding officer (Lieut-Cdr R. E. Onslow) spotted a small boat about a mile-and-a-half away with what could have been someone trying to attract attention in it. On investigation this proved the case.

### ENGINE FAILED

Mr. and Mrs. Ken Riding, of Beaston, Leeds, had been adrift in the tiny dinghy for 23 hours after their outboard engine had broken down. Although only four miles off the coast, and surrounded by various vessels, the dinghy had not been noticed until the Keppel came along.

The couple had survived winds of up to 45 knots — and were relieved when their ordeal ended.

After a bath, they were provided with brandy, food and new clothes. Later they were landed at

Whitby and their boat towed in as well after its engine had been repaired on board.

## OPERATORS

LEAVING THE NAVY SOON . . . ?

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Vacancies exist within our Weapons Department for Mechanical Test Engineers (age between 25 and 35), to work on Weapons Systems included in the present Nuclear Submarine Programme.

Applicants should have served a recognised apprenticeship and be qualified to H.N.C. or equivalent. Experience of Hydraulic or Air Systems is required and a knowledge of testing procedures on Weapons Systems would be an advantage.

The Company operate an excellent Pension Scheme and assistance will be given with removal expenses to Barrow.

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Applicants should write, stating qualifications, experience to date, age and present salary to:-

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## CAN YOU HELP ME?

Dear Sir

I am at present serving in the Navy and when my present engagement ends I will be faced with the problem of finding a house. Is there much difference between renting and buying your own home? If I decide to buy, what is the best method of mortgage? I know there are different methods and each of them in turn has been recommended to me at different times. I would like someone to explain the different methods to me so that I can make up my own mind.

I have heard that it is better to use as little of my gratuity as possible, and borrow the maximum. Why is this? What about the commutation of my Service pension in relation to house purchase? How much will I be able to borrow and under what circumstances is a 100% mortgage available if required? Because I am not quite sure what I will be earning when I leave the Navy, I would like to be taking some action now to make things easier when I do eventually buy my own home. What can I be doing in this way?

I am sorry that I have so little knowledge on these matters but it is difficult to obtain impartial advice on all aspects of house purchase. Can you help me?

CPO Wise-Planner  
Portsmouth

Our consultants specialise in providing the answer to all these and many other questions posed by Naval personnel. If you are leaving the Royal Navy within the next six months, have at least four "O" Levels, are aged between 25 and 40 and have a good communicative ability, you may be able to help this man.

Even if you have no previous selling experience or product knowledge, if you have a history of success, and enjoy helping people, we can offer you a first-class career. Our selection standards are, however, very high. Because of our success in this field we are able to pay a salary of £4,000 even in the first year. The real rewards, however, arise from the satisfaction of helping others tackle a worrying problem. In our dealings with clients the emphasis is on service, and therefore we do not pay commission. If you feel that, with training, you could help this man, please write to

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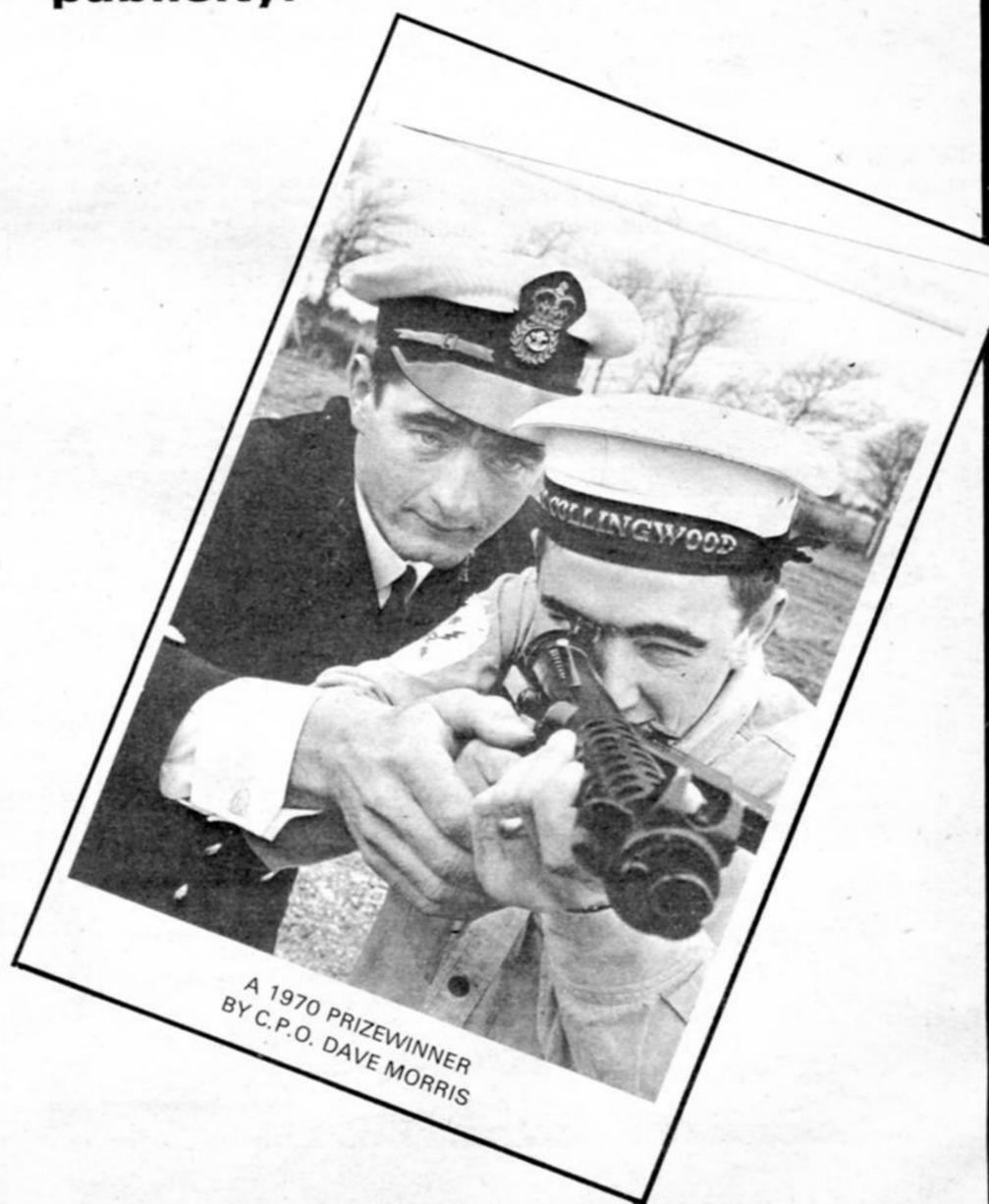
really good colour pictures of Royal Navy ships at sea or sailors doing their usual tasks or in off-duty moments at home and abroad.

Colour slides, 35mm or larger, are welcome. There's prize money for film sequences too, Standard or Super 8 or 16mm. But black and white photographs have equal chances of prizes. There is £500 of prizes to be awarded. A first of £50 in each class, £15 or £10 each for a place. We pay in addition up to £10 for every subject we can use for Navy publicity.

It's an easy competition – no forms to fill in or entry fee. If you are in the RN or RM, or a civilian working with the Service, you're in. Just send in the best of your original work. Send your entries with your full name, rank, number and address (block capitals please) to:

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Another point, there is just time to take new pictures since the closing date of the 1971 Naval Photographic Competition is 31st December 1971



A 1970 PRIZEWINNER  
BY C.P.O. DAVE MORRIS

The staff of Navy News wishes all the paper's readers, correspondents, and advertisers a Merry Christmas.

# GREETINGS

The President and Mess Members of No. 3 Petty Officers Mess, H.M.S. Collingwood, wish past and present members, and all Senior Rates Messes, A MERRY CHRISTMAS AND A HAPPY NEW YEAR

The President and Members of the Petty Officers' Mess, H.M.S. Victory, send Heartiest Seasonal Greetings to all Petty Officers, past and present

The President and Members Fleet Chief Petty Officers and Chief Petty Officers, H.M.S. Sultan, wish all a MERRY CHRISTMAS and a HAPPY NEW YEAR

The President and Members of the Chief and Petty Officers Mess, H.M.S. Lochinvar, send Heartiest Seasonal Greetings to all members past and present

The WRNS Senior Ratings Mess, R.N. Barracks, Portsmouth, send Best Wishes for Christmas and New Year to all Chief and Petty Officer Wrens

The Chief Petty Officers' Mess, H.M.S. Victory extend Good Wishes to all for Christmas and the New Year

Compliments of the Season to all C.P.O.s' Messes near and far from the C.P.O.s' Mess, H.M.S. Intrepid

The Chief Petty Officers of I Mess, H.M.S. Collingwood, wish all past and present members a Merry Christmas and a Happy New Year

We Wish all Senior Rates, especially those who have passed through Rooke in the last twelve months

A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR

President, Committee and Members, Chief Petty Officers' and Petty Officers Mess, H.M.S. Rooke

The President and Members of the Chief Petty Officers' Mess, R.N.A.S. Yeovilton extend Seasonal Greetings to all members, ex-members and friends of the Mess.

The PRI's Association H.M.S. Dryad send Seasonal Greetings to all GI's, TASI's and PRI's.

The President and Members of the Senior Rates Mess, H.M.S. Drake wish the compliments of the season to all Mess Members past and present, and wish them every success for 1972

The President and Members Senior Rates Mess, H.M.S. Mauritius, wish all a Happy Christmas and a Prosperous 1972

The President, Committee and Members of the Chief Petty Officers Mess H.M.S. Ganges send heartiest Seasonal Greetings to all members past and present

The President and Members of the Fleet Chief Petty Officers and Chief Petty Officers Mess, H.M.S. Vernon, wish all past, present and future C.P.O.'s a HAPPY CHRISTMAS and a PROSPEROUS NEW YEAR

## George (94) gets his pud.

Ex-sailor George Judge (94) was watching television pictures of Rear-Admiral Frederick Lawson, then Flag Officer Medway and Port Admiral, Chatham, stirring the base's Christmas pudding — 1,000 portions of which will be served to employees this month.

"Elsie," he said to his daughter, "I can almost smell the rum that gentleman is pouring in." So Elsie wrote, not very hopefully, asking whether he could be spared a piece of

the pud, complete with lucky sixpence.

A few days later, Mr. John Giles, the civilian chef who made the pudding, and 19-year-old Wren Lee Jones, of H.M.S. Pembroke, arrived at George's home in Chatham, bearing his pre-Christmas treat from the canteen staff.

"It's a grand pudding," said George.



George Judge makes a good judge of Christmas pudding — and obviously appreciates this tasty offering. With him are Wren Lee Jones, of H.M.S. Pembroke, and chef John Giles. Photo: Russ Whalley



## Brewmaster never changes. Even when the weather does.

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# EAGLE FRESHENS UP

Steaming sedately into Hong Kong harbour, dwarfing the junks and ferries which ply between the islands, H.M.S. Eagle made an impressive sight.

She certainly looked smart enough from a distance, but patches of rust were beginning to appear on her side and Hong Kong was a suitable place to put in some repainting time.

The work was carried out by one of the many Hong Kong "side parties," and among the other locals who visited the ship were various traders who turned the cable deck into a mini market on most afternoons!

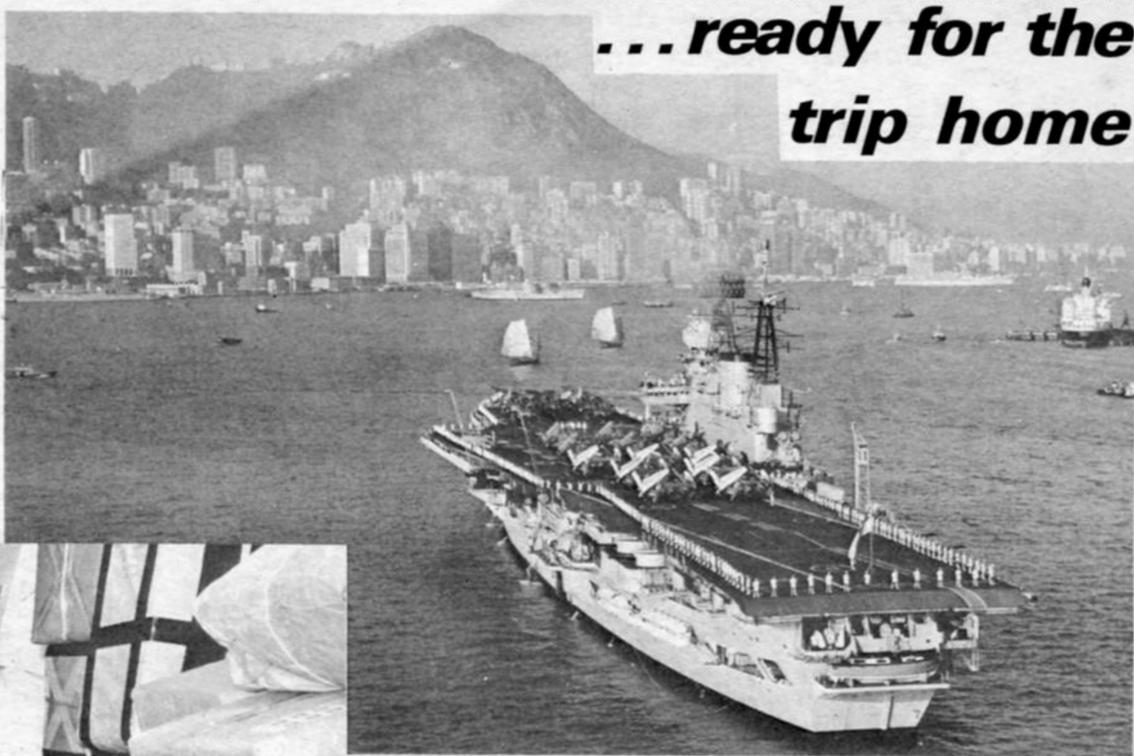
Quite a few wives were lucky enough to be able to join their husbands in Hong Kong, and for the less fortunate members of the ship's company there was a small consolation — the mail service was good.

On the subject of mail, just look at those Christmas parcels piling up in the Eagle.

## NIGHTMARE

Life as a ship's postman can be a real nightmare, especially in a carrier with several thousand men posting early for Christmas, all anxious to get their presents home in time.

The pile of parcels in the picture represents just a few which overflowed from the mail office. And even when the postman had dealt with them all there was no time for him to relax — there were plenty of Christmas cards awaiting his attention.



... ready for the trip home

## A look at Lonely Gan

After leaving Hong Kong, H.M.S. Eagle took part in Exercise Curtain Call, the most memorable feature of which was undoubtedly the long week-end the ship spent anchored at Langkawi.

There, the fun in the sun included a fishing competition (the entire day's catch amounted to three tiddlers!) and a contest on the lines of "It's a Knock-out."

Another exercise — Ganex, November 13-22 — gave members of the diversion party a look at Gan, in the Indian

Ocean, one of the loneliest British bases in the world.

The Eagle was joined by two United States destroyers, the U.S.S. Arnold J. Isbell and the U.S.S. McJean, and by several "old friends" including H.M. ships Achilles, Scylla, Falmouth, H.M. submarine Finwhale and H.M.A.S. Swan.

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VINTAGE 1928 EX-HUSBAND. Dependable — Bodywork Sound — one careless owner 20 years. Interest Lady enthusiast 1928/33. — Box No. Navy News 163.

EX-DENTAL NURSE. Karandi, Tottenham, wishes to contact Lawry Bradley, Engineer, Navy. — Box No. Navy News 164.

ATTENTION, Naval Officers! Many attractive, cultural ladies would like to meet you with a view to marriage. — Write to Mrs. Katie Keene, Manchester Marriage Bureau, 24, Mosley Street, Manchester 2. Tel. 061-236-6719.

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FLEA. Would you please write, I can't forget you. Ginger. — Box No. Navy News 165.

### MISCELLANEOUS

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OFFICE JUNIOR. Able to use typewriter, required mid-December for Navy News Office. 5-day week. — Phone Portsmouth 26040 or write Business Manager, Navy News, Royal Naval Barracks, Portsmouth, Hants.

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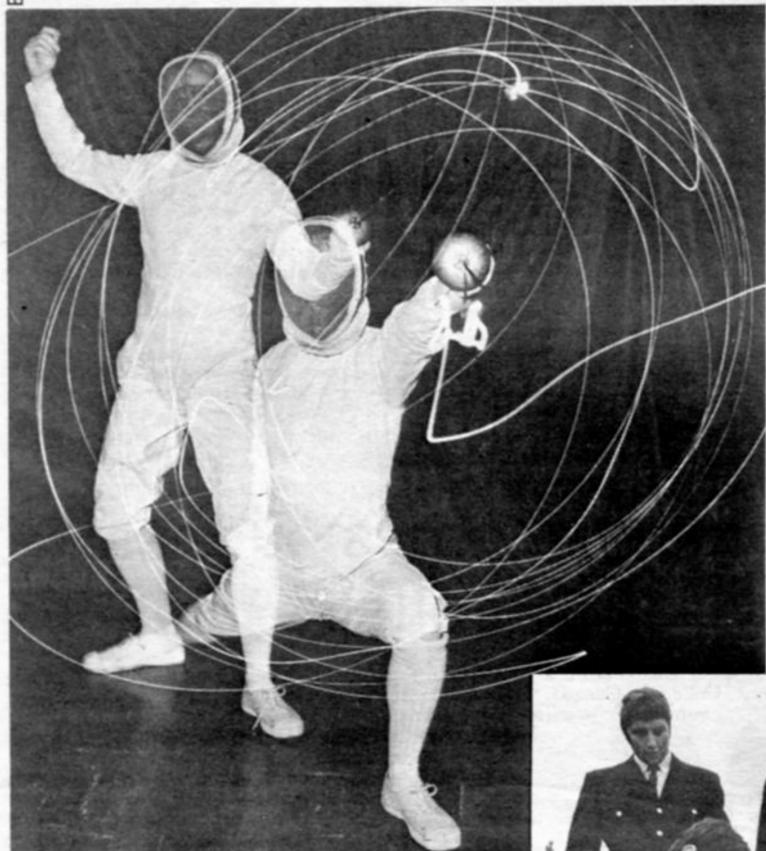
# Sport 'has an

## SPORT SPOT

### ... DIRECTOR-TO-BE

# assured future'

## SPEED OF THE HAND



ABOVE: Knit one, purl one . . . or how a Welsh national foil representative, Instr. Lieut.-Cdr. J. N. McGrath, of RNEC Manadon, tries to confuse an opponent. This camera gimmickry focuses attention on one sport, but Manadon boasts recreational opportunities which would be hard to better anywhere in the Service.

A former Welsh international rugby player, Inst.-Capt. Alun Meredith, is to be the Royal Navy's Director of Physical Training and Sport from next March. He is the first naval instructor officer to be appointed to this post.

Capt. Meredith, who is secretary of the Royal Navy Rugby Union, is, at present, Fleet Instructor Officer and Fleet Meteorological Officer on the staff of the Commander-in-Chief Fleet at Northwood, Middlesex.

In a distinguished rugby career, he captained Bristol University, University Athletic Union, Bristol, and the Navy, played for Devonport Services, Rosslyn Park, London Welsh, Waterloo, Cardiff and Yorkshire, and gained several caps for Gloucestershire and Devon.

Gaining a Welsh Secondary cap in 1936, he won his full caps in 1949-50 at lock (playing with Billy Cleaver at stand-off half).

#### THREE SERVICES

Capt. Meredith has the distinction of having served in all three Services.

He joined the Royal Artillery as a gunner in 1939, transferred to the Royal Air Force shortly afterwards (serving in night fighter squadrons until 1945), and entered the Royal Navy in 1947.

Paying tribute to the P.T. Branch and volunteer sports organizers in the Navy, Capt. Meredith says: "We have in the Service a number of pro-

minent performers in different sports. It is, perhaps, not generally realized how much training and preparation is necessary to reach the highest levels.

#### INSPIRATION

"The outstanding players help to inspire efforts among others, and they bring credit to the Service. I hope that all of us on the sidelines will continue to give every support and encouragement to the fortunate and deserving sportsmen who are selected to represent the Royal Navy or who are called to even greater heights.

"Sport is naturally competitive and indicates pride in achievement. It encourages development of self-discipline, stamina, the quick reactions of mind and body essential to a fighting service, and, in the team games particularly, the ability to cooperate and harmonize with others in a concerted effort is an essential quality.

#### ASSURED FUTURE

"P.T. and sport has, therefore, an assured future as a continued and integral feature of naval training and of the naval way of life, so long as our ships are manned by men and not automats."



ABOVE: Inst.-Capt. Alun Meredith, who is to be the Royal Navy's Director of Physical Training and Sport from next March.

## Sports shorts

Down 4-10 at half-time, the Royal Marines rugby team beat the Royal Engineers 31-10 at Dover on November 10. This meant that the Marines had won five and drawn one of their first six matches of the season. They beat Devonport Services 30-9 at Plymouth in October.

\*\*\*\*\*

Beating Portsmouth, and drawing 0-0 with Plymouth and R.M., Air and Scotland won the Royal Navy Women's Inter-Command hockey championship at Portsmouth in November. Portsmouth and Plymouth drew 1-1.

\*\*\*\*\*

With a trophy at stake for the first time, a Naval Air Command soccer team gave its best display for some years in its annual match against Guernsey to coincide with the H.M.S. Charybdis ceremony there in October. The result — a 2-2 draw.

## .. power from the feet

One man-power? That's low-grade propulsion stuff for Engineering College officers, but a lot can be learned from the "Design and Make" projects at Manadon.

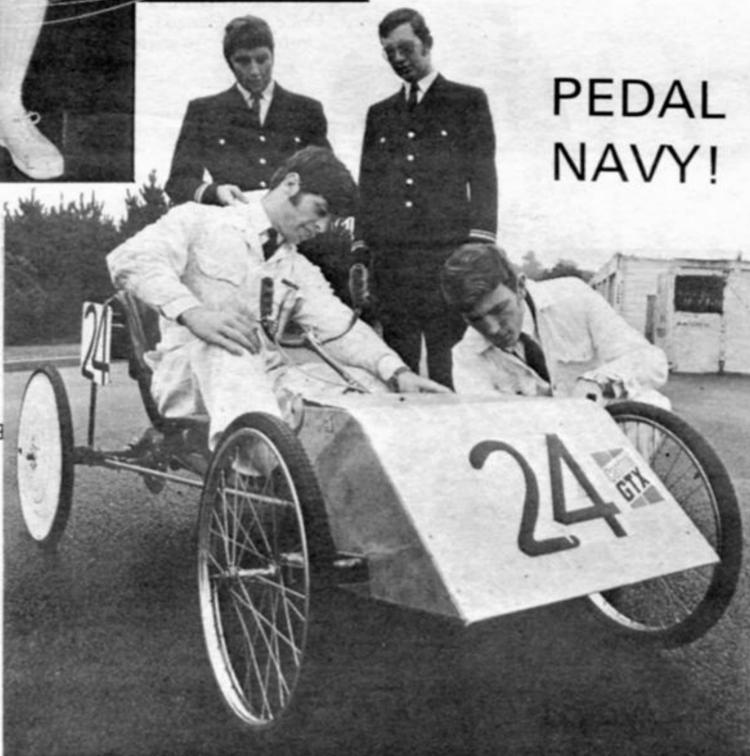
In February, 1970, two pedal cars were built at Manadon. After 232 miles of team driving at the hair-raising velocity of 1-6 m.p.h., Thunderbug came 9th and Thunderbird managed 219 miles to finish 16th in the National 24-hour pedal car race at Bristol. There were 100 entries.

Two improved cars are being built for the 1972 race.

#### THE TEAM

Pictured here discussing improvements based on the old Thunderbug are — standing: Lieut. John Hills, R.C.N., the chief designer (left) and Lieut. Peter Macmillan, R.C.N. (production man), with Lieut. Martin Sessions, R.N. (secretary, in car) and Lieut. Phil Gregory, R.A.N. (team leader).

See the special Manadon feature on pages 20 and 21.



## PEDAL NAVY!

## Warspite away to Arsenal!

Arsenal supporters in H.M.S. Warspite, now under refit at Chatham, discovered recently that their ship's crest is almost identical to the club's, so what better excuse for a trip to Highbury?

Twenty-five went, and PO Thomas Windsor presented a Warspite crest and photograph to manager Bertie Mee. During a tour of the club they chatted with Arsenal's captain, Frank McLintock.

#### A RETURN?

What are the chances of a return visit to Warspite's temporary home ground at Chatham? As they say in diplomatic circles, talks are proceeding!

## CANAL CANOEISTS SMASH RECORD

On October 30, after 18 hours 25 minutes of non-stop canoeing in which they had faced bad weather, fatigue and several watery mishaps, four ratings from H.M.S. Repulse had sliced eight hours 35 minutes off the previous record for canoeing the length of the Caledonian Canal.

Their sponsored expedition had also raised over £100 to enable children at the Martha Frew Children's Home in Dunfermline to have a Christmas party.

The team comprised LRO Lancaster (leader), LRO Maude, LS MacIlvaney and LOEM Ross, with Std Loutitt keeping up a constant supply of hot soup and coffee.

Taking turns to paddle the two canoes, the team left Fort William at 0510 on a cold morning, and faced torrential rain and strong winds during their journey through canal and lochs, which included the

22 miles of open water on the much feared Loch Ness.

Snapped paddles and duckings in icy water were among the hazards faced before the team limped into Inverness at exactly 2345 hours.

The Repulse canoeists were so pleased with their performance that they intend to enter two teams for the Westminster / Devises two-man canoe race next year.

The Devon Wednesday League team had two players sent off in their 2-2 draw with the Royal Marines at Plymouth on November 3. The Royals were leading 2-0 at half-time.

Pictures: CPO Brian Gentry



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SPORT PAGE 2

# Thriller race by Sea Wraith



A Royal Navy crew in the Navy's latest offshore racing yacht, Sea Wraith III, sailed the race of their lives against tough opposition from eight nations to come second overall in the 620-mile ocean race in the Mediterranean, the Middle Sea Race.

Sea Wraith (named earlier this year by Princess Anne) won her class and was first overall from Malta to Gibraltar.

Then the battle for the major prize began between Sea Wraith and Comet, a superbly equipped and sailed Finot-designed Class 5 entry from Italy.

### WILD DASH

For 300 miles the two yachts were in sight of each other with Sea Wraith ahead until the final 100-mile wild dash across the open Mediterranean from Sicily to Malta with over 30 knots of wind from right astern, and 12ft. waves.

Despite averaging 7.3 knots for over 10 hours, and over 10 knots when surfing down waves, the Portsmouth yacht could not hold the stripped out Italian filer which finished 28 minutes ahead after six-and-a-half days' racing.

The two leaders were hours clear of the rest of the fleet on handicap.

Sea Wraith's performance won her the Hennessy Trophy for second place, the Errol Bruce RNSA Trophy, the Class Four Trophy, and, supported by Water Music III (Mr. J. C. Foot) and Betula (Mr. D. Ewart), gave Great Britain the Owen Alsher Trophy for the best three yachts in this major international event.

Pictured after their tremendous Middle Sea Race are Sea Wraith's crew — skipper (Lieut.-Cdr. Malcolm Skene), Capt. Peter Samborne, CPO Roy Mullender, PO Mike Forrest, CY John Sackfield, LS Richard Merchant, and CPO Gordon Leach.

## HOW COACHING GETS RESULTS!

Special emphasis is being placed by the Royal Navy Rugby Union on developing a coaching structure to keep pace with improvements outside the Service.

At the autumn RNRU meeting, the vice-president for Portsmouth, Capt. Asbury, said there had been a noticeable raising of playing standards in ships and establishments with coaches, writes Nimrod.

The RNRU is looking for a similar effect on Navy rugby, from the coaching organization, to that which has been evident since the start of the Under-19 competition and team a few years back.

### USE THE TALENT

There is little doubt that many players and teams can be helped by properly qualified coaches, but coaches must be careful not to subordinate individual flair and initiative to formalized team tactics to such an extent that the game loses the benefit to be derived from the very talented players.

CPO Harry Sever, a former R.N. player and United Services forward, and a member of the R.N. Inter-Service winning team in 1966, contributes some thoughts this month on the subject.

With Cdr. Chesney Hallett, and others, he has done a lot to promote coaching in the Navy.

### GUIDE BOOK

CPO Sever writes: While there has always been coaching in

### FLEET RESULTS

Results to date in the Fleet Rugby Knock-Out Competition:

Section 1: First round — Antrim 27, London 4.

Section 2: Preliminary round — Lynx 22, Jupiter 14. First round — Lynx 27, Andromeda 0; Hermes LRP 68, Caprice 3; Scarborough 23, Tenby 7; Plymouth walkover against Euryalus; Kent LRP 10, Leopard 0; Mohawk LRP 15, Ulster 4. Second round — Eastbourne 27, Kent 0.

Area Final (Portland / Scotland): Yarmouth 8, Naiad 0.

Section 3: First round — Dundas beat Grampus, Abdiel 16, Keppel 0.

Ships are reminded to check on closing dates for each round.

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rugby football, it was not until the middle 1960s that British clubs began to build on the good work done in schools.

In 1967, the English Rugby Union produced "A Guide for Coaches" which has since become the coaches' "bible."

The Welsh Rugby Union introduced a comprehensive coaching structure incorporating exams and awards. Its success since 1967 can be seen in the successful New Zealand tour by the British Lions, the performance of the Welsh team in the past two seasons, and the improvement in the game at all levels in Wales.

This approach has been copied by the Irish and Scottish RFUs, and the English Rugby Union is evolving a national coaching structure on the same basis as that developed by the Welsh.

### KEEP PACE!

If we in the Royal Navy wish to keep up with our civilian counterparts, and we clearly must, then we must evolve our own structure in step with that of the English Rugby Union.

Since 1970, two RNRU Coaching Society courses for probationary coaches have been run in H.M.S. Collingwood and over 100 potential coaches have passed through.

Also, three experienced coaches were sent on RFU courses at Lilleshall last July.

The 1972 course will be split into two parts, one at probationary level and one for existing probationary coaches who are recommended for an advanced course which will eventually lead to a qualification as a club or senior coach.

### THE AIM

The intention of the RNRU coaching sub-committee is that, by 1973/74 season, every ship and establishment will have had the opportunity to have a coach trained, each command and the two clubs (U.S. Portsmouth and Devonport Services) will have a senior coach, and a staff coach qualified by the English Rugby Union will be available in the Navy.

## Newsom gets 20 in U.S. win

Lieut. Simon Newsom, versatile Navy cricketer and rugby player, scored 20 of his side's points in U.S. Portsmouth's 28-7 win over Devonport Services at Plymouth on November 16.

His first try (which he converted) came within the first two minutes. Then he scored from a penalty to make it 9-0.

Full-back Geoff Rodd, coming into the line, sold two dummies and scored for Newsom to convert.

With Devonport fighting back, penalty goals for both sides made the half-time score 18-3.

Strong Devonport pressure was rewarded when they scored an unconverted try.

In the last quarter of an hour Portsmouth scored two further tries, one by Newsom (not converted) and the other by Bob Easson (converted by Newsom).

## ... Britannia comes out best in college clashes

Hands up for a line-out — determination well illustrated in the BRNC match against the Royal Canadian Military Academy.



Chalking up a 7-4 win against a touring side from the Royal Military College of Canada, the Britannia Royal Naval College rugby team recorded its ninth win in the season's first 13 matches.

The Royal Military College of Canada is the training academy for officers of the combined Canadian armed forces where 516 cadets spend four years under training.

Also on the tourists' agenda was a visit to the Royal Military Academy, Sandhurst, where the BRNC team had already scored a 10-6 victory during a weekend of sporting and social engagements from which the Navy teams came away with their first overall victory since 1964.

During that weekend (November 6-7), BRNC Dartmouth won at rugby, basketball and badminton, drew at soccer, and lost at hockey, squash and .22 shooting.

### BROTHERLY . . .

One game of particular interest was the hockey where Lieut.-Cdr. J. W. Porter, one of BRNC's officers in charge of hockey, confronted his brother, Capt. T. L. M. Porter, of the Royal Welsh Fusiliers, who has been an assistant company commander at Sandhurst for a year.

Next summer, the brothers will be in charge of the tennis teams at their establishments.

## R.N. TOP IN SCOTLAND

The Royal Navy in Scotland won the Inter-Services Rugby Championship (Scotland) for the third successive year by beating the Army 20-10 and the R.A.F. 7-3 in October.

On a windy but dry afternoon against the R.A.F., the Navy, playing with wind and slope, were 7-0 up (one try and one penalty) at half-time, and held the R.A.F. to one penalty conversion in the second half.

H.M.S. Daedalus rugby team (with six Navy players) won the Naval Air Command's Bambaara Trophy, beating Yeovilton 22-4 in the final. The semi-finals were very closely contested, Daedalus beating Culdrose 10-9 and Yeovilton beating Lossiemouth 8-7.

## Cup hopes 'squashed'—but life goes on!

After winning their first two Southern Area matches in the Banbury Cup, a national club tournament, the Royal Navy squash team lost to a strong Chichester side which included the young British player John Richardson, currently ranked number 5 in this country.

But at London House on November 5, the Navy turned last season's 1-4 defeat into a 4-1

victory. There were some closely contested matches in the Portsmouth individual championships between November 1 and 4 when Lieut. Robin Bawtree (H.M.S. Mercury) won the title for the first time since 1963.

The four seeds — Bawtree, Lieut. C. O'Keefe (Excellent), Lieut.-Cdr Hugh Rump (Collingwood) and the holder, Lieut. Andrew Rennie SAN (Vernon) — all reached the semi-finals, but O'Keefe was hard pressed by Rennie before taking his place in the final.

For the first time for some years, the Portsmouth Area lower deck championship has been won by a player other than a PTI.

In the final POCEL Paul Jenkins beat CPOPTI Eric Adlam, three times winner of the event, on the sixth match point of the fourth game.

There was a smaller entry than last year, several players either scratching or failing to appear — which caused organization problems.

## GET IN ON THE FAST RACQUETS!

With the Combined Services Racquets Championships coming up (January 31-February 5), there is a move to promote greater interest in the game in the Navy.

Using a larger court, the play is on the same lines as squash, with games going up to 15 points instead of nine.

As the walls are of marble and the ball is hard, games can be very fast with the ball whizzing around at speeds of 50 m.p.h.

Over the past two years, the Royal Navy have been represented in the Combined Services championships at Queen's Club by Lieut. A. B. Trentham, Lieut. Dunlop and Lieut. Luard.

Lieut. Trentham asks anyone interested in playing to write to him via H.M.S. Shoulton, B.F.P.O. Ships. The competition is open to past and present members of the Royal Navy and Royal Marines.

**SPORT  
PAGE 3**

Royal Navy water polo players met a team from Czechoslovakia in Portsmouth on October 24, and gave them one of the toughest matches of their U.K. tour.

Then, competing against ten top European teams in a Berlin tournament in November, the Navy swimmers finished fourth.

# Czech swim stars meet the Navy

In the last water polo match of an unbeaten U.K. tour, a strong team from Czechoslovakia — including seven members of their national squad — beat a Royal Navy team 12—9. But it was the second closest score of a tour in which the Czech team, from Piestany (Pilsen), had met some of the country's top clubs.

## ...STEELE SHINES IN BERLIN...

Star of the annual Berlin water polo tournament — from the Royal Navy's viewpoint — was Scottish international player, Lieut. George Steele (H.M.S. Cochrane), who has been selected for the Great Britain squad.

Against a strong Schoneberg team, the Navy swimmers were trailing 1—4 until Steele scored four goals in the last quarter of the match for them to snatch a 5—4 victory.

Although losing 1—2 to the West Berlin side, Wedding, the Navy had already beaten Frem (Denmark) 2—1 and Hamburg 3—2. Since every team in their section had lost a game, it was only goal average which denied them a place in the final.

They had to play the Army for third place, and it was by the closest possible margin (a 3—2 defeat) that they finished fourth — thus equalling their achievement last year.

The Royal Navy water polo players were joined by R.A.F. players for their visit to the Berlin tournament in which ten teams took part. The swimmers "flew R.A.F." on November 4 from Thorney Island to R.A.F. Gatow.

The match was quickly arranged after the Czech team had played against Southampton, who included some Navy swimmers in their side, and it provided what Navy swim coach, CPO Paddy Hayes, described as "the finest game of water polo I have ever seen at Pitt Street."

After being entertained at Portsmouth's Charles Dickens public house, run by ex-CPO Calladine, the 16 Czech swimmers were accommodated overnight in the homes of CPO Hayes, CPO Dave Livesey, and NA Chris Boothby.

The three visitors who spoke English were strategically deployed in each home!

### FULL HOUSE

Paddy Hayes, who accommodated nine of the visitors with the aid of extra beds, settee and sleeping bags, commented afterwards: "My wife was a terrific hostess!"

Before their departure, the Czech swimmers were presented with Royal Navy pennants and R.N.A.S.A. lapel badges by Lieut.-Cdr A. R. V. Thompson, the R.N. Sports Officer.



## LOOKS PAINFUL!

Ouch, it looks like something more painful than just a ticklish situation. But this was simply a piece of the action when Cpl. Paul Evans, one of the Royal Marines in H.M.S. Phoebe, demonstrated the art of karate with a number of willing contestants on board the ship in Chatham. Cpl. Evans has started a karate club in the Phoebe.

## Top trio on target

Royal Navy competitors took the first three places in the Services open individual championships during the R.A.F. autumn smallbore meeting at Uxbridge. First was MEMI M. A. Baker, second Mech1 C. S. Sweetman (both H.M.S. Victory), and third AAI F. H. Richards (Daedalus). The R.A.F. won the Inter-Service Long Range Smallbore Rifle match for the first time with the Royal Navy runners-up. The Army (the holders) were just one point behind the Navy, and the R.N.R. were fourth.

## 'BRUM' MATCH BOOSTS NAVY MORALE

Morale was high in the Royal Navy soccer squad after their Southern Counties Amateur Championship match against Birmingham Co. F.A. at Tamworth on November 11.

This was one of the Navy's

greatest games, writes Benbow. Although the Navy lost 2—1, the Birmingham team was really extended by a team playing very good football, and the goal which

finally sunk the sailors was a hotly disputed affair coming from a dubious charge on goalkeeper Patterson (Collingwood).

Birmingham F.A. is undoubtedly the strongest county in terms of club numbers, and they fielded a star-studded team of top level amateurs.

### COACHING "SCORES"

But the Navy, by no means overawed, gave as good as they got in a hard, fast and skilful game. There was stout defence, hard midfield work and swift attacking, and the goal by Huxtable (Collingwood) was a really good one.

Taylor (RM Deal) went close several times with good hard shooting, while Noon, a "new boy" from Yeovilton, showed impressive ability in the air and on the ground.

Coaching was probably the biggest factor in the general improvement, with C/Sgt. Johnny Ellis, ably supported by QMS Freeman, impressing on players the need for dedication and hard work.

### SPIRITS HIGH

Despite the result, the Navy team were able to take the field against the mighty F.A. Amateur XI at Fratton Park on December 1 with the confidence of an encouraging performance behind them.

With this sort of team spirit, the outlook is, indeed, bright, and the fact that commanding officers are releasing players to enable them to be trained and coached is very worthwhile and very much appreciated.

## Fixtures

### DECEMBER

- 1 — Hockey: Navy Cup Final, Portsmouth. Soccer: Royal Navy v. F.A. Amateur XI, Portsmouth (Fratton Park).
- 2-3 — Basketball: Royal Navy Championships, H.M.S. Victory.
- 3 — Squash: W.R.N.S. Inter-Group Championships, U.S.S.C. Portsmouth.
- 8 — Soccer: Navy Cup Final. Boxing: Royal Navy v. Wales (Northern Division), Llandudno.
- 10 — Volleyball: Royal Navy and Royal Marines Inter Unit Competition, H.M.S. Temeraire.
- 15 — Soccer: Royal Navy v. Welsh F.A., Portsmouth.

Sport starts on page 37.

## Boxer's jaw broken in Midlands

In a night of mixed fortunes for Navy boxers against the Midland Counties at Sutton Coldfield on November 8, the worst possible luck befell REM Jock Fortune.

Hit when the referee had called "stop boxing," his jaw was broken and he was flown back to R.N. Hospital, Haslar, his opponent being disqualified.

Fortune (Air Command) was one of about eight young boxers who had put themselves in line for places in the Navy squad by their performances in the R.N. Novices Championships at H.M.S. Drake in October where he won the featherweight title. Plymouth and Portsmouth tied for the team title.

Perhaps the Navy's brightest star at Sutton Coldfield was Paul

Kelly (H.M.S. Charybdis) who, at 16, was too young for the novices' championships where he won the youths' featherweight title.

He boxed well against T. Wood (Midland Counties) in a junior featherweight contest to gain a unanimous decision.

Kelly followed up this performance with a fine points win over A.B.A. junior finalist Barry Price (Brighton) when four of the five Navy boxers in a Portsmouth dinner tournament won their bouts.

The Navy's other winner at Sutton Coldfield, EMA J. Turn-

## match

bull (Fulmar), gained a unanimous decision over S. Baker.

### UNLUCKY

Despite dropping his opponent twice in the second round, light-welterweight Mech Frank Gordon (Dolphin) lost a majority decision against Steve Young, and, in another close light-welterweight contest, MA J. King (Haslar) was also unlucky to lose on points.

Senior featherweight, NA Peter King (Daedalus) lost on points, and the same fate befell

middleweight LS R. Marshall (Victory).

After two close rounds, Mne Billy Gray (light-middle) fell foul of the immaculate left hand of the tall J. Turner to be dropped twice before the referee stopped the contest in the third.

An exhibition bout in which the Navy's England international Peter Voce (Temeraire) showed his skill — and restraint — did not affect the match result of 5—3 to Midland Counties.

The Navy's team was chosen from 16 boxers who were billeted by the Army at St George's Barracks.

## Ron takes over

Taking over from Col. Sgt. Derek Evans as Royal Navy boxing coach, CPO Ron Eden has stepped back into a familiar role. He took on the Navy squad in 1961, and, except for a short period, was associated with it until 1970.

Ron, who was assistant to the national coach for an A.B.A. visit to the U.S.A. last year, is a former Navy boxer and Far East welterweight champion.

Derek Evans, who is leaving the Royals with the prospect of becoming physical trainer at the University of Surrey, is a former Western Counties middleweight champion.

During his 250-bout boxing career, which spanned 17 years, he was never knocked out.

He has trained many teams in the Service, and coached three Combined Services tours to Sweden.



Pictured with Rear-Admiral Lees-Spalding and Wren Hilary Halford is the third member of the driving team, LS Alan Stokes.

## DRIVER — THE ADMIRAL

Travelling by car, Rear-Admiral I. J. Lees-Spalding usually takes a back seat and Wren Hilary Halford drives. But the admiral took the wheel, and Hilary a passenger seat on November 27 when — in a Mini numbered 13 — they entered the R.N. and R.M. Motoring Association's driver training exercise.

Rear-Admiral Lees-Spalding is chairman of the newly formed association, whose exercise was a success despite appalling weather.

Results: Over 1500 c.c.: 1, LSA Eric Taylor, NAM David Sanderson (Bacchante), MGB; 2, Lieuts. Paul Brown and Tony Ellerbeck (Culdrose), Lotus Cortina; 3, Cpls. Ian Chapman and Steve Appleby (Stonehouse), Ford Anglia.

Under 1500 c.c.: 1, Lieuts. Richard Pallister and David Brooks (H.M.S. Heron), Saab; 2, Lieut.-Cdr. John Webster, Fiat; 3, Sub-Lieut. Stewart.

Team prizes — Sgts. Moffat and Wood (Land Rover), and Cpls. Chapman and Appleby.

## NAVY GAINS HOCKEY STAR

Newly arrived among Navy hockey players is a Scottish international, Sub-Lieut. Peter Ewles, who joined the Royal Navy in September.

From his home club in Dunfermline, Peter won selection for two Scottish touring teams before making his first full international appearance against West Germany in Frankfurt in May last year.

He played for Scotland in the European Championships in Brussels, and was the first player ever to be substituted in world hockey.

Now he has been invited to take part in the Combined Services trial on December 9.

He is at present training at H.M.S. Collingwood — and Collingwood won through to the final of the Royal Navy Hockey Knock-Out Competition.

In the semi-finals, Collingwood beat H.M.S. Osprey 3—1 at Bovington Camp on November 10, and Royal Marines Depot, Deal, beat H.M.S. Neptune 2—1 at the Royal Artillery Ground, Woolwich, on November 15.

# 'Merit chiefs' Not just the 'high flyers'

(Continued from Page 1)

But the old 507 form was a pretty vague sort of recommendation. Divisional officers, with the new 264C, now have to perform a precise personnel management operation, and it is clear that as a direct result, the proportion of men not recommended is greater than it was.

However, no man will lose his chance of promotion because of the change in the rules, provided of course that he is recommended to hold the higher rate.

On the 264C a man is very thoroughly assessed indeed. He can then be told how he can improve "those things in his power to remedy." He is also to be told his recommendation assessment and general details of his progress. The aim is to keep him as fully informed as reasonably possible.

### MAIN RESULT

Those who may begin to have their confidence shaken can also bear this in mind — while it is undoubtedly true that the new methods will bring about higher standards, the main result will be to avoid advancing the man who has no real ability for anything except keeping out of trouble, and who slows down the progress of all others.

The world is not coming to an end for everybody but the "high flyer," but the pipeline will become somewhat narrower for the chaps who have not kept up with the hunt.

In time everyone will become more accustomed — and will have to be more philosophical — about merit promotion.

The world is a great deal rougher outside the gates.

## No change!

When H.M.S. Diomedé took families of the ship's company to sea for the day from Portsmouth, she also had on board Cdr. P. H. Carr, R.N.V.R. (Ret.) who lives at Diomedé Cottage, Chipping Norton, Oxfordshire.

Cdr. Carr was supply officer of the previous Diomedé from 1941-44.

And his comments at the end of an interesting day? "Well, my goodness, the weapons have changed — but the pusser's peas haven't!"

H.M.S. Euryalus returned to Devonport after a busy six-week trip around the U.K., during which she was involved in NATO Exercise Royal Knight off Norway, COQEX in the Clyde area and CASEX off the north west coast of Scotland.

The many "Meet the Navy" visits included calls at Southend, Aberdeen and Liverpool, while at Greenwich she took part in the big naval equipment exhibition.

At Aberdeen the ship entertained several ship's company members of the former H.M.S. Euryalus, and also provided "caves" and a "pirate galleon" during a highly successful children's party.

Another visit was to the ship's birthplace, Greenock.

At Liverpool, which has a reputation of being one of the best runs, the ship's company dance on arrival was so much

# EURYALUS AT WORK AND PLAY

enjoyed that a "going away" dance was also organized.

There was entertainment of some former members of the Lancashire Fusiliers, with whom there has been a strong bond since the fourth Euryalus landed members of the Fusiliers at Gallipoli.

\* On a "Meet the Navy" visit, by the Euryalus to Southend, it was also an opportunity for the organizing of a "Meet the Southend Beauty Queen" event. With the "Royal party" in the picture is EM McMahan.



Many guests were there to witness the ceremony when the new "nuke" H.M.S. Conqueror commissioned at Birkenhead.

## CONQUEROR COMMISSIONS

# The Fleet's new 'nuke'



Latest addition to the 3rd Submarine Squadron, based at Faslane, is the new nuclear-powered Fleet submarine H.M.S. Conqueror, which commissioned at the Birkenhead yard of Cammell Laird (Shipbuilders and Engineers) on November 9.

She will spend some three months on intensive training before becoming fully operational.

Her departure from Birkenhead marks the end for the time being of the long association of the Submarine Service and Cammell Laird over the construction of submarines. Since 1916, when E.14 was completed for the Navy, 64 submarines have been

built at Birkenhead, including two Polaris subs.

However, a link remains as Cammell Laird has undertaken refit of H.M. Submarine Otter.

The Conqueror, equipped with the latest conventional weapons, sonar and inertial navigation systems, displaces 3,500 tons and has a complement of 13 officers and 89 ratings.

Her badge features the raven emblem of William the Conqueror, and this has led to a link with the French town of Bayeux.

The Conqueror's commissioning cake was cut by Mrs. Lorna Heaslip, wife of the commanding officer, assisted by the youngest rating, OS Sean Hudson.

### Moor

readers!

Navy News gets all over the world, and into some unexpected places.

An ex-naval man wishing to contact a former shipmate, wrote to official sources for help, saying "Just lately I have had to make do with Navy News to keep me in touch with the ship."

His address? H.M. Prison, Dartmoor.

However, it isn't absolutely essential to get into Dartmoor to appreciate Navy News.

There's an order form on page 11 (or just send name and address and £1.15 for a year's posted supply).

## Artemis courts martial

The sinking of the patrol submarine Artemis alongside the jetty at H.M.S. Dolphin resulted in a series of courts martial, with the following results —

Lieut.-Cdr. Allan Roger Godfrey, commanding officer, found not guilty of negligently performing his duties as commanding officer.

Lieut. John Crawford, duty officer, sentenced to be severely reprimanded for hazarding the submarine by negligence.

Sub-Lieut. Ian Grieve Mortimer, engineer officer, sentenced to be reprimanded for negligently performing his duties.

Chief Marine Engineering Mechanic Robert Wylie, chief stoker, disrated to petty officer for negligence.

## THE SWINGING SCENE

There are not many hammocks left in the Royal Navy, but these youngsters, eight-year-old Michael Arnold and Janice Hicks, soon found one on board H.M.S. Caprice.

The Navy's engineer officer training ship was paying a visit to Pembroke Dock, with the Flag Officer, Plymouth (Vice-Admiral J. R. McKaig) embarked. In the ship's company was OEM Gerald

Bonas, who a few months earlier, while serving in H.M.S. Llandaff, had assisted the children of Hakim Junior School, Milford Haven, with a "sea and ships" project.

The visit of the Caprice was an ideal opportunity for the children to look over a destroyer.

Assisted by MEM Tony Eddy, OEM Bonas is seen keeping an eye on the swinging scene.

Photo: CPO Brian Gentry.





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