

# Navy News

FEBRUARY, 1977. 5p

## Tiger group's Atlantic task

Eight Royal Navy ships, led by the helicopter cruiser H.M.S. Tiger, left Portsmouth on January 25 for a four-month Atlantic group deployment.

With the Tiger are the nuclear submarine H.M.S. Churchill, and the following vessels of the 7th Frigate Squadron: Jupiter, Ariadne, Aurora, Danae, Euryalus and the Type 21 Antelope.

Three Royal Fleet Auxiliaries accompanying the force are the Tidepool, Green Rover, and Tarbatness.

Rear-Admiral William Staveley, Flag Officer Second Flotilla, is flying his flag in the Tiger, but next month is due to hand over his command to Captain Martin Wemyss before returning to become Flag Officer Carriers and Amphibious Ships in succession to Rear-Admiral J. H. F. Eberle.

The Royal Navy force will be taking part in a big NATO exercise on the way to Gibraltar, and the programme then includes exercises and visits to the Caribbean, and North and South America.

Later, calls will be made at West African ports, the ships then returning home in good time to take part in the Queen's Silver Jubilee Review at Spithead.

## Invincible launching

The Royal Navy's first through-deck cruiser H.M.S. Invincible, which was laid down at Vickers' Barrow yard in 1973, is due to be launched in May.

# FRIGATES ON THE FISH BEAT

Just before a five per cent. fuel cut was announced for the Royal Navy, the Service was launched into a major new commitment in policing the 200-mile fishing limit around the British Isles, declared to operate from January 1.

First to be engaged on this night-and-day watch on the nation's fishery resources were the frigates Hardy, Berwick, and Falmouth, guarding the North Sea area and the Western Approaches to the Channel.

Later ships mentioned were the Rothesay, Mohawk, and the new Island class vessel Jersey. It is unlikely that the Admiralty would use three frigates all the time, if the duties could be equally well undertaken by Island class boats.

Helping the R.N. guardians are four Nimrods of the Royal Air Force.

The five per cent. fuel cut, which aroused so much Parliamentary and Press concern, is part of the overall defence economies planned for the financial year 1978-79, and would have been implemented quite independently of the additional cuts called for in Mr. Healey's mini-budget statement.

H.M.S. Berwick sailed on the 200-mile limit duties on the popular date of December 31, and was quickly "in action," boarding a French trawler on January 2.

The boarding party, Lieut.-Cdr. Angus Sandford (fishery adviser and a French interpreter) and Lieut. Richard Hulley, discussed the new limit with the French skipper, whose only complaint was that it should have been brought in 20 years ago.

Later the same day, the boarding party went to another French trawler, being transferred by the ship's helicopter.

The French skipper on this occasion gave the best indication of friendliness by ordering a stone of fresh fish and three bottles of wine to be sent across to the Berwick.

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## Dropping in

Fishery adviser Lieut.-Cdr. Angus Sandford is lowered on to the French trawler Amiral Ronarch during fish patrol. H.M.S. Berwick's flight commander, Lieut. Ridley, found it a taxing manoeuvre in the difficult weather conditions.

## ENDURANCE PAYS HOMAGE



Crossing - the - line ceremonies always make amusing pictures, but when the ship's company of H.M.S. Endurance paid homage to the Court of King Neptune in the Atlantic on her way to the Antarctic, there was an extra ingredient: sheer, cool cheek.

See also Page 30.

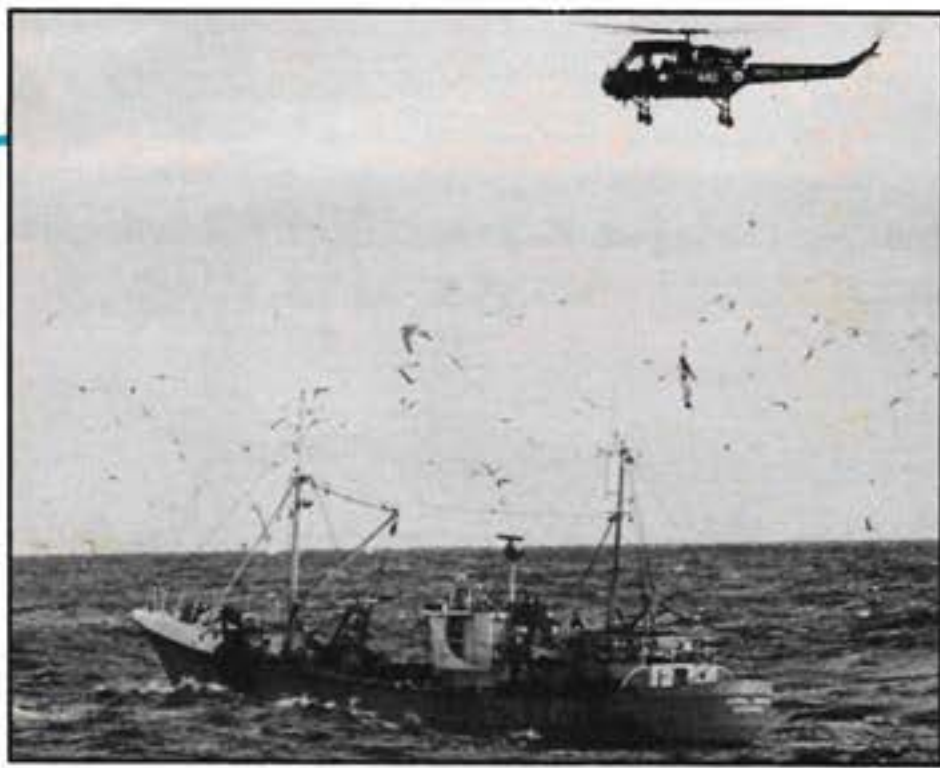
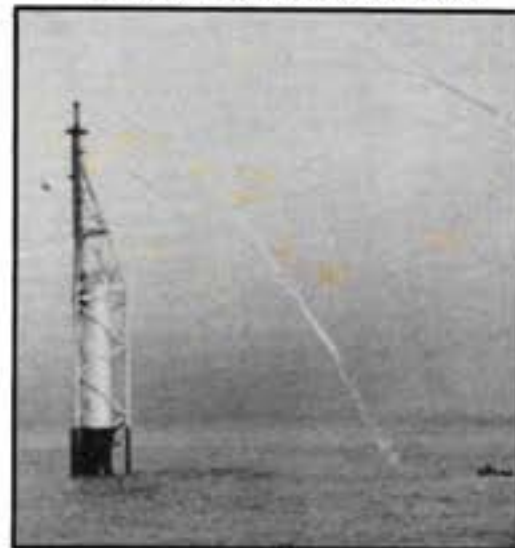
## A Bird takes to water

The last of four Bird class patrol craft for the Royal Navy, H.M.S. Sandpiper was launched by Mrs. Marrack, wife of Rear-Admiral P. R. Marrack (Director of Naval Ship Production) at the Humberside yard of Richard Dunston Ltd.

Three others, the Kingfisher, Cygnet, and Peterel (also built at the same yard), have already been accepted into service.

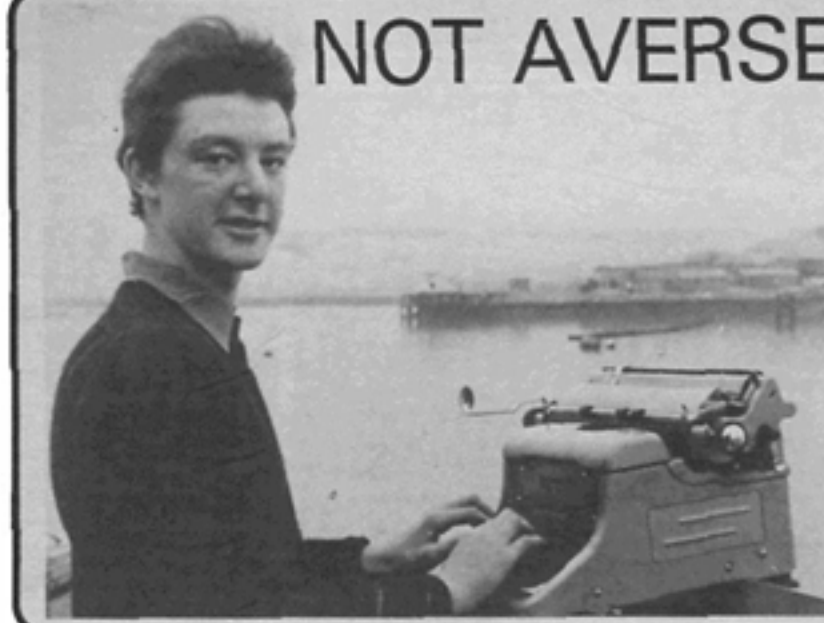
The Peterel has been allocated to the R.N.R. North Western Group, and the Sandpiper, due to commission in August, has been earmarked for the R.N.R. Channel Group.

Well, strike a light! And H.M.S. Falmouth did (or rather the first lieutenant fired a Very cartridge). The effect was the same, and a North Sea Shell rig's gas vent had its extinguished flame lit again (bottom picture). The flame was 150 feet above the waves.





# NOT AVERSE TO A SCOTTISH BILLET . . .



When a young rating from Scotland was drafted to a Portsmouth ship — and one due for a refit, at that — things seemed less than rosy.

So 18-year-old Acting Writer Neil Mitchell, of H.M.S. Norfolk, wrote to his appointer to see what could be done to ease the burden of being so far from home. But it was a plea with a difference — he composed it in verse. Here is an extract: —

I've been in England now seventeen months,  
I hope that period has ended,  
That is, of course, if a billet exists,  
And I've been recommended.

Because six weeks a year is just not enough  
For relationships to blossom,  
And sometime I'll find out when I go home  
They've all gone and I've lost 'em.

The Norfolk is a happy ship  
And the work I do enjoy,  
But being so far away from Fife,  
I'm a very lonely boy.

Neil's poetry must have appealed to his appointer because back came a March 31 draft to the Rosyth-based ship H.M.S. Gurkha. And the reply was itself in verse: —

Your plea for Scotland has not been missed,  
For Drafty moved and went down his list.  
No more will you remain a shirker  
Come next March you join the Gurkha.

Which proves that Drafty has not only a heart, but a soul as well!

Left: Dreaming of a Rosyth billet . . . Neil at typewriter on the Norfolk's bridge.

## DRAFTY'S CORNER

# Hot topics from 'Steamy World'

Drafty devotes his corner this month to the Marine Engineering Branch and is happy to report that in general the situation is looking much healthier and many of our recent problems are steadily disappearing.

### Mechanics

Recruiting has improved: reduced manning standards are slowly being lifted and Drafty's "crystal ball" predicts that he will be able to fill all sea billets, probably in the next six months but almost certainly before the end of 1977.

Currently, the average time ashore after completing a full 27 month draft is C/MEM 24-27 months, P/MEM 15-18 months, I/MEM 12-15 months and MEM 6-9 months.

As reduced manning standards disappear, sea/shore ratios will improve and will continue to be helped because so many of you volunteer to go to sea "early out of turn" to get your preference.

There is no doubt that "volunteering" does pay off and it is by far the best way of helping Drafty to help you get your preference. Going to sea a month early is far better than a commission flier.

As far as MEMs are concerned it's very encouraging to Drafty that most of you prefer to be at sea rather than ashore! There are more than enough volunteers to fill all sea-billets but that does not mean that you will necessarily get to sea quickly if you volunteer early.

Drafty has two constraints placed upon him: first there is a steady stream of inexperienced Ex-Part 2's leaving H.M.S. Sultan who must be sent to sea, and secondly at the same time approximately half of all the sea billets have to be filled by men holding an auxiliary machinery certificate or qualified for MEMI.

These problems particularly affect you if you are in your first ship. If you are enjoying yourself and want to stay for the full 27 months you will stand a very good chance if you qualify for MEMI or better still if you obtain your auxiliary machinery certificate.

But on the other hand if you do not qualify you will most likely have to come ashore after only 18 months and wait for anything up to six months while another sea draft can be found for you.

There has been a marked improvement in the numbers of MEMs qualifying for advancement but nevertheless more auxiliary machinery certificate MEMs and I/MEMs are needed.

If you want to get on don't be slow to start up the ladder. Some I/MEMs are under 20 and several P/MEMs and P/MEM advancement roster are 'dry' and there-

fore prospects are better than ever before. Remember, the more you qualify the better the sea/shore ratios become.

### Artificers and Mechanics

Although recent recruiting for artificers and mechanics has been good there is still a shortfall of trained men. All sea billets are filled, there is no indication that reduced manning standards will have to be applied but over 100 shore billets are empty.

This often leads to Drafty being asked "Why have I got to go outside my preference area when there is an empty billet in my home port?" Drafty is short of men so he has to ensure that the available expertise is fairly distributed. Therefore he cannot top up the popular areas, because places such as South-West Scotland, for which there are few volunteers, would not get a fair share.

There are encouraging signs ahead for there is a growing number of second class artificers, including the new Direct Entry courses waiting to fill sea training billets. All the unit watchkeeping certificate training billets at sea are full so, if you are in one of these, the sooner you qualify the easier you will make it for your chums behind you. There can also be advantages in qualifying early for there is always a chance of picking up your "butts" early as a Local "One".



### Chippies

Drafty has been getting increasing numbers of queries concerning the future of the naval shipwright (or MEA(H) to give him his proper title) and hopes the following will dispel some of the doubts that have been expressed.

Over the past couple of years, a lot of research has been carried out to find out the requirement for future hull expertise in the Navy. The results of this study have been published in DC(IRR) 729/76, which introduces the Hull Adqual.

One important area of the MOD study was the examination of all chippy billets to determine whether the billet really needed deep hull expertise or whether it could be filled satisfactorily by an MEA (mechanical worker) or some other technical rating.

This study reduced the number of billets requiring deep hull expertise but the distribution of those remaining has been maintained in similar proportions to the distribution of the current MEA(H) billets.

Since the decision was made to end the traditional training of

'chippies' many have queried why it has taken so long to introduce the Hull Adqual. It takes a long time to train an artificer and it is only now that the training pipeline is beginning to run dry; there are no "baby chippies" left in the Fleet but there are still eight MEA(H)2s who have yet to qualify.

The burning question from all chippies is "Does the Navy still require my services and what are my chances of advancement?" The short answers are "Yes" and "Excellent".

Let me explain why. At the first class rate there are currently 346 MEA(H)s to fill some 300 billets requiring the deep hull expertise. To keep up the storehouse of hull expertise as the MEA(H) numbers naturally decline ME artificers and mechanics will be given the Hull Adqual — a six-month course.

But overall there is a shortage of MEA(P)s and (H)s and many shore billets are empty. So the MEA(H) is a valuable man — his skills are still needed — and to replace every one who leaves or service, another ME artificer or

mechanician will have to be given the new Adqual.

As for advancement to C/MEA(H), there are some 20 empty billets and the roster is dry, so anyone qualifying with the necessary time in can expect immediate advancement.

Finally, the following three queries are those most frequently heard by Drafty.

**Q. I am an A/LMEM at sea and wish to go on mechanical training course hopefully to get a mechanics qualifying course recommendation. I have requested to Drafty, but he has said that I must complete my 27 months sea time before I can go on course. I know of other A/LMEMs who are junior to me and they are going to do their mechanical training course before I will. This seems to be unfair.**

A. A/LMEMs are sent to mechanical training course during their first period of shore service after completing their current 27 months' sea service. Date of completion of mechanical training course and getting a mechanics qualifying course recommendation in no way affects their position on the course roster. This is decided by

the date of passing the Fleet board for I/MEM, or in the case of SSMEMs the date of being rated MEMI. All MEMs become eligible to sit the Fleet board for I/MEM as soon as they are rated MEMI.

The present waiting time for mechanics qualifying course is approximately three-and-a-half years from entry date on the roster or one year after passing the Fleet board for P/MEM, whichever is the earliest.

It could be argued that the later an A/LMEM does mechanical training course, his chance of getting a mechanics qualifying course recommendation is enhanced because of his additional experience. So perhaps Drafty is doing you a favour.

**Q. I am an ICE trained P/MEM and I am being sent to a steam ship which is contrary to all my preferences. Surely it would be in the best interest of the service if I were to be sent to another ICE ship where my expertise could be put to good use?**

A. Practically all steam ships require as part of their scheme of complement some P/MEMs who are ICE trained, and this is why you are being sent to a steam ship. The majority of P/MEMs would prefer to serve in ICE ships as as there is no requirement for auxiliary watchkeeping in harbour, and in all fairness the billets in ICE ships have to be shared around.

**Q. I have been provisionally selected as a mechanician candidate. Can you say when I will know of my final selection?**

A. Forming STH 81 is sent out to Command Officers approximately seven months before the beginning of the course for which you have been selected. If you accept the conditions of the course, are medically fit and recommended, you will be relieved and drafted to the mechanician qualifying course. Planning this far ahead ensures that your relief gets at least the normal five weeks' notice of draft to sea.

## SWOP DRAFTS

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

**D. J. Alton, IRO/W: Signal Training Centre, H.M.S. Drake, Drafted Portsmouth-based H.M.S. Fife, May Will swap for any Plymouth ship or shore base.**

**G. L. Armstrong, CK, H.M.S. Bideford (Rosyth) Will swap for H.M.S. Calderdale or H.M.S. Cochrane. Will consider H.M.S. Neptune.**

**J. W. Bough, STD, Stationed at R.A.F. Honington with Royal Naval unit. Will swap for any Portsmouth shore base. Replies to Officers Mess, R.A.F. Honington, Bury St Edmunds, Suffolk.**

**W. F. Binney, ABRP: SQ S/Sd Mess, H.M.S. Shefield. Will swap for any Devonport ship going anywhere.**

**S. G. Bird, WTR, Commodore's Office, H.M.S. Nelson (I.W.R. Billet). Will swap for any Gosport shore base, preferably H.M.S. Centurion.**

**P. L. Binks, IRO/G: 1 Mess, H.M.S. Zulu. Seeking a swap for any Portsmouth, Plymouth or Chatham ship or H.M.S. Mercury OXP.**

**S. P. Chandler, A/LMEM 1 Mess, H.M.S. Hydra. Drafted H.M.S. Eastbourne (day running, Rosyth). Will swap for any Portsmouth or Chatham frigate or smaller ship.**

**N. R. Crawford, ABRP: SQ S/Sd Mess, H.M.S. Shefield. Due refit and foreign trip. Will swap for any Portsmouth shore base or ship in very long refit. Replies to 10b, Howard Road, Hives, Portsmouth.**

**P. M. Dwyler, IRO/G: RN RAF COMMEN Plymouth. Wishes to swap for COMMEN Whitehall or Northwood or any London area draft. Can be relieved by IRO of any sub-specialization.**

**B. J. Evans, USMR: H.M.S. Arctura (Portsmouth). Due trials and West Indies trip. Any Plymouth ship or shore base considered.**

**P. C. Farquhar, AB/S: H.M.S. Arctura (Portsmouth). Due trials and West Indies trip. Will swap for any Devonport ship.**

**M. Harris, AB/MW: H.M.S. Broomington. Due Rosyth. Will swap for any southern establishment or ship.**

**R. W. Hood, USMR: H.M.S. DeLancey. Drafted H.M.S. Ark Royal. April. Will swap for any man-overboard hunter or small coastal craft.**

**M. A. Hollings, GEM: 1G Mess, H.M.S.**

**Berwick. Due refit. Will exchange for any sea-going ship.**

**P. Howe, SA 9 Mess, H.M.S. Norfolk. Due home refit. Will swap for any Portsmouth or Devonport ship going overseas.**

**D. C. Hugh, PDR: POs Mess, H.M.S. Arctura (Portsmouth). Due trials and West Indies trip. Will swap for any Plymouth ship or shore base. Anything considered.**

**S. J. Marshall, A/LMEM H.M.S. Jaguar (RSU). Drafted to H.M.S. Yarmouth (Rosyth). Will exchange for any Chatham or Portsmouth ship or shore establishment. Replies to 14, Kellaway Road, Dargers Wood, Chatham, Kent.**

**D. C. Marshall, ABRP/PO: H.M.S. Dryad. Drafted H.M.S. Active (Devonport). June. Will exchange for any Portsmouth ship, preferably D1 G.**

**S. A. Matthews, RO/W: 1K Mess, H.M.S. Cliveville. Due to deploy for East. Will swap for any Portsmouth ship in refit or Home Sea Service. Portland Squadron.**

**V. A. Newman, CK, 1D Mess, H.M.S. Devonshire. Will swap for any sea-going 1 leader based in Plymouth. Foreign deployment preferred.**

**A. G. Parker, ABR/S: H.M.S. Arctura (Portsmouth). Due trials and West Indies trip. Will swap for any Devonport ship.**

**J. Paken, CK, H.M.S. Blake. Will swap for any shore establishment or H.M.S. Hardy. Replies to Kappel Block Office, H.M.S. Nelson (Est. 4309).**

**M. P. Ramshaw, MEMI (AMC) Saunter's Block, H.M.S. Nelson. Drafted H.M.S. Ark Royal. Will swap for any Portsmouth ship.**

**A. Richards, USR: H.M.S. Dryad. Drafted H.M.S. Gurkha. June. Will swap for any ship or shore base, Plymouth or Devonport. Replies to 12, Norton Close, Southwick or Farham, Hants.**

**R. G. Rutter, C/MEM (SICE), SHD: 1PO's Mess, H.M.S. Raleigh. Will swap for any Devonport frigate refit or commission.**

**W. D. Scott, RO/G: ME/G: Patience. Drafted H.M.S. Ark Royal. July. All drafts considered.**

**A. Mel. Skew, OFA: (maritime diving gear) POs Mess, H.M.S. Arctura (Portsmouth). Due trials and West Indies trip. Will swap for any Devonport based sea-going ship.**

**E. C. F. Stude, MEMI (AMC) Repairer (Rosyth refit). Will swap with MEMI (AMC) serving in a training SSBN or Naval Technical Department, H.M.S. Neptune.**

**F. W. Sparks, ABRP: 1st NAVSYED H.M.S. Dryad. Drafted H.M.S. Eskme (harbour). June. Will swap for any Portsmouth ship, preferably in refit.**

**W. J. Stevenson, RO/G: Asson 14 Mess, H.M.S. Mercury. Drafted H.M.S. Ark Royal. March. As IRO/G: Will swap for any Chatham, Portsmouth or Rosyth ship.**

**S. L. Tappin, AB/S: POs Mess, H.M.S. DeLancey. Drafted H.M.S. Ark Royal. March. Will exchange for any Portsmouth area ship or establishment.**

**R. Tallet, POEL: Drafted to H.M.S. Jaguar. Chatham shore service. Will swap for any Portsmouth shore draft. Replies to POs Mess, H.M.S. Cliveville.**

**G. J. Walden, A/LMEM 1 Mess, H.M.S. Excellent. Will swap for Chatham shore base or ship in long refit.**

**M. Widdow, CEM: H.M.S. Warden. Drafted H.M.S. Dolphin (ship's company). February. 28. Will swap for Chatham or Rosyth I.M.E.G. or sea-going ship.**

**S. Williams, I/MEM: F.M.G. H.M.S. DeLancey. Due to join H.M.S. Rathfriland (Portsmouth). Feb. 1. Will exchange for any Devonport ship, preferably H.M.S. Hercules.**

**G. J. Woods, ASID: H.M.S. Nelson. Warden. Drafted H.M.S. Hercules (Devonport). April. Will swap for any Portsmouth ship.**

**S. J. Yates, RO/G: 1T: MBSQ Royal Naval Hospital, Haslar, Gosport. Hants. Drafted Malta, May. Will swap for any frigate anywhere, apart from Scotland.**



## FILMS FOR THE FLEET

● Lovely Linda Hooks (right) a former Miss Great Britain, is a familiar figure on television — and is establishing a similar reputation on the larger screen. She plays an Army nurse in "Carry on England," 28th in the comedy series, which follows the exploits of a Second World War mixed anti-aircraft battery whose slogan appears to be "Make Love, Not War." The film will find its way to Fleet screens before long.

# BIGGER AND NASTIER

In the days of Cecil B. de Mille, everything used to be bigger, better and longer than ever before. They even invented words like "stupendous" to convey the sheer enormity of things.

We seem to be returning to those days, with each disaster movie more horrific than the last — and even dear old King Kong has made a comeback.

Fleet cinema buffs should now prepare themselves for a cockerel larger than a man, rats the size of horses and wasps bigger than birds, with a few giant slimy worms thrown in for good measure.

The creatures are the "stars" of "The Food of the Gods," based on an H. G. Wells' story, and one of the two science fiction offerings in the latest list of releases to the Fleet by the Royal Naval Film Corporation.

The other sci-fi film is "Futureworld," set in an age when advanced robots can create substitutes for real people.

Other "big stars" on the list are Alec Guinness, David Niven, Peter Sellers and Clint Eastwood.

Here is the full list:—

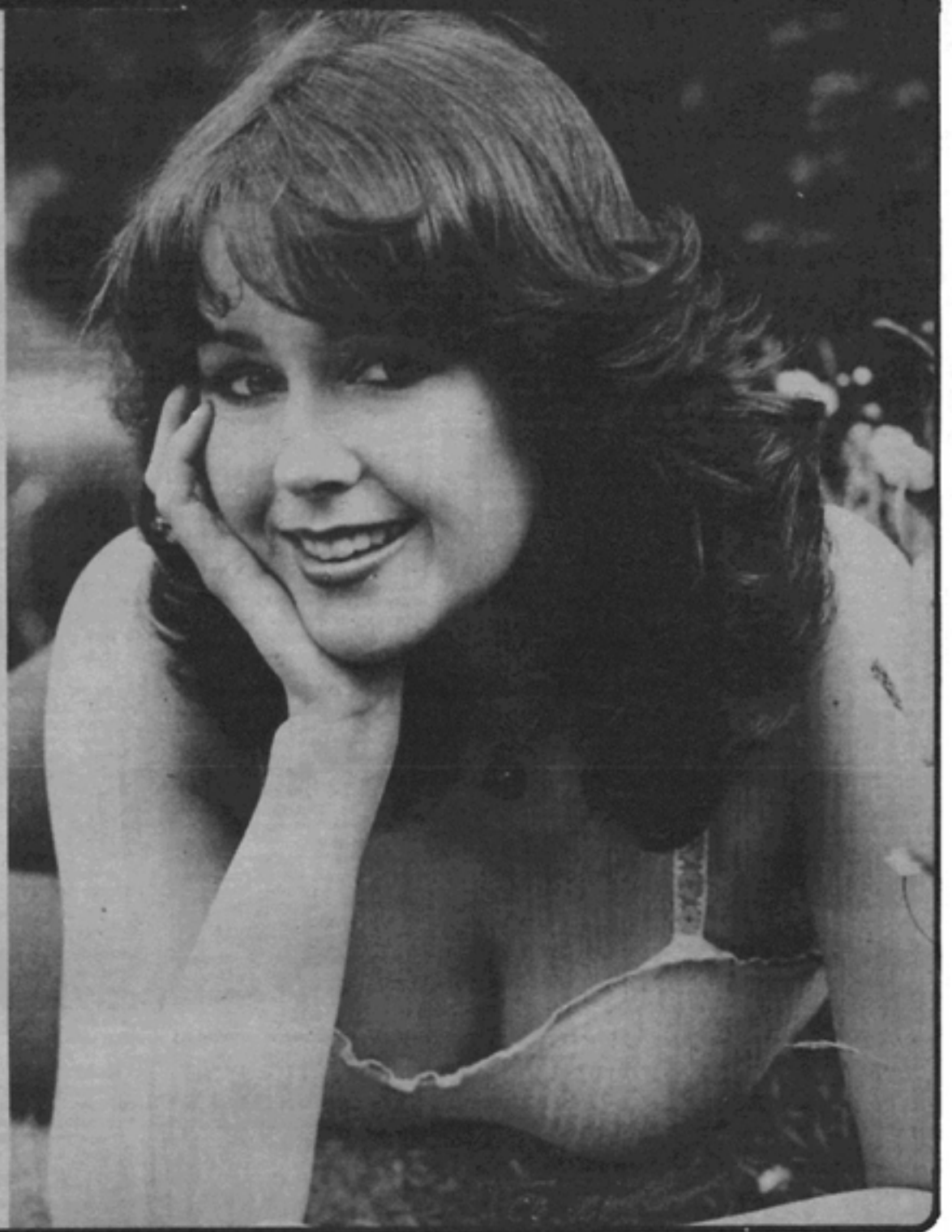
**Gable and Lombard (AA)**— James Brolin, Jill Clayburgh, Clark Gable, waiting to hear whether his wife, Carole Lombard, has survived a 1942 plane crash, thinks back to their first meeting and the events which followed. No. 444. CIC.

**Murder by Death (A)**— Alec Guinness, David Niven, Peter Sellers. An authority on detective fiction invites five world-famous detectives to dinner — and a murder. No. 445. Columbia-Warner.

**Futureworld (A)**— Peter Fonda, Blythe Danner. A science fiction follow-up to Westworld (R.N.F.C. No. 240) set in Delos, where holidaymakers can have their wildest fantasies fulfilled by a highly-sophisticated computer system. No. 446. Brent Walker.

**Food of the Gods (X)**— Marjoe Gortner, Pamela Franklin. Based on part of the H. G. Wells' novel. When a white fluid oozing from the ground is eaten by rats, amazing events follow. . . . No. 447. Brent Walker.

**Outlaw Josey Wales (AA)**— Clint Eastwood, Chief Dan George. In the early days of the American Civil War the wife and young son of farmer Josey Wales are murdered by Unionist guerrillas and Josey is left for dead. No. 448. Columbia-Warner.



Leading Seaman Andrew Thicke (left) and Seaman Carl Moore enjoy some traditional Southern Hospitality in Norfolk, Virginia, where they were welcomed by "Miss Hospitality," Sherrie Potter. Picture: FOPD (Photo) John Fargally

## Tartar gets some southern comfort

When H.M.S. Tartar arrived at the U.S. naval base in Norfolk, Virginia, she was given a chilly reception — in terms of the weather conditions, we hasten to add, and not from the local residents.

The temperature was 24 degrees Fahrenheit, in marked contrast to the climates of Jamaica and Bermuda, which the Tartar visited on her way to Norfolk. There was a very warm welcome, however, from Miss Sherrie Potter — "Miss Hospitality" for the Tartar's visit — who was living proof that the Southern Belle is more than a myth.

A representative of the Norfolk Chamber of Commerce also went on board to welcome the frigate to the city and during the ship's two-week maintenance period, assisted by the Rosyth FMG, members of the ship's company enjoyed dances, tours, and sporting events.

### BEACH TRIPS

The Tartar's earlier visit to the troubled city of Kingston, Jamaica, had been viewed with a certain amount of apprehension on board but the ship found on arrival that a full programme of bus tours and sporting fixtures had been arranged.

In return the visitors entertained 50 underprivileged children on board, who were given a film show, a tour of the ship, and a tea party. A similar treat was arranged for 15 deaf children.

During the ten-day stay in Bermuda several community relations projects were undertaken: the weapons electrical department constructed an adventure playground and a Mirror-class dinghy for a school, while another group of sailors renovated and repainted a scouts' recreation hut on an island in the reef.

The final project involved the operations department, who began the repair of the Commissioner's House, a famous historic building in

the dockyard. Their interest in the building prompted some rich American and island organizations to put up the capital to restore it fully.

While in Bermuda the ship moved across to the capital, Hamilton, where she was "parked" right in the middle of the town. On two days she took parties of politicians and members of the Bermuda Regiment and Sea Cadets to sea to show them what the Royal Navy does "at work."

After the week-end the ship returned to Ireland Island to carry out maintenance before sailing for Marcot 76, a Canadian exercise held in the south-west of Bermuda. For five days she worked with Canadian frigates, destroyers, and a submarine, carrying out a considerable amount of valuable weapon training.

After her visit to Norfolk the Tartar headed south again to the Caribbean, via Savannah and St Petersburg.

## SUPER-STRIPEYS!

H.M.S. Tartar has no fewer than eight "stripeys" among the junior rates on board. While this may be something of a record in itself, the distinction is even more noteworthy because their total naval service in years adds up to 133 — the same as the Tartar's pennant number, F133.

The eight are: LS Spike Hughes (14 years), LSA Bryan Hughes (15), MEM Bill Bunting (23), LSTD Robin Cox (15), LREG Scouse Thomas (15), CPL Mitch Mitchell (19), EM Sack Bottomley (14), and LS "Honest Fred" Mills (17).



# LOT OF HORSE BUSINESS IS GOING ON AT H.M.S. DRYAD



When these men and women took their British Horse Society grading examinations at the Dryad Saddle

Club's indoor riding school last month, Britain was in the grip of freezing weather. Outside the school there was

ankle-deep mud and snow. Inside, it was business as usual. From left to right are B.H.S. examiner

Mrs. Polly Blatt, Lieut. David Jowett (A.S.W.E.) on Yashim, Miss Penny Corney

(Moon Riding Club), Wren Jenny Wells (Nelson) on Juan Jose, and PO Ken McGeehan (Nelson) on Kelly.

Hidden away in the trees on the far side of H.M.S. Dryad's playing fields is perhaps the finest Service horse riding facility in Britain.

It is the H.M.S. Dryad Saddle Club indoor riding school, an enormous, hangar-like structure that could hold the key to Royal Navy equestrians reaching the highest levels of their sport.

Built with the help of substantial grants from the Sailors' and Fleet Amenities Funds, the indoor riding school is there to be used by any sailor, Marine, or Wren who cares to make the effort.

The saddle club is intensely aware of the expensive facility it holds in trust for the Royal Navy. Financed initially from non-public funds, it is fighting hard to pay its way, and at the same time maintain a unique range of services to Navy horsemen.

Its running costs are high. The club has 24 horses in regular use, and food alone for these animals can cost up to

£500 a month. Much manual work, and all the organization, is done for the love of it, but £60 has to be found each week to pay the full-time head girl and her two part-time assistants.

All told, turn-over is not far off £1,000 a month.

When the saddle club pleaded recently for its £7,000 loan from the Sailors' Fund to be converted to a grant, criticism was voiced that more civilians than Service riders used the indoor school. Similar reservations were voiced at a Fleet Amenities Fund meeting.

#### What Jack gets

A Navy News reporter visited H.M.S. Dryad to find out just what Jack does get for his Sailors' Fund investment, and to talk to the people who administer the saddle club.

Lieut.-Cdr. Ron Collins is the driving force behind the indoor

riding school. He founded the saddle club in 1961, and has shouldered most of its responsibilities ever since. In charge of finance is Lieut.-Cdr. Wally Brock.

Both officers have full time jobs at Dryad, and give generously of their own time to run the club.

Income for the saddle club is derived from the services it can provide. Basically, these are hacking, tuition, and liveries.

At present there are five horses in livery. Three of these animals belong to Service personnel.

Income from hacking varies greatly with the whims of the

weather, from as much as £800 in a pleasant autumn to a fraction of that in an icy, wet and windy winter month. The beauty of the indoor riding school is that tuition can go on regardless of the elements.

There are graded charges for hacking, with the rates firmly placed at the lower end of the scale. Cheapest rates are for paid-up members of the H.M.S. Dryad Saddle Club.

#### B.H.S. qualified

All the club's instructors are British Society qualified, and will instruct in flatwork, jumping, competition show-jumping, hunter and cross country jumping, breaking, and schooling.

In addition, the club's instructors can advise on horse care and management, diet, disease, and care of tack. In short, anything that touches on horses and horsemanship.

Indoor riding shows are held twice a month during the winter, each turning a small profit. It is hoped soon to promote inter-establishment saddle club events.

The indoor school is also used for British Show Jumping Association national competitions, charity shows for the King George Fund for Sailors, the 1976 County Riding Clubs championship, R.N. and R.M. saddle club championships, and for training by the R.N. and R.M. modern pentathlon team.

#### Civilian users

While the school's administrators admit that a large number of civilians do use the facilities (and it is financially essential that they are allowed to do so), they feel criticism on this point is misinformed.

They say that many of the "civilians" seen to be using the club are serving personnel out of uniform, and their dependants.

By coincidence, our reporter visited the indoor riding school while a B.H.S. grading test was in process. Only two of the seven candidates were in uniform, yet five proved to be serving personnel, one was the wife of a fleet chief petty officer, and only one was a civilian unconnected with the Navy.

## NEXT TIME YOU SIT DOWN TO FISH FINGERS



### spare a thought for the twins

They lost their mother. And their father, a trawlerman, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to butter, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.



# KGFS

King George's Fund for Sailors  
1 Chesham St., London SW1X 8NF

THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED AND THEIR FAMILIES

## Want a hack, Jack? Ring Cosham 79974

Want a hack, Jack? It's yours for the asking at H.M.S. Dryad. All you have to do is pick up a telephone and ring Cosham 79974 (or Dryad extension 456 on the internal Service network).

Just tell them when you want to go riding (Monday is the horses' rest day, by the way), and whether or not you have ridden before. They will then be able to match you up with the horse most suited to you.

#### ● DRESS

If you haven't got the proper gear, don't worry. A pair of jeans and suitably heeled boots or shoes (training shoes, Wellingtons, and cleat-soled shoes are strictly forbidden) will do. Wearing of hard hats is a must, and there is a limited selection on loan from the stables.

#### ● RACK

You will be asked to collect your horse and saddle up, and when you get back from your ride to wash off the bit and sponge down saddle and girth. Finally, they will expect you to brush down your horse before he goes off to enjoy a drink, and you do the same.

#### ● SAFETY

Instructors will assure you do not bite off more than you can chew, and there is no need for you to ride on public roads. There is plenty of quiet woodland around H.M.S. Dryad.

#### ● COST

A basic hour of hacking will cost the sailor £1.25. Members of the Dryad Saddle Club (£2.50 a year) pay 25p less. Private lessons cost from £2 for an hour of riding tuition, while hour-long class lessons are slightly cheaper.

In general, facilities and tuition are about 33 per cent. cheaper for sailors than civilians, or even dependants of sailors.

#### ● TRANSPORT

H.M.S. Dryad can be an awkward place to reach. It is eight miles from Portsmouth Dockyard, and may mean public transport. Own car may help! Much thought is being given to the question of transport. It is possible that a bus system may grow with the Southwick Park Naval Recreation Centre, at Dryad.

## CHARTING THE BAY

Six ratings from the coastal survey ship H.M.S. Fawn completed a survey of detached duty in the tiny Welsh village of Solva.

With the ship's 31ft. survey motor boat, they were engaged in updating the chart of St Brides Bay which was last surveyed in 1876 and is used now as an anchorage for super tankers.

When bad weather made it impossible for the boat to put to sea, the team's efforts were

channelled into making the acquaintance of the villagers, who were sorry to see the eventual departure of the survey team.

#### Farewell to huts

The last wooden ratings to be messes in wooden huts in H.M.S. Raleigh have moved into new accommodation. Jellicoe Division was reopened in wooden divided messes when the transfer from H.M.S. Ganges took place last May. Now no trainee in H.M.S. Raleigh will live in huts.

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## 'Who are they trying to fool?'

Some of the criticisms made in the past about the "Warship" television series have been fair, but it appears the B.B.C. have not read them or have committed them to the wastepaper basket.

I have just retired after 49 years' with the Royal Naval Supply and Transport Service, and during this time served at home and abroad, ashore and afloat including service in the Hong Kong and Singapore areas.

There was something of a slip in the details in the programme's episode screened on January 11. Who were the B.B.C. trying to fool when they filmed a chase which started at Sembawang, Singapore, but to me appeared to start in the Wampoa docks area on the Kowloon side of Hong Kong and finished up among the paddies farther up into the New Territories?

What is more, I should hardly think that a car being used in Singapore and bearing Hong Kong registration numbers would be used in Singapore without some indication of its H.K. origin, as was the case with the Mercedes used in the chase.

Perhaps the B.B.C. do not realise that viewers are not all U.K. based and will watch these details in future.

V. A. Cornish  
Chippenham, Wilts.

I noticed that in a "Warship" episode everything was not covered up to disguise the frigate H.M.S. Danae. As an officer went aboard, you could see the flight deck lettering of DN — not an abbreviation for the fictional H.M.S. Hero.

I am sure this sort of thing spoils it for many other Navy followers.

D. E. Westbrook  
Guildford, Surrey.

## Mine Warfare Association

In January the Mine Warfare Section sent out letters to all M.W. Senior Rates. The idea in mind was to form a census of opinion with regard to forming a M.W. Association.

It would be much appreciated if all those who received the letters, and intend replying, would do so as soon as possible.

L.M.W. Section  
H.M.S. Vernon

L. J. Barnett

## SUPERB SONG

Your story (December) about the clamour for the Ark Royal choristers' recording of the song "Sailing" prompts me to say that H.M.S. Super... B also has an exclusive song in "The Old Superb."

While our tune will not, perhaps, compete with the one-night-stand popularity of the Ark's effort, "The Old Superb" has already survived the passage of much time and will undoubtedly be heard in more erudite music halls long after "Sailing" has died a natural death.

With a rousing tune by the composer Stanford and words by Sir Henry Newbolt, "The Old Superb" became a great favourite of the baritone Peter Dawson. It has now been arranged for full brass ensemble and was lustily played by the Vickers Shipbuilders brass band when the new and ninth Superb commissioned at Barrow-in-Furness last November.

Sir Henry's lyrics have survived the passage of time less well. He was writing about the third Superb which was "old and foul and slow... and a lame duck lagging, lagging all the way."

However, she had a fine spirit and with Nelson chased Villeneuve across to the West Indies.

The ninth Superb is the "deepest and fleetest."

Tim Honnor  
Lieut.-Cdr.  
First Lieutenant

H.M.S. Superb.

## LETTERS TO THE EDITOR

# More nickname origins

Letters from Robin Marriage and Barbara Baster in the November issue of Navy News stirred up a lot of interest in the origins of the name Jack Tar and various nicknames used in the Service. This contribution on the subject of nicknames has come from Lieut.-Cdr. Peter Whitlock, commanding officer of H.M.S. Victory.

Some nicknames have easily understood backgrounds — e.g. Trader Horn, Dusty Miller and Billy Wells. Others are extremely obscure and lost in the mists of time. Some have many different sources; some are connected with famous or infamous persons; some connected with a job or a trade.

Probably a good example of the latter is the expression very little used these days when referring to an approaching chaplain: "Here comes ol' button up abaft all." This derives from how his trade mark, the dog collar, was secured.

Sometimes a nickname loses its meaning because its origins are not understood and the name is then mis-applied. As an example of this a good-looking man by the name of Jones may be referred to as Smigget Jones, Smigget meaning good-looking in Maltese. Some of Jones's messmates then ship where there is also a Jones and then probably out of habit, they call him Smigget, even though the description of the nickname does not apply.

A good example of a mixture of sources and choice of nicknames for one surname is that applied to Martin. Sometimes he's called Pincher after an Admiral Martin who had a reputation for discipline generally and for pinching midshipmen in particular (pinch here meaning to "nick" or "catch them out" for petty crimes and pranks). Sometimes a Martin is called Betty after the cry of calling on St Martin in Latin by Portuguese soldiers when going into action, which when heard by British soldiers sounded like "All my eye and Betty Martin."

These nicknames may be of interest:—  
Charley Beresford — after Admiral Lord Charles

Beresford, Dolly Grey — after the First World War song, "Goodbye Dolly Gray." Soapy Pears — after Pears Soap, Charlie Noble — after the Captain Charles Noble who had a fetish for polished copper galley funnels, Florrie Ford — after the music hall star of the 1890s, Brigham Young — after the Mormon leader.

## Bungy and Tosh

Rajah Brooke — after Sir James Brooke (1806-68), White Rajah of Sarawak, who also had a butterfly named after him as Rajah Brooke, Nobby Clark — after chief clerks who wore a top hat like the gentry or Nobs, Slinger Woods — after the trade or craft of the slinger, the man who shifted the heavy timber for shipbuilding, Bungy Williams — after the cooper or tankey who was always called Jimmy Bungy or Billy Bungy — hence Williams.

I have never discovered why a Harding is called Tosh Harding. Tosh means either rubbish or nonsense, or to steal lead or copper — perhaps a Harding was a well-known rag and bone merchant or a notorious criminal steeplejack hanged for stealing the protective metal from church steeples!

Nick Carter appears to derive from the trade of carter. Being a carter or carrier placed one in a good position to "nick" a small percentage of the load being carried.

## JACK TAR, BLAZER AND 'MATEY'

Sea-bred officers and later the seamen themselves from the late 17th Century and well into the 18th Century were known as regular tarpaulins because of the waterproof hats and jackets made of the material which showed them apart from men impressed into the Navy, who probably wore ordinary clothing during their period of compulsory service.

James II as Duke of York, was as much a sailor as was William IV as Duke of Clarence, and it is quite reasonable to believe that sailors were known as Jacques's Tarpaulins, shorted to Jack Tars for easy speech.

The word derrick derived from the name of the hangman at Tyburn whose equipment was similarly shaped and the blazer from H.M.S. Blazer, whose captain had the ship's company fitted out in red and blue cloth jackets before dress became uniform in the Royal Navy.

I would be interested to know if anyone can put me right on the term maty, matey or matie. Of course, there is no such word, but I remember being told when I was an apprentice in Chatham Dockyard 50 years ago shipwrights and wood caulkers

who wished to be freed from the claims of the Press Gangs carried identity cards showing that they were employed in "His Maty's yard at Chatham."

This contraction of Majesty was quite common and took the form of the spellings previously quoted. It is a logical explanation and one could quite easily visualise the warrant officer in charge of the Press Gang eyeing the card and saying, "What, another Maty?"

To let these old terms and their origins sink into oblivion would be wrong and against the traditions of the Service.  
B. B. Shardlow  
Sheerness.

One wonders if your correspondent Lieut.-Cdr. R. A. Taylor R.N.R. (December issue) wrote tongue-in-cheek on his interpretations of the origins of certain naval phraseology. May I offer my own:

The Union Jack — there ain't no such animal! The Union Flag, so called because it shows the unification of the

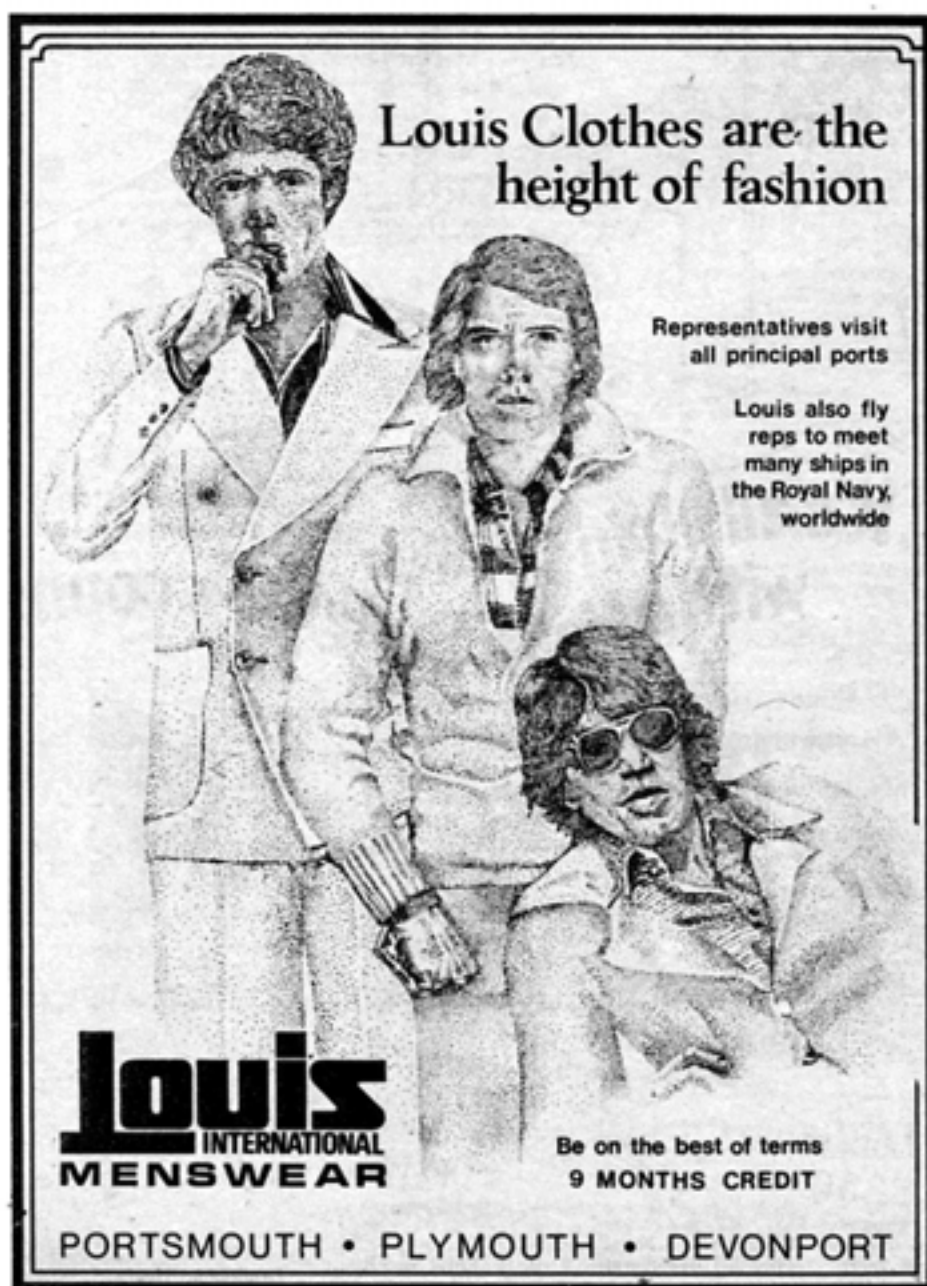
countries of Great Britain, is worn on the Jackstaff, right forward on the stem.

Jack Tar. Tar as hair oil? Ugh! The only material available for seamen to make clothing was tarpaulin. His name should really be Jack Tarpaulin, as indeed it was in those days.

Son-of-a-gun. Oh dear, I hope I am never called this in earnest! The women aboard ships in the harbour — and sometimes at sea — were not wives but "comforts" shared by all who could afford to pay for their favours and when the inevitable result of their services was the birth of a child with unknown paternity, it was given the pet name of a gun in whose shadow the unfortunate child was born.

As a bonus, the hair on the nape of the neck was bound in yarns — not plaited with a pretty bow as so often pictured — and called a perique. In my days we rolled leaf tobacco in a similar way and called the result a "prick," just modern spelling of an old word.

Len Stent  
Ex-bunting R.N.P.S.  
Portsmouth.



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**KEEP YOUR EYES ON THE ROAD!**

# 'Silent Service' mourned

Not so many years ago, the Royal Navy was known as "The Silent Service," but it now appears that every Tom, Dick, or Harry can air his grievances through Navy News.

So what if the badges on woolly-pullies are wrong? We have the machinery in the Royal Navy to put it right, without airing our dirty washing in public.

We have enough knockers from outside the Royal Navy without the Navy News knocking from within. Free Press is one thing, but I consider that the Navy News in the past few months has abused its privilege of being given a free hand inside the Royal Navy.

The bookstalls are full of controversial print. Please refrain from adding to them.  
M. Clarke (CPO OPS(R))  
H.M.S. Vernon

For people like me, far from the sea in all directions, Navy News is perhaps the only up-to-date link with the life we have left. Long may you prosper.

As an ex-leading stoker (finishing in 1952), I marvel at the progress and efficiency since our departure. I don't think there are many of us old-uns who could hold a candle to today's trained matelots, and the Royal is still the finest in the world.

F. J. Woods  
(Late H.M.S. Content)  
Gleadless Valley,  
Sheffield.

Navy News has become the Fleet forum, and a very good thing too. The majority rely on Navy News for information or airing of views.

R. Broniman (OEM1)  
H.M.S. Devonshire.

You "pays your money and you takes your choice." There are excellent two-way lines of communication in the Service, and Navy News is a "popular newspaper" form of back-up with a special thought for the families who have little access to official information.

The operation of the Service newspaper is not a reflection on the Navy's internal machinery, but a part of it.  
— Editor.

## Museum appeal

Thank you for your co-operation in publishing my appeal for exhibits for the museum being established at the Divisional Headquarters of Suffolk Constabulary at Lowestoft.

May I also thank through Navy News those members of the Services who replied and offered either exhibits or information, particularly CPO Phelps, of H.M.S. Dolphin.

As a result of your kind appeal on my behalf Capt. Peter Sumner R.M. (retd.) wrote to me and sent a box of ships' plaques. Another reader, former Lieut. A. G. Potter, of Chatham, sent me an officer's dress cocked hat and frock coat. The items were all in magnificent condition.

John Redfern  
Schools Liaison Officer  
Suffolk Constabulary  
Lowestoft.

## The Jerome Committee

I would like to thank R. Lennon for his reminder of the debt we owe Lionel Yexley. I joined the Royal Navy in 1911 and conditions then on the Lower Deck left much to be desired. It is chiefly due to Yexley's letters in The Fleet that these conditions were brought to the notice of the Admiralty, and also mainly due to his efforts that the Jerome Committee was formed.

Through this committee various branches of the Lower Deck were able for the first time to make known grievances and send suggestions and requests direct to the Admiralty. These received favourable consideration and brought about many great improvements in the messing conditions and the pay and leave arrangements in the early 1920s.

I think the work of this committee should be more widely known and would welcome any information on the date of its formation, its constitution and its achievements.

L. A. West  
Ex-CPO GM  
Lymington, Hants.

# BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

## Abolition of duty-frees

It interests me to read how cost-conscious and dedicated to the nation's need is PO J. D. Cherrett (who in January suggested changes concerning duty-free cigarettes and tobacco).

But a little bit of curiosity lingers to know if he is a non-smoker and would still be as keen to raise revenue by abolishing the privilege of the duty-free spirits that the senior rates and above enjoy.  
L. Keller  
AB(R). Non-smoker  
H.M.S. Dryad.

## Sheffield armament

In reply to the query about the armament of the former H.M.S. Sheffield (December), the ship went to Boston, U.S.A., in July 1944 for refit and returned to the U.K. in May 1945. However, the refit was not completed in Boston, being finished in Portsmouth by May 1946. The "X" turret was removed and Bofors fitted, and advanced radar was also installed.

She had two triple torpedo tubes, not quadruple.

The Sheffield was one of the first ships to be fitted with radar (R.D.F. as it was then known) and Type 797 picked up many a "bandit" on the club runs through the Med. She was without doubt the best ship I ever served in and if any of my watchkeeping oppos read this I would be delighted to hear from them.  
W. Ted Eves  
Ex-PO RPI

12 Beaconsfield Road,  
Clacton-on-Sea.

By 1945 all the surviving vessels of the Southampton class, later to be known as the Town class, had X turret removed and A.A. armament added.

While on the subject of the Town class, can anyone explain why H.M.S. Liverpool was in reserve so long after torpedo damage on June 14, 1942 on a Malta convoy run and subsequent refit?

She was towed to Gibraltar for temporary repairs and then left for Rosyth. Repairs were completed in July, 1943, but for some reason she remained at Rosyth yard until May, 1944 and then reduced to care and maintenance. She returned to service in October 1945, when she joined the 15th Cruiser Squadron in the Mediterranean.

D. K. B. Johnson  
Chippenham,  
Wilts.

Due to pressure on space, many letters have been held over until next month.

# 'REMOVE BARS FROM MESSSES'

Having left the Navy in July of last year, I am sympathetic to the views expressed in the letter from L.H.C. Searle (January issue), but not in total agreement. During my Service career I spent approximately seven years as a president of various messes, ashore and afloat. Every senior rates' mess that I lived in afloat contained a bar within the mess.

In my opinion, this is where the mistake has been made in the past. Bars should be removed from all messes — junior and senior rates' to the dining halls, or some such place where far better control can be exercised.

There should be no alcohol whatsoever allowed in any mess on the lower deck.

To my knowledge I have had nine confirmed alcoholics living in various messes of which I have been in charge, and each one was a nuisance

## Pensions poser

If my information was correct at the time, the Lump Sum in Lieu of Pension was discussed by the P.I.B. before the introduction of the Military Salary.

The figure rumoured to have been tossed around was double that suggested by PO Elec. of H.M.S. Collingwood (January issue).

As it costs the country — US — £1 to pay £1 in pensions then I agree something needs to be done and quick, before the Defence Costs Cutters get any more bright ideas . . .  
E. T. Crispin  
CPOACMN

H.M.S. Daedalus

The letter from PO Elec. resulted in several somewhat biting letters from pensioners who, often after war service, found themselves with a rather less affluent reward.

## Talking Books

I would like to thank most warmly the hundreds of generous donors who contributed £437.52 to Talking Books for the Handicapped on the occasion of the Chaplain of the Fleet's Appeal last August.

Their wonderful response will help to bring to many people who are unable to hold a book or read print the satisfaction and relaxation which reading can give.  
Graham Hennessy  
Capt. R.M.(Rtd)

London.

to me and to the rest of his messmates.

I believe that commanding officers have to be more severe in their handling of cases of drunkenness, and Commanders-in-Chief have got to back them up.

The Service tolerates alcoholics far too much. Leave them on the jetty, clad in civvies!

Prohibition is not the answer. It was a step in the right direction when the "tot" was replaced by spirits.

Let Jack still enjoy his duty-free privileges.

Another very valid point to be remembered is that a lot of hard work goes into the running of a ship, and while at sea a large majority of the ship's company are near to total abstinence due to the nature of their duty, so naturally they "let their hair down" in harbour.

Don't despair, Jack.

Industry is crying out for the skills you acquire during your Service career.

I have yet to taste a pint as good as the J.C. sold in most senior rates' messes.

T. R. Hitch (Ex-FCPO)  
Cowplain, Hants.

I read with some surprise the letter (January) suggesting the banning of alcohol on board ship. Surely if we are to expect loyalty and devotion to duty under conditions which are often hazardous, we must allow certain privileges in return such as beer and cigarettes — and the occasional "booze up" in port.

As for fighting efficiency, the Royal Navy seems to have done rather well for the best part of this century on a diet of bubbly, ticklers and pink gins!

V. E. Weeks  
South Ruislip,  
Middlesex.

## Excellent idea . . .

Why has no one ever written a book or article on warrant officers? Or even on H.M.S. Excellent? I am sure many of my old messmates would be only too willing to contribute interesting items.

Perhaps there could be a reunion of ex-gunners, bosuns, Wr. tels, writers, electricians, engineers etc., all recalling the days when "Mister" was a proud title for those so dependable officers. Of course we are still very proud of our Service, where discipline, decency and humour still prevail.

A. R. Daniels  
Lieut-Cdr R.N.R.  
Ex-Lieut R.N. Ex-Gunner  
Broad Oak,  
Near Hereford.

## ASSISTANCE TO AUTHORS

Mr. H. J. Weaver, of 7, River Reach, Broom Water, Teddington, Middlesex, is writing a book about the sinking of H.M.S. Royal Oak in Scapa Flow on the night of October 13-14, 1939, and would be grateful for the recollections of readers who were serving in the P.W.S.S. on Flotta at that time.  
Naval Auxiliaryman A. R. Roberts, of Liverpool unit R.N.X.S., is seeking information about TUSA tugs which served with the British Pacific Fleet at the end of the Second World War. Details on their builders, launch dates, dimensions, names and any anecdotes would be appreciated by Mr. Roberts, whose address is 4, Grantham Grove, Whalley, Wigan, Lancs. WN2 1AS.

# MINISTER TAKES WHEEL



Navy Minister Mr. Patrick Duffy at the wheel of the Royal Navy's first purpose-built offshore patrol ship, H.M.S. Jersey, whose tasks include patrolling oil and gas rigs. Mr. Duffy was shown over the ship at Rosyth Naval Base on completion

of her first operational patrol. His host was Lieut.-Cdr. Malcolm Newnes, the Jersey's commanding officer. The 1,200-ton ship is the first of five scheduled to be operational with the Royal Navy by the end of 1977.



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\* Terotechnology is a combination of management, financial, engineering and other practices concerned with the specification and design for reliability and maintainability of equipment, with their installation, commissioning, maintenance, modification and replacement, and with feedback to design teams (after BS3811).

## Systems Maintainability

Systems-thinking people are required to evaluate proposals for new system products. You must be capable of determining the fundamental and cost-effective maintainability requirements in system software, engineering software and hardware and provide technical and financial justification to enable you to negotiate with other groups in ICL and to obtain their commitment at the system design specification stage.

## Hardware Maintainability

Hardware-orientated systems people are required to evaluate new hardware products and influence the design teams, from the concept stage through to the implementation stage, to ensure maintainability targets will be met. You will take effective steps to:

- Improve product reliability.
- Reduce preventive maintenance requirements.
- Reduce repair times and costs.
- Minimise incidence of field modifications.

## Software Tool Design

Good maintenance methods demand good software tools such as test programs and special facilities in operating systems software. Software resilience to hardware faults is also very important. Software-orientated systems people are needed to define and develop these requirements and to negotiate their implementation with other ICL divisions.

## Technology Maintainability

Experienced people are required who have a deep and broad-based knowledge of technologies associated with computer equipment.

You must be able to:

- Appreciate the impact of these technologies on computer equipment design.
- Influence the application of these technologies in the interest of improved maintainability.
- Communicate their implications so that the maintenance force is better prepared to deal with the application.

## Product Planning

A numerate person is required to prepare financial evaluations of maintenance strategies for new products. You will have:

- A thorough appreciation of the problems associated with maintaining a wide range of electronic equipment.
- Good judgement and ability to communicate and negotiate effectively at senior levels.
- The ability to determine the optimum solution to cost/resource problems.

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# Fings ain't wot they used to be at Culdrose!

Visitors arriving at the R.N. air station Culdrose for the first time experience only the initial problem of finding their way around the completely rebuilt barrack area. For the person who remembers the station as it was before the modernisation began, however, Lionel Bart's composition "Fings Ain't Wot They Used To Be" seems appropriate, especially when trying to recall the precise location of former messes and offices.

(They've swopped draughts for all mod.cons.)

The rows of old huts bordering tiny, meandering roads have disappeared in a cloud of dust or a sea of mud — depending on the season — and in their place has emerged a small, compact, modern township, which dominates the skyline south of Helston, causing locals and tourists to comment on its affinity to a plush holiday camp.

Gone forever are the draughty, wooden, drab buildings of the 1940s to which sailors and Wrens (first having dodged the traffic on the A3083 when coming from the airfield) returned at the end of the working day.

Nowadays the main road is spanned by a flyover and it is from there that the drastic difference in the barrack area can be appreciated. In the foreground stands the



new main gate and guardroom and, beyond, a visual sweep from left to right takes in the wardroom, administration block, Seahawk and Sports Centres and senior ratings' accommodation. Behind, and just as impressive from a different viewpoint, are the Wrens' and junior ratings' accommodation blocks, dining halls, catering and stores, complex, and the sick quarters.

All are what would be expected of a modern complex, affording clean, bright working conditions and living quarters, but it remains to be seen if the old "chummy" atmosphere that seems to have been swept away by the bulldozers will reappear.

One cluster of huts, the former Sick Bay — clearly seen in the foreground of both the aerial pictures — has survived the onslaught. It now houses the Education Centre, two churches, works liaison office and the Department of the Environment. Also hanging on by a dog collar is the Church of England across the road.

The space created by substituting sprawling huts with four and five-storey buildings is planned to be converted into sports fields, thereby eliminating the necessity of having to travel nearly a mile along The Lizard road. It will ensure better on-the-spot changing facilities and, perhaps, more support for the home teams.

Below: The main galley and rear of the senior ratings' mess, pictured by architectural photographer Leighton Gibbins.



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# TWO PAGES...

## Missing name

One of those little shiver-making pieces used to appear every year in *The Times* on the anniversary of the sinking in 1941 of the troopship *Agulla*, bound for Gibraltar.

The announcement was in memory of the Wrens who lost their lives, and included the verse —

*"And in the fourth watch of the night, Jesus went unto them, walking upon the waters."*

Among the many victims of the U-boat attack was Third Officer Mary Blake-Forster, and memories of the war-time disaster have been stirred by the discovery made by her younger sister, that Mary's name was not on her home town war memorial in Chichester.

However, she contacted the Royal British Legion and City Council, who are making arrangements to get the name added.

## Bumper bazaar

Westward TV personality Roger Shaw opened a bazaar held in the naval community centre at St Budeaux, Plymouth. The event raised £218 for children's parties.

## BOOST FOR HOME

In early November, Commodore George Hayne, of H.M.S. *Nelson*, wrote to every R.N. and R.M. establishment, ship and unit, seeking support for the R.M. and R.M. Children's Home at Waterlooville, which was in financial straits. He hoped to raise £1,000 to tide the Home over. The response has been overwhelming — to date £3,650 — and grateful thanks are tendered to all members of the Fleet who gave so generously.

# DO tell the Welfare!

A complaint to Navy News about insufficient support to a troubled family is worth explaining — not only as a guide to others, but also as an indication of the way in which people now look to the Family Welfare Organisation in time of stress.

The shock for this family began when the husband was injured in a road accident, and was taken to hospital a long way from home. Extensive travel for the wife was going to be involved.

Her telephone call to the Family Welfare resulted in the organisation arranging for the transfer of a free travel warrant, which (according to information given to Navy News) was delivered by hand for use the next day.

Subsequently a further warrant was transferred, and the Family Welfare and the Naval Wives' Information Service were in touch with the wife by telephone.

### Shock

However, in her letter to Navy News, she said —

"It is now 14 days since the accident, and as yet no-one has been to see me to enquire if myself and the children are all right, or if we need any help or assistance."

"Being older than the average naval wife I am lucky that I was able to cope with the shock and

all the travelling involved, as the hospital is 80 miles from where we live. What if this had happened to a much younger wife, perhaps with small children, and having no near relatives. What would she have done?"

The advice which has to be

given to all naval families is based on one main principle — that the Navy's Family Welfare Organisation do not normally intrude unless their help is sought. Once contacted, however, they can be relied upon to "pull out all the stops," as many letters to Navy News bear testimony.

In the case of the injured husband, the information given to the Family Welfare was that he had never been on the "serious" list at the hospital.

In similar cases, where heavy travelling costs have been involved, the Family Welfare have made an approach to the Royal Naval Benevolent Trust for assistance.

### Tribute

It is, in a sense, a tribute to the modern Family Welfare image that despite the prompt practical help rendered, the naval wife would have appreciated a perso-

nal call to sustain her in her immediate anxiety.

Generally speaking, of course, when trouble falls on a family, a man's shipmates (when on hand) do a lot of rallying around. In the case of the injured man, he was due to join a ship, but had not done so at the time of the accident.

The moral is: DO tell the Family Welfare about anxieties or distress. Help is freely available to all who seek it.



## Triple drafting in Ark

Drafts to H.M.S. *Ark Royal* for Ian and Robin Beard resulted in a two-week family reunion on board, where they joined their brother, Christopher. All three brothers (left) are aircraft handlers: Robin and Christopher are both rated NA1(AH3) and are 19 years old, while Ian, who is 28, is a leading airman (AH2). The family affair came to an end when Christopher left for a shore job at Yeovilton, after 15 months in the *Ark Royal*.

## Christening service that touched a heart

Memories...? There is one which will for ever remain in the mind of a grannie who wrote to Navy News describing a christening service.

First of all, Mrs. Goodwin explained that her husband was "hostilities only" but had never seemed to quite sever the cords.

"Quite naturally he was very proud when our two sons followed him into the Service. A coincidence which made his day was when both boys were in 48

mess at H.M.S. *Ganges*, as he himself was in 1939.

"My eldest son and his wife (ex-W.R.N.S.) have married quarters at H.M.S. *Dryad*, and we and 30 other members serving in the R.N. crowded into the small chapel there for the christening of my two grandsons.

"The Padre officiated, and I have never attended such a beautiful and touching service. A lighted candle was handed to each child to symbolise the passing from the darkness into the light, and afterwards presented to them as a memento and reminder of their baptism.

"If the Padre reads Navy News I wish to say, 'Thank you' for making a blessed day more meaningful."

Mr. Goodwin was a torpedo rating in the R 75 when she was the destroyer *Virago*, and he was known to his mates as "Nuttie."

As his wife explains, "I am given to understand that this name came about, not because he had a screw loose, but rather because he was so fond of chocolate (well, that's his story and he is sticking to it)."

## Help for families of drink victims

"I read with interest your article on drink," said a reader in a letter to Navy News. "As the wife of an ex-naval officer who has this problem, may I say a word on behalf of the wives and families who may be suffering in silence.

"There is help to be had for them in AL-ANON. Groups operate all over the country solely to help the wives and relatives of those who have a problem.

"For further information they could write or phone this address: AL-ANON Family Groups, U.K. and Eire, c/o St Giles Centre, Camberwell Church Street, London, SE5 8RB."

### £30,000 profit

A record profit of over £30,000 was made at the SSAFA Christmas market held on November 17 at Chelsea Barracks. Expenses amounted to only £606. All three Services gave maximum support.

## Manadon fashion

An audience of 400 was taken for "an autumn cruise aboard a luxury liner" when the Manadon Wives' Club organized a fashion show in aid of King George's Fund for Sailors.

The majority of the models were the wives of staff and student officers at the college. The show was compered by Mrs. Iona Wheatley, wife of the commander.

Scenery and lighting added a professional touch, with the many weeks of practice culminating in a polished performance.

## Navy News

No. 272 23rd year

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... FOR FAMILIES

## Rita cooks her way to the top

Who does the cooking when both marriage partners are experts in the art?

Perhaps the question arises in the case of PO Wren Cook Rita Riach, who has just been presented with the Thompson Cup which she won as the student gaining highest marks on PO cooks' courses at the R.N. Cookery School, H.M.S. Pembroke, in the year 1975-76.

And that includes male leading hands going for advancement to PO as well as the girls.

Rita — formerly Rita Hughes and now married to PO Cook Bob Riach, of H.M.S. Dryad — was the youngest member of her eight-week course in autumn 1975 and is the first member of the W.R.N.S. for eight years to achieve the year's best marks.

She is serving in H.M.S. Nelson, where she was presented with her cup (right) by Commodore George Hayne. Rita and her husband live at Southwick.



## Hints for house-owners

In order to help Royal Navy owner-occupiers to grapple with legal complexities, especially in relation to temporary lettings, Navy News hopes to give a few official hints from time to time. Here are a few—

### House Letting

When considering letting your home, you are advised to read Defence Council Instruction (General) S5/75, which contains information about Rent Act legislation, and the implications of the Rent Act for Service men. You should also read DCI (Gen) S125/75.

If you let your home because you are being drafted abroad, you may be eligible for a refund of legal expenses incurred on letting agreements. DCI (Gen) T182/75 refers.

### Income Tax Relief on Mortgage Interest

If you have a mortgage, the Ministry of Defence (Navy) message of November 17, 1976, about income tax relief on mortgage interest, will be of interest to you. A DCI with full details is expected shortly.

### Capital Gains Tax

DCI (Gen) S24/72 concerning Capital Gains Tax will soon be replaced by a new DCI.

DCIs on this subject are not intended to be comprehensive, and, if in doubt, further advice be obtained from the Inspector of Taxes, Cardiff.

# How a wife forgot her sea-sickness

The day she felt "the most important person in the world" is recalled by Mrs. Lydia Pay, of Maidstone (Kent), in a letter mentioning that she had only recently been sent Navy News to read. "I feel that we have been missing something for a long time," she writes.

"Perhaps it is not generally realised how interested and well versed many of the ex-naval wives are with anything to do with the Royal Navy (long service of course).

"We wives are proud of our association with all naval traditions, and even voice the same expressions automatically, when for instance, the 'deck cloth,' or so and so has gone on a 'Friday while' if away for a week-end, and 'make-and-mend' and so on. "I wonder how many naval

wives there are left who travelled with me on board the ss Jervis Bay to Malta to meet our husbands when they returned from Mediterranean exercises about 1933?"

"We were all young then, and most of us with our first babies. We all had so much in common, and never knew what to expect on arrival in a strange land (to us then it was very foreign).

"But we all made friends and helped one another, especially as

I was seasick for several days and my baby son cut his first tooth while on that big liner.

"I felt wretched, and longed to reach dry land. Just before reaching Gibraltar there was a commotion on board, and the radio officer was calling out my name.

### 'Bon voyage'

"All the passengers were lined up along the rail, watching a fleet of H.M. ships on exercises. A big flashing signal broke over the waves, directed at the Jervis Bay, and everyone was asking what was wrong.

"Wonder upon wonders — it was a special message for me! From my then husband Chief Yeoman Ben Bates. The message was 'bon voyage — see you in Malta, sweetheart.'

"Oh what a lovely thing to happen to me, out there on the ocean. I was the most important person in the whole world. I forgot the seasickness and the baby's fretfulness because of his tooth (that baby is now over 40)."

## Boarding school openings

Families considering boarding-school education for their boys may like to consider Queen Victoria School, Dunblane (Perthshire), which provides for sons of Scottish Servicemen of the Regular Forces. Board and education are free, but there are some minor administrative charges.

Sons of officers are not admitted, unless their fathers have at least four years' service in the ranks.

Following a brief mention in Navy News early last year, the number of Royal Navy boys given places has trebled, and there are now 23 in residence.

The closing date for entry in 1977 is March 31. Inquiries should be addressed to The Commandant, Queen Victoria School, Dunblane (Perthshire), FK15 0JY.

## PROUD QUARTET



It was a day to remember for Lieut.-Cdr. Christopher Quarrie, his wife Ann and their twin daughters Nicola and Sharon when he received the Air Cross in a Buckingham Palace investiture.

Lieut.-Cdr. Quarrie received the award for his work with the Royal Naval Foreign Training Unit at R.N. air station, Culdrose. During his two years in command he was responsible for the training of pilots and crews from Germany, Pakistan and Egypt in the use of Sea King helicopters. He is now commanding officer of B14 Squadron of Naval Air Command.

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# ABOUT BOOKS

## What's the Russian for Tomahawk?

Britain spends money on defence in case anybody tries to hit us, and after the financial scaling down of recent years we would need a good deal of help to persuade the other fellow to unclench his fists.

In the West agreement seems fairly general that Soviet Russia is assembling the means to pack a hefty punch, more calculated to start the fight than ward it off, but what weaponry have they really got?

Even so influential a publication as "Jane's Weapon Systems 1977," edited by Mr. Ron Pretty, can in some areas only ask the questions while guessing at the answers.

In particular, it is only possible to speculate on whether the Russians have anything comparable with America's Tomahawk sea-launched cruise missile (SLCM), 20 of which may be embarked in each of about 90 nuclear attack submarines.

Significant advance by one power or the other could tip the delicate strategic balance. Perhaps the spies know already, while the free world wonders.

Captain G. R. Villar, a former Director of Naval Intelligence, once again contributes a commentary on naval weaponry. He puts forward the view that the days of a prolonged war at sea — except at low level — are over.

Prolonged confrontation was the worst that could be expected. "The tasks demanded of ships in the future," he says, "are likely to be less, and the ships smaller and cheaper."

### TIME LAG

"That there is as yet no sign of the leading navies of the world — America, Russia, the United Kingdom and France — altering their design concepts is perhaps merely indicative of the newness of modern technology, and of the excessive time lag of conservative naval thought."

"A change is needed, perhaps analogous to that from sail to steam," says Capt. Villar, pointing to the phrase, "the best is the enemy of the good."

It was all too easy to demand ships which had everything. It was more difficult to find the money for the quality of ships needed.

The latest issue of "Jane's Weapon Systems" includes several hundred new entries, reflecting the introduction of new systems and equipment.

Among new tabulations added to the Analysis Section this year are land and air forces inventories, which with the fighting ship and submarine tables introduced in the previous year enable ready comparisons between nations' equipment. The volume, published by Macdonald and Jane's, costs £25.



H.M.S. Royal Sovereign on exercises with the Grand Fleet in 1916, showing a searchlight on the fore-top roof, and the training scale on "Y" turret. The two ships of the Royal Sovereign class in the background each show a different arrangement of rig.

The picture is an example of the superbly-illustrated "British Battleships of World War Two," by Alan Raven and John Roberts, published by Arms and Armour Press.

A prospective purchaser may gulp a little at the price (£19.95) but this is a lavish volume for the connoisseur, presenting a comprehensive account of the design and construction of our war-time battle wagons. Only recently have official documents of the period been made available to the public.

Besides the big pictures (some of double-page size) the text is complemented by fully-detailed plans and elevations.

### 'Jenny Flies East'

"Jenny Flies East," a paperback novel published by Pickering and Inglis, is the work of Doris James, remembered by many in the Service as the wife of the superintendent of the Royal Sailors' Rest in Singapore.

A romantic tale about a Wren's adventures in the Far

East, it will revive memories for those who had a spell there. The book is available from Bible Depot, 7, Gensing Road, St Leonard's-on-Sea, Sussex.

Mr. and Mrs. James spent 24 years working with men and women of the R.N., and are now in the Philippines, running a guest house for missionaries.

## Back in print

An extensive batch of re-issues is included in the new books, among them being the following —

"Watermen," by Eric Lambert (price £3.25). A rough and tough Aussie tale of beer and Sheilas among the deep-sea fishermen of the Bass Strait.

"A Sailor's Life," by Jan de Hartog (price £2.95). A rather naive compound of nautical advice and philosophy.

"Mission Completed," by Air Chief Marshal Sir Basil Embry (price £4.95). The adventurous chronicle of 35 years in the Royal Air Force. He flew, fought, was captured, escaped, and fought again.

"Charge to Glory," by James Lunt (price £4.75). A real change for matelots in a description of ten cavalry battles (not forgetting Little Big Horn).

"Shipmaster," by Gwyn Griffin (price £4.50). A passenger ship tale of cyclone and disaster, with a predatory female more alarming than the elements.

"The Jackdaw of Linz," by David Roxan and Ken Wanstall (price £4.75). Records the story of Hitler's art thefts.

"The Last Voyage of the Graf Spee," by Michael Powell (price £4.95). The drama of Nazi Germany's prowling "tiger" of the Allied trade routes, and its cornering by the Royal Navy.

All the above books are available from White Lion Publishers. "The Shadow of Kuril," by E. E. Vielle, published by the Elmfield Press (price £4.95). A highly topical novel based on a voyage by a British Polaris submarine under the polar ice cap, and involving, of course, close Soviet interest.

"Proud Waters," by Ewart Brookes also published by the Elmfield Press (price £4.95). A minesweeping yarn by a "Wavy Navy" officer, drawing on his own experiences in the Second World War, and reflecting the spirit and sacrifice in that vital section of the struggle.

## The taming of the Reef

In the area of the Great Barrier Reef, the coast of Australia has been the scene of savagery, rape and exploitation, its more recent history having parallels with the Wild West and the Klondyke.

On its blood-stained beaches and waterways came traders, adventurers and ex-convicts — men of ruthlessness and courage, who used the native inhabitants for what purpose they pleased and frequently paid the price in frightful reprisals.

Tales grew of legendary figures with the power of local kings, the circumstances in the area producing also a breed of women with the stamina and determination to match the scene.

The bizarre history of pearls, gold, slavery and exploration forms the background for a lively book, "Ships in the Coral," by Hector Holthouse, and published by Macmillan (price £5.95).

### VITAL ROLE

It was at sea that death rode in its more spectacular form, the reef being the graveyard of ships which from far back in the centuries found that wind propulsion alone was no match for the maze of islands and hazards. Not until the arrival of steam,



The corvette, H.M.S. Fly, at Sydney. The Fly led an expedition to chart the outer rim of the Great Barrier Reef, and found entrances through to the inner channel.

navigational aids, law and order was the Reef tamed into its modern picture of tourism and bikini girls, though the occasional uncharted rock pinnacle can still exact a toll.

Royal Navy survey ships played a vital part in the opening up of Australia, but it is a little more than a hundred years since the first systematic examination of the Great Barrier Reef was published, after the voyage of H.M.S. Fly. The warship operated in the wake of the "greats" of British maritime history — men of the calibre of

Captain Cook and Captain Bligh.

With all its accounts of disaster on a massive scale, the book will probably leave most clearly in the mind the tale of Lizzie Watson, who managed to escape with her baby in half a ship's tank from an island where she was attacked by Aborigine cannibals.

She made it, only to die of thirst on another island, where they found her body, her baby lying at her breast. A diary told of her sufferings till she could write no more.



LIZZIE WATSON — a diary told of her sufferings.



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**To head Naval Home Command**



Admiral Sir David Williams

Admiral Williams entered B.R.N.C. Dartmouth in 1935 and spent the early war years in the cruiser H.M.S. Emerald, the destroyer H.M.S. Jaguar and the battle cruiser H.M.S. Renown. The end of the war saw him as first lieutenant of the destroyer H.M.S. Quadrant, and he was mentioned in Despatches.

He specialised in gunnery in H.M.S. Excellent and later returned to Dartmouth as commanding officer of H.M.S. Jewel and in command of the 2nd Division of the Dartmouth Training Squadron.

In 1964 he took command of H.M.S. Devonshire and later appointments have included captain of B.R.N.C. Dartmouth; Flag Officer Second - in - Command Far East Fleet (the title subsequently being changed to Flag Officer Second Flotilla); and Director-General Naval Manpower and Training.

He was appointed Chief of Naval Personnel and Second Sea Lord in May 1974.

# Admiral Lewin named First Sea Lord

**Admiral Sir Terence Lewin is to be Chief of Naval Staff and First Sea Lord in August in succession to Admiral Sir Edward Ashmore. He is to be succeeded as Commander-in-Chief Naval Home Command in April by Admiral Sir David Williams.**

Admiral Lewin entered the Royal Navy in 1939 and during the Second World War served in the battleship H.M.S. Valiant in both Home and Mediterranean Fleets. He also served in the destroyer H.M.S. Ashanti in Malta convoys (1942), North Russian convoys (1942-43), invasion of North Africa (1942-43), and anti-shipping strikes off the French coast (1944).

He was awarded the

D.S.C. and three times Mentioned in Despatches.

His appointments after the war included command of the destroyer H.M.S. Corunna, a period as executive officer of H.M.Y. Britannia, and two years as Deputy Director, Tactical and Weapons Division at the Admiralty.

In 1961 he was appointed Captain(F) of the Dartmouth Training Squadron and commanded H.M. ships Urchin and Tenby, and in 1963 became Director of Naval Tactical and Weapons Policy Division.

After commanding the aircraft carrier H.M.S. Hermes, he became Assistant Chief of Naval

Staff (Policy), and he was Flag Officer Second - in - Command Far East Fleet 1969-70, then Vice-Chief of Naval Staff 1971-73.

He became Commander - in - Chief Fleet, Allied Commander - in - Chief Channel, and Commander - in - Chief Eastern Atlantic Area in 1973, and took up the appointment of Commander-in-Chief Naval Home Command in November 1975.

President of the Royal Navy and Royal Marines Rugby Union, he has represented the Navy at rugby and athletics.

At a recent ceremony in Guildhall, London, Admiral Lewin received the Freedom of the City, having been made an



The new "top man at the controls," pictured here on a visit to the R.N. air station Yeovilton, is Admiral Sir Terence Lewin, Commander-in-Chief Naval Home Command, who is to be First Sea Lord.

Honorary Freeman of the Skinners Company in mid-1976. He also became an Elder Brother of Trinity House last year.

**A.D.C. to Queen**

The following were appointed A.D.C. to the Queen from January 7: Commodores M. W. G. Fawcett, R. D. Franklin, and O. P. Sutton, and Capts. I. J. Brown, H. J. Abraham, D. T. McKeown, B. K. Shattock, R. R. Squires, K. B. Birkett, M. R. C. Howlett, K. Lobb, and J. R. Prescott.

1976 was appointed Flag Officer Second Flotilla.

Other appointments recently announced include: Capt. A. M. G. Pearson, As Captain R.N. Presentation Team, April 15. Capt. G. W. Lowden, Scylla in command, February 18. Capt. A. J. Whatstone, Norfolk in command, June 15. Cdr. N. E. Rankin, Achilles in command, April 20. Lieut. M. O. MacIntyre, Nurton March 1 and in command. Lieut. A. B. Ross, Shavington August 2 and in command.

## APPOINTMENTS

Rear-Admiral J. H. F. Eberle was promoted vice-admiral on January 25, and is to be Chief of Fleet Support in April.

During the Korean War, Vice-Admiral Eberle served as gunnery officer in H.M.S. Belfast and later appointments included command of H.M.S. Appleton, command of H.M.S. Intrepid, Assistant Chief of Fleet Support, and Flag Officer Sea Training. He took up the post of Flag Officer Carriers and Amphibious Ships in 1975.

Rear-Admiral C. Rusby is to be promoted vice-admiral on March 31 and to be Flag Officer Scotland and Northern Ireland, Commander Northern Sub-Area

Eastern Atlantic and Commander Nore Sub-Area Channel in June.

During the Second World War Rear-Admiral Rusby served in Home and Mediterranean waters, later qualifying as a communication specialist. Appointments have included command of H.M.S. Ulster, second-in-command of H.M.Y. Britannia, command of H.M.S. Tartar, and Senior Naval Officer West Indies. He became Assistant Chief of the Defence Staff (Operations) in 1974.

Rear-Admiral J. N. Forbes, who in January became Flag Officer Plymouth, Port Admiral Devonport, Commander Central Sub-Area, Eastern Atlantic, and Commander Plymouth Sub-Area Channel, is to be promoted vice-admiral on March 31.

Rear-Admiral B. C. Perowne became Chief Naval Supply and Secretariat Officer from January 26. He continues as Director of Management and Support Intelligence.

Capt. M. La T. Wemyss was promoted rear-admiral on January 7 and is to be Flag Officer Second Flotilla in March. He has commanded H.M. submarines Sentinel and Alliance, and later commanded H.M.S. Cleopatra in the Far East.

In 1970 he took command of the Third Submarine Squadron

and from 1973 commanded H.M.S. Norfolk, becoming Director of Naval Warfare the following year.

Rear-Admiral W. D. M. Staveley is to be Flag Officer Carriers and Amphibious Ships and Commander Striking Group Two in March.

He was first lieutenant of the destroyer H.M.S. Cavalier when she took part in the British H-bomb tests at Christmas Island. In 1970 he took command of H.M.S. Intrepid, later becoming Director of Naval Plans, and in

## THE STORY OF A SUBSMASH HERO

### — AND OTHERS

Petty Officer Willis, of H.M. submarine Poseidon, was offered promotion to warrant officer, but opted instead to be a chief. No doubt that had been his ambition, the premature achievement resulting from a tragedy — and a demonstration of exceptional valour.

His story is one of those told in "Famous Rescues at Sea," by Richard Garrett, published by Arthur Barker (price £3.95).

Before submarines had reached today's high standards of safety in construction and rescue, the history was one recurrent disaster, one of them being the collision in the Yellow Sea between the Poseidon and a Chinese freighter. By a miracle, 35 escaped through the conning tower before the Poseidon plunged 120 feet to the seabed, men being trapped in both forward and rear compartments.

Petty Officer Willis, a torpedo gunner's mate, and seven others were forward, and coolly he took charge. His first action may seem strange today — he advised them to say their prayers.

He then ordered them to put on their Davis escape apparatus, checking carefully to see that each man knew how to use it, and even taking time to give a quickie course in survival to a Chinese boy steward.

By the light only of torches, they waited more than two hours while the compartment was flooded to equalise pressures, until the PO decided it was time to go. He was the last to leave, taking with him the Chinese steward.

That was nearly 50 years ago, but even in those early days the brave and disciplined operator was able to survive, though PO Willis was "special" by any standards. He was awarded the Albert Medal in gold. "Famous Rescues" also



includes the more up-to-date tale of the American hunt for their lost H-bomb in the sea off Spain in 1966.

**DOUBTS**

Sadly perhaps, the author recalls the doubts about that Victorian heroine, Grace Darling, so vividly etched on the minds of earlier generations as she rowed her cobbie into the stormy North Sea to save shipwreck victims from a rock. It is even suggested that the survivors, when the tide went out, merely walked to safety across the sands.

It is so much more stimulating not to be misled by facts. People believe what they want to believe — and lesser mortals find their support in the courage of others.

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Co-ordinating Officer, Wrens Exhibition, National Maritime Museum, Greenwich, London, SE10 9NF.

# COLUMBUS

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If you are in U.K. — and are a member of the R.N., R.M., W.R.N.S. or Q.A.R.N.S. — you can cover the loss of holiday payments, including deposits, which you, plus those in your party, have made if any of the following occur:

1. Where a person is drafted to an H.M. Ship where the ship's subsequent programme prevents the holiday taking place.
2. Where a person is drafted to another Service Establishment and for service reasons the holiday must be cancelled.
3. Where a person is in an H.M. Ship and the ship's programme is altered thus necessitating the holiday to be cancelled.

The premium is £1.50 per £100 for those who have served up to 12 months in a Ship or Establishment, and £3 per £100 from 12-18 months on the commencement of the holiday. (Subject to the Conditions of the Policy)

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2. FILL IN THIS FORM AND SEND THE DETAILS TO COLUMBUS.

Name & Initials .....

Address .....

Tel. No. ....

No. in Party ..... Adults..... Children .....

Holiday Destination .....

Type of Accommodation .....

(insert details) .....

Tour Operator (if applicable) .....

Holiday No. (if known) .....

Date of start of holiday .....

Present Ship/Establishment.....

Date joined Ship/Establishment .....

Please post this to:

COLUMBUS WORLD WIDE TRAVEL, 85 LONDON WALL, EC2M 7AD



# Now here is a FIRE warning...

An analysis of fires in 1974-75 shows the cost of damage to H.M. Ships as £1,216,218, while £11,327 worth of damage was caused in shore establishments.

The number of fires reported — 156 in ships and 143 in shore establishments — was down on previous years, but the loss / damage figure increased substantially, mainly because of ship fires. Most costly of these was in H.M.S. Bristol, with a provisional figure of more than £1 million. Pre-

sumed cause in this case is given as: Fractured fuel pipe sprayed diesel into STR.

The high proportion of fires of electrical origin (31 per cent.) must continue to cause concern to all involved in the generation of electrical power and in its use, both in ships and shore establishments. Many of these electrical incidents are avoidable by good inspection and maintenance disciplines.

Damage resulting from oil fuels becoming ignited is extremely high and the importance of good maintenance practice, the ready availability of fire fighting equipment, and training in the technique of combating oil fires should be given high priority.

DCI(RN) 716/76

### ☆ Certificates

Revised arrangements for the issue of certificates of educational qualification for advancement / promotion are now being implemented.

DCI(RN) 678/76

### Cannot Be Otherwise

In recent years a number of meanings have been applied to the short title CBO. To avoid further misunderstanding it has been decided that the definition is to be Classified Book Officer.

DCI(RN) 718/76

# Now our highest rate ever! 8.78% income tax free.

This new issue gives you a higher return than National Savings Certificates have ever offered before.

It means you can make every £100 grow into £140 in only 4 years!

The certificates are sold in £5 units and the maximum holding is £1500.

### \* Tax Free

The interest is completely free of UK income tax at all levels and of capital gains tax.

### Guaranteed

At the end of the 4 year term the Treasury guarantees repayment of your capital and payment of interest which averages 8.78% per year.

### Easy Withdrawal

Normally money can be withdrawn in about 8 working days. But of course, if you do withdraw before the end of the 4 year period, your annual equivalent interest rate will be less.

No interest is payable on withdrawals in the first year.

An investment of £100 grows to £104 at the end of Year One, £110 at the end of Year Two, £122 at the end of Year Three and £140 at the end of Year Four.

A leaflet giving full details is now available from Banks, Post Offices and Forces Post Offices.

Or ask at your pay office or write to: The Secretary, HM Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex HA7 4PX.

Please note that the certificates will be available only until March 31st 1977.

So invest now.

# NEW NATIONAL SAVINGS CERTIFICATES SIXTEENTH ISSUE.

Issued by the Department for National Savings



## 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.

### ☆ Documentation

A review of ratings' personal documentation is being carried out by Fleet Management Services Study Team 9/56 as part of the general aim to simplify this documentation to reduce work and duplication.

Aim of the study's first phase, to be completed by April, is to identify minimum information requirements in the Fleet, Fleet establishments, and command staffs so that the subsequent phases of establishing the feasibility of using computers for some of the work and of developing procedures and documentation can be undertaken.

DCI(RN) 679/76

### ☆ Religion

Every five years the Navy carries out a religious denomination census. From ships and establishments the forms for 1976 have been arriving in London reporting the numbers in the various denominations under 14 headings — including one for "no religious belief".

DCI(RN) 682/76

### ☆ WO selection

Warrant officer annual selection boards will sit in H.M.S. Centurion in February and March. There will be six boards, each dealing with a separate branch or group of branches.

DCI(RN) 681/76

### ☆ For engineers

Personnel employed in the engineering trades will find considerable interest in information on registration with the Engineers Registration Board of the Council of Engineering Institutions. The advantages of registration are stated, together with action to be taken to facilitate registration of Service personnel.

Results are given of the ERB assessment of the engineering trade qualifications of the Royal Navy for registration as Technician Engineer and Technician.

DCI(RN) 707/76

### ☆ Cadet control

MOD recognition of — and support for — the Naval Cadet Forces is to continue. Future command and control of the NCF is to be more closely integrated with the Naval Command structure, but joint control of the Sea Cadet Corps by the Sea Cadet Association (formerly the Navy League) and the MOD is to continue. Terms of the Sea Cadet Charter will be reviewed in the light of this.

The Girls Nautical Training Corps will be integrated with the Sea Cadet Corps when economic conditions allow.

DCI(RN) 719/76

### ☆ Hull Adquial

Explained in more detail than in previous announcements is the scope of what is now referred to as the Hull Adquial, the method of its introduction and the effect it will have on future employment.

DCI(RN) 720/76



"They'll be wanting us to be able to COOK next!"

The professional qualifying courses for leading cook and petty officer cook have been redesigned. Professional content of the leading cook's course has been increased to enhance craft skills and knowledge, and there is a greater emphasis on management tasks in the petty officer cook's course.

DCI(RN) 724/76

### ☆ Scholarships

The Governors of the Royal Naval Scholarship Fund award a limited number of scholarships to the sons of R.N. and R.M. officers of the rank of lieutenant or above. No examination is required, and the scholarships (usually averaging £150 p.a.) are awarded to candidates between the ages of eight and 16. Details of how to apply are given.

To increase the number of scholarships, officers are invited to become members of the Corporation of the Royal Naval School, for which the qualification is an annual subscription of not less than £5.

DCI(RN) 5/77

### ☆ Austri shares

An award for salvage services to MV Austri by H.M.S. Rothesay on March 19, 1975, is now ready for distribution, the value of each share being 55p. The boarding party, boat's crew, and flight crew were awarded double their normal share entitlement.

DCI(RN) 694/76

### ☆ Writers' courses

The professional qualifying courses for leading writer and petty officer writer are being redesigned. Professional content of the leading writer's course is being increased, and there is a greater emphasis on management tasks in the petty officer writer's course.

DCI(RN) 725/76

## SILVER SOUNDS

Some 2,000 musicians of the Royal Marines, Army, and R.A.F. will combine to provide a colourful spectacle at a Services Silver Jubilee military musical pageant at a Services Stadium, Wembley, at 19.30 on Thursday June 30, Friday July 1, and Saturday July 2. On June 30 the pageant will be preceded by a Royal Review of the Reserve Forces and Cadets.

The pageant will be in aid of Service charities. Tickets for reserved seats are available from the Box Office, Wembley Stadium, Ltd., The Empire Stadium, Wembley HA9 0DW (Tel. No: 01-902 1234) and from agencies.

Prices of seats are £9.50, £8, £2, and £1.50. Discounts for advance bookings for parties of 20 persons or more are: June 30 and July 2 — 10 per cent., July 1 — 25 per cent. Children over three and under 15 — half price. Cheques and money orders should be made payable to Wembley Stadium Ltd., accompanied by a stamped addressed envelope. Ticket money will not be refunded in the event of cancellation.

DCI(RN) J 12/77



"Not that kind of silver, you 'orrible musician!"

### ☆ Nuffield Trust

More than £8 million has been distributed from the Nuffield Trust since it was inaugurated in 1939. The income of the Trust provides recreational and social amenities for regular serving members of the Armed Forces, preference being given to projects which benefit one or more of the following categories: ships at sea, isolated units, large numbers, all three Services, all ranks and ratings. Full details are given of how and where to apply for grants.

DCI (RN) 676/76

### ☆ Branch badges

For employment purposes, all mechanics are now "cross-appointable" (to use the official phrase) with their artificer counterparts. So it has been decided that since artificers, chief mechanics and mechanics 1st class do not wear branch badges, it is no longer appropriate for mechanics 2nd class and below to do so either. Wearing of branch badges by mechanics ceased altogether from January 31.

DCI(RN) 695/76

### ☆ New chiefs

Candidates selected for promotion to chief by the 1976 selection boards are listed by branch. The selections are sufficient to meet expected vacancies arising in the promotion year which started on January 1, 1977.

Subject to the candidates remaining eligible for promotion and completing the relevant time qualification, vacancies will be filled as they occur in strict order from the lists.

DCI(RN) 706/76

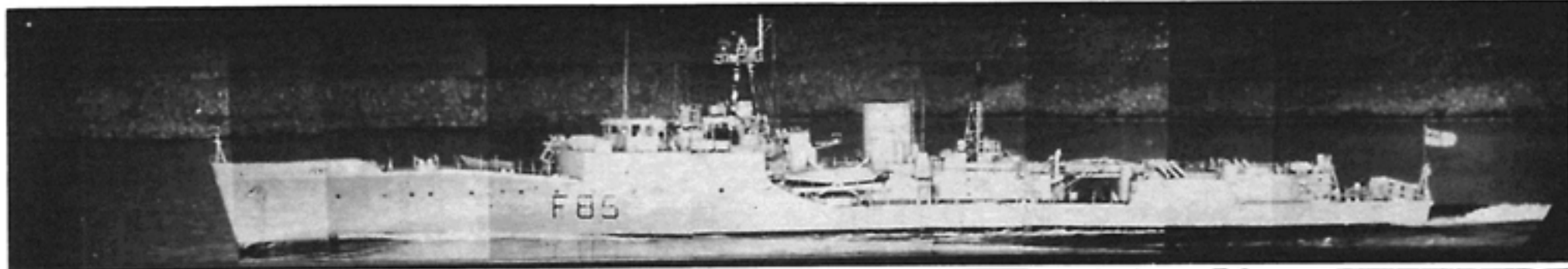
## Extra pay offer

The Chemical Defence Establishment at Porton, near Salisbury, Wilts, relies on regular intakes of Servicemen and Servicewomen volunteers to take part in trials in support of medical studies and the testing of chemical defence equipment. And — let it be quickly added — there is extra pay.

Each test period lasts a fortnight, but should this be inconvenient to units, personnel can be accepted for trials lasting from Monday to Friday in any one week. Volunteers staying a fortnight can earn additional pay of between £25 and £45 depending on the amount of work they are called on to do. The 1977 programme dates are listed.

DCI(RN) J 687/76





Above: H.M.S. Keppel photographed through the periscope of H.M.S. Orpheus by Lieut. Waters. The technique is a series of single shots — the same as that used for coastline surveillance. Right: The commanding officer of the Orpheus (Lieut.-Cdr. James Taylor), Lieut. Waters and his assistant, OEM Richard Dams, in the Orpheus control room during a periscope photography exercise. (Picture by CPO Eric Thompson).



# PICTURES THROUGH A PERISCOPE

From beneath the waves a Royal Navy submarine makes a stealthy approach towards an unsuspecting target . . . briefly a periscope is raised . . . a hand reaches for a firing button . . . and "CLICK" — a perfect photograph is taken.

A submarine does not always have to rely on its torpedoes. A camera is a very important weapon in its armoury.

The exercise involved in obtaining a single photograph can call for almost the same levels of skill and concentration from all members of the crew that would be demanded in a torpedo attack. In times of war or tension that single photograph could reveal vital information.

This is why submariners regularly practise the art of "periscope photography" — taking pictures through the periscope. It is rather like taking a camera instead of a shotgun on safari.

## High standard

Officers from all the Royal Navy's submarines compete annually for a challenge cup and the title "Periscope Photographer of the Year." A seaman officer takes on the role of the periscope photographer as a specialist extra job.

The 1976 winner has been announced as Lieut. Christopher Waters, the photographic officer of H.M. submarine Orpheus, of the First Submarine Squadron at H.M.S. Dolphin, Gosport. He won the award for a consistently high standard in all sections of the competition.

Cameras have been used in Royal Navy submarines for almost the whole of their 75 years of operations.

Today the art of periscope photography is extremely sophisticated.

Many of the techniques are those used by the amateur photographer but unlike the amateur, or even the professional land-based photographer, the submarine cameraman is faced with a host of problems.

To obtain photographs — without the subject's knowledge — requires dedication and teamwork of the entire crew keeping the submarine at action stations. Depth and speed must be maintained accurately and a photo-

graphic mission has to be conducted with the utmost stealth.

The boat's captain must consider the actions of his "target" as well as the vagaries of the currents and tides. He must ensure that his periscopes show above the water-line for the minimum amount of time to avoid detection.

Once he has taken his photographs the photographer must process his film quickly to ensure that his task is completed satisfactorily.

Space in a submarine is at a premium — so the photographer's darkroom is probably "the loo." His equipment — enlarger, developing and printing materials — must be contained in a small box. Indeed his "on board" facilities are probably more cramped than those of the average amateur ashore.

Obviously, few technical details can be given for security reasons, except to say that a special 35 millimetre camera body minus its normal lenses is inserted into a special aperture immediately above the normal eyepiece of the periscope. The periscope's own optics become the camera lens.

## Stereo, too

The camera can be fitted with an automatic "wind-on" device to enable a series of single shots to be taken in rapid succession.

It is possible to take a single photograph or a panoramic view made up of a series of single photographs. In addition three-dimensional or "stereo" pictures can be made by taking two photographs of the same object from slightly different vantage points and viewing them with a binocular eyepiece to produce a single three-dimensional effect.

All these photographs would provide useful intelligence information in wartime. The camera could survey an enemy coastline or ship and pinpoint troop movements or special installations. Royal Navy submariners practice these techniques on our own coastline and our own ships.



Capt. Hugh Oliphant, captain of the First Submarine Squadron, presents the Periscope Photography Cup to Lieut. Christopher Waters on the casing of H.M.S. Orpheus at H.M.S. Dolphin.

## AIRFIX NEW MODELS FILE

## BAC-AEROSPATIALE CONCORDE

On January 21st, 1976, history was made

With the twin inaugural flights of the most advanced airliner ever to reach passenger service.

An Anglo-French co-project. The Concorde.

Cruising at twice the speed of sound, the British Airways Concorde flew from London to Bahrain. The Air France Concorde took the Paris to Rio route.

And jointly proved that the world's major cities could now be reached in less time than subsonic jets.

Concorde is unique in many ways, including price. The real thing costs over \$60 million dollars.

Airfix offer a kit replica of the

original for a lot less. The 1/144 scale model of Concorde comes in 52 separate parts, and includes a stand.

The kit's main features include a retractable undercarriage with movable wheels, and the liveries of both Air France and British Airways.

Make this kit as lifelike and elegant as Concorde itself.

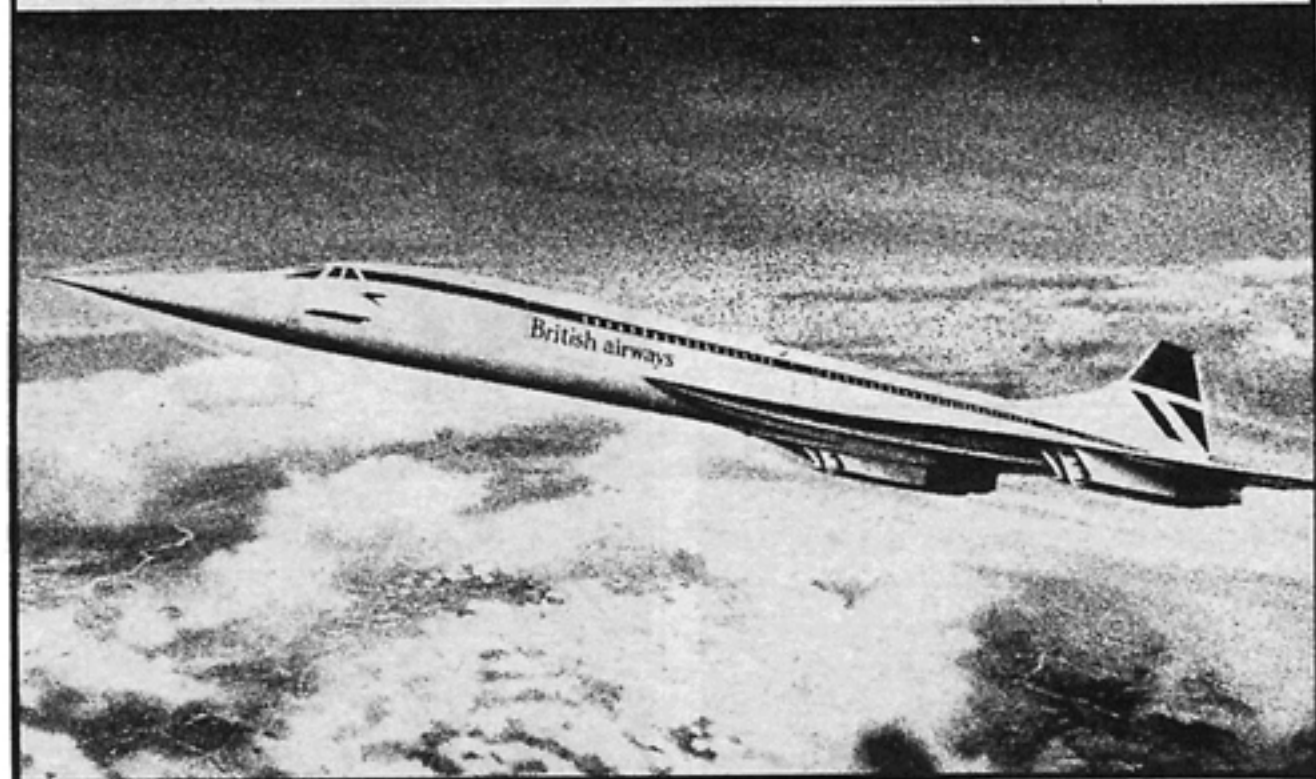


**BAC-Aerospatiale Concorde.**  
1/144 Scale. Series 6.

New to the world's biggest range of construction kits.

Technical Details	
First Flight	1969
Engine	Four Rolls-Royce/Snecma Olympus 593 turbo-jets (each with 38,050lb thrust)
Cruising Speed	1350 m.p.h. (Mach 2.05)
Service Ceiling	58,000ft.
Landing Speed	200 knots.
Number of Seats	100.
Fuel Capacity	26,260 gall.

# TWICE THE SPEED OF SOUND.





# Dolphin girl profits by a few knicker



**GOOD WORKS**

No prize for guessing which category CK Chris Hirst won in the recent H.M.S. HECLA "face race".

## Hamper time

L.R. Bob Beauchamp and Wren Writer Lillian Cunningham took time off from their normal duties at the R.N. PATROL HEADQUARTERS, PORTLAND, to deliver Christmas hampers to nine senior citizens in Portland. Money for the hampers was raised during the year by the Naval Patrol Headquarters mess.

When the survey vessel spent a fortnight working in the approaches to the North Channel between Mallin Head and Islay, Chris was one of 55 members of the ship's company who competed to grow the smoothest, the ugliest or the least successful moustache.

The ship's bearded first lieutenant, Lieut.-Cdr. Roger Jamieson, is pictured scrutinizing Chris's "moustache" with the aid of a magnifying glass.

The competition raised £18 for presents for the McIntyre School for mentally handicapped children at Westoning, Bedfordshire. In recent months the Hecla's crew has raised £150 for the school, with which the ship has been affiliated since 1972.

While the coastal survey ship H.M.S. BULLDOG has been refitting at Portsmouth, four members of her ship's company have made a start on community work in the Kentish coastal resort of Ramsgate, with which the ship has an affiliation. Helping to adapt the basement of the East Court Children's Home for a model railway layout were PO Keith Best, OEM Lawrence Pemberton, LWTR John Hotchkiss and LS Stan Rooker, pictured (right) with members of the staff and children.

Photo: LWREN (PHOT) Joan Roberts



A 12-year-old blind Malaysian girl will receive a cheque for £100, thanks to the generosity of sailors at H.M.S. DOLPHIN and the regulars at the Alma Inn, Southampton.

Norhashimah Binte Hashim, who lives 8,000 miles away in Penang, West Malaysia, was "adopted" by the ship's company of H.M.S. Dolphin in 1971. Since then, money has been raised at the Portsmouth submarine base to sponsor Norhashimah's education at St Nicholas Residential School for the Blind at Penang.

Each Christmas a present is sent to her, and money provided for a party for her and her friends. One of the presents sent was a braille clock.

Of the £100, £70 was raised by the auctioning of 70 pairs of knickers at the Alma Inn, Alma Road, Southampton.

The kit of a rating killed in a road accident last September raised £609 when it was auctioned by his former colleagues on board the guided missile destroyer H.M.S. KENT.

## Pedal poser

"Where did you say those pedals were?" is probably the question this little girl would most like to ask. Helping her to find them are COEL Schofield (left) and PO Balchin of H.M.S. LONDON. The two men, accompanied by LMEM Morgan, had earlier presented the bicycle, and a record player, to the pupils of the St Vincent's Residential School, Mill Hill. Money for the gifts was raised by the ship's company of the guided missile destroyer.

The parents of the dead rating decided the money should be given to charity, and it was subsequently presented at Maidstone to the Cheshire Home in Mote Park, with which H.M.S. Kent maintains a close link.

The 12 girls serving in the Motor Transport Section at H.M.S. WARRIOR, the Northwood headquarters of the Commander-in-Chief Fleet, have raised nearly £165 for the Leukaemia Research Fund.

Soft toys and Christmas gifts, many of them made by the girls, were sold at a bazaar on the base. Following the bazaar, a cheque was presented to a Leukaemia Research Fund representative by PO Wren Pat Williams.

H.M.S. COCHRANE has been presented with a new trophy as a result of the efforts of three Stores Accountants based at the Rosyth establishment. The trio travelled down to Hemsworth, near Wakefield, to help with the Poppy Day collection last Remembrance week-end, and broke all records by collecting more than £500 for the Royal British Legion.

H.M.S. VERNON's Volunteer Boy Cadet Corps took part in a sponsored walk at Southsea and raised £83 for Action Research for Crippled Children.

Sailors and Wrens from H.M.S. Vernon distributed food parcels to 18 old people living near the establishment. Similar distributions have been made since 1963.

As a result of fund-raising activities throughout last year, the Royal Naval Hospital, HASLAR, has handed over a further £500 to the Gosport branch of the Guide Dogs for the Blind Association.

Much of the money was raised by a sponsored walk from Trafalgar Square to Haslar by Mr. R. Hillier, hospital blacksmith, and Mr. R. Downes, the gate porter.

A charity football match between the Royal Naval Regulating School, H.M.S. EXCELLENT, and the establishment's Wrens, raised more than £250. Of this, £200 was used to buy Christmas hampers for local pensioners, and the remainder was donated to the King George's Fund for Sailors.

Portsmouth pensioners were treated to a three-course meal by the personal staff of Admiral Sir Terence Lewin, Commander-in-Chief Naval Home Command. After the party in the staff dining-room of ADMIRALTY HOUSE, Portsmouth Naval Base, the pensioners were driven home, each with a bottle of sherry from the staff.



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**ST JOHN'S COLLEGE**  
Horsham - Sussex

Independent boarding and day school for boys 7-18. Preparation for G.C.E. 'O' and 'A' Level, C.S.E. and C.E. by qualified staff in small classes. The College is set among 75 acres of beautiful Sussex countryside, 1 mile from Horsham, with extensive playing fields and sports facilities. Special provision is made for the sons of parents stationed abroad and an efficient courier service is provided to and from air terminals.

Prospectus: The Secretary, St John's College, Coolhurst, Horsham, Sussex. Tel. Horsham 2424

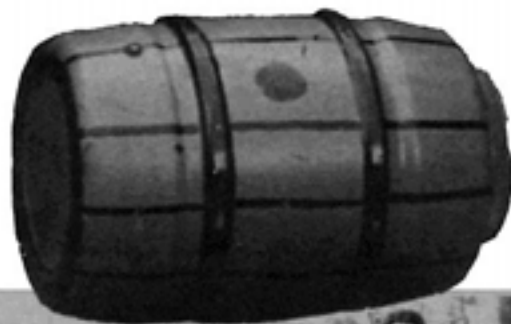
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**HOTEL FOR ROYAL NAVY, GREENHILL, WEYMOUTH**  
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# Hecate's rock and rollers raise £500



H.M.S. HECATE'S adopted Dr. Barnardo's children at the Princess Margaret School, Taunton, benefited by about £500 when the ship's company successfully pushed a 45-gallon barrel of beer to the top of the Rock of Gibraltar.

A 40-strong team, urged on by Miss Gibraltar, "rolled up" the 1,400ft. rock in just 47 minutes. Sponsors from as far apart as London and Bristol, Cornwall and Lancashire, made sure the effort was well rewarded.

H.M.S. Hecate has adopted the Princess Margaret School, and all her fund-raising activities go towards providing the handicapped children there with new amenities which cannot be financed out of central funds. Previous gifts from the ship's company have included a colour television set, and stage



lighting, swimming, therapy and domestic science equipment.

# Ark pair trek to save young girl's sight

Two young sailors from H.M.S. ARK ROYAL completed a marathon 333-mile walk to raise money for the treatment of a little girl suffering from tunnel vision.

David Turner (19) and Alan Gould (20), both ordnance electrical mechanics serving on the Ark, took 19 days to walk from Devonport, where their ship is in refit, to Sowerby Bridge, the home of ten-year-old Tracy Brown. OEM Turner also comes from the West Yorkshire town.

By the time they have seen all their sponsors, the two men hope to have raised about £750 for Tracy's specialist treatment in Switzerland.

The two followed a route along four different canals, and covered much of the Fosse and Pennine Ways. They were entirely self-supporting during their trek and had to contend with sore feet and shoulders,



DAVID TURNER ALAN GOULD

exhaustion, frost and snow. Most nights were spent in a tent carried with them, but one welcome break was provided by a former Ark pusser whose home lay on their route.

**MORE GOOD WORKS**



# Bristol runners raise £209

Applauded on by their commanding officer, Cdr. Guy Llardet, four radio operators from H.M.S. BRISTOL set off on a 100-mile relay along Southsea's seafront that earned them £209 for underprivileged children at Christmas.

The runners, all RO1s, are (left to right) Andrew Chatwin, Paul Church, Philip Ivory and Robert Robertson. Others in the picture are (from left) CRS Michael Timson, who co-ordinated the scheme, AB McInnes, Cdr. Llardet, and Lt.-Cdr. R. G. Fensome.

When the sponsorship money had been gathered in, £150 was spent on presents for 60 deprived children in the Portsmouth area, and the balance of £59 was given to South Africa Lodge, the home at Waterlooville for children of naval personnel.

# All hands to hospital on Kenya visit

When Royal Navy ships on the Group Four Deployment visited Mombasa in October, work parties from the ships spent several days doing useful jobs at the St Luke's Church Hospital, Kaloleni, 40 miles inland in the heart of Kenya's coconut belt.

Men from H.M. ships BACCHANTE, CHARYBDIS and YARMOUTH, and the Royal Fleet Auxiliaries OLNA and STROMNESS, painted and panelled walls, fitted doors and serviced the hospital's two diesel generators. The Charybdis raised £170 for the hospital during an auction sale held on board.

Ships of the Royal Navy have had a link with the Kaloleni hospital since 1960.

Men of H.M.S. OSIRIS, the Oberon class patrol submarine based at H.M.S. Dolphin, came to the rescue when they heard thieves had stolen toys from a children's playgroup in Portsmouth.

The submariners raised £28, enough to replace the drawing paper, construction kit items and two pet goldfish stolen from St Mark's Playgroup in Derby Road, North End.

A tradition that goes back more than 50 years was maintained when the ship's company of the Royal Yacht BRITANNIA presented a Christmas cake to the children's ward at the Royal Portsmouth hospital. The tradition goes back to the days of the old yacht Victoria and Albert.

H.M.S. NORFOLK's company raised £600 for the Norfolk Children's Homes during last year. The money was raised in many ways, including a sponsored jog and the collection of foreign currency following the Portsmouth-based guided missile destroyer's overseas visits.

Christmas cakes made at H.M.S. DRAGE were presented to Moorhaven Hospital at Plymouth.

FMAA Eric Cooke and LR Dave Shoemaker of the Clyde Submarine Base presented a music centre to the Stewart Home, Cove. The gift was purchased with donations made during the year by naval and civilian members of the REGULATING STAFF MESS in the headquarters of the Naval Provost Marshal, Clyde.

There was a warm welcome for 11 senior citizens at the CLYDE SUBMARINE BASE Engineering Services Department at Christmas. The pensioners were entertained by apprentices of the department, and given boxes of Christmas fare and foodstuffs.

Ship's company of H.M.S. BEAGLE were quick to respond to the plight of 900 beagle dogs at a bankrupt kennels in Wales. Money from the survey ship's recreation fund was given to the R.S.P.C.A. to help save some of the noble breed of dog after which the ship is named.



A stocking hanging in the minesweeper H.M.S. BICKINGTON for a few weeks collected £65 for the children of Edinburgh's Royal Blind Asylum and School. It was handed over to the Asylum's appeals organizer Mr. Ian Mawar (left) by the youngest member of the ship's

company, 17-year-old Peter Sanderson (right), at Rosyth Fleet Base. Looking on (left to right) are REM Steven Forsyth, Lieut. Ian Shea, Lieut. Philip Morton, the Bickington's commanding officer, and AB Edward Irvine.

## CARNATIONS BY POST FOR SPECIAL OCCASIONS

ST VALENTINES DAY — FEBRUARY 14  
EASTER, BIRTHDAYS, WEDDINGS

Only £4.00 per box of 20 magnificent freshly picked blooms, mixed if required, including Gift Card. Can be sent anywhere in the United Kingdom.

AN INCREDIBLY BEAUTIFUL GIFT which will be most appreciated.

HOW TO ORDER: Send cheque, P.O.'s, M.O.'s with order and instructions.

To: G. MADSEN & SON LTD.  
LOW HILL, ROYDON,  
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Cheque/P.O./M.O. enclosed for total of £ p.

Please use BLOCK CAPITALS

From: Name .....

Address .....

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Send to name .....

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"I know we've had a fuel cut but this is ridiculous!"

Smiles

## NEWSVIEW

### Blimp, the economist?

Glancing through a scuttle after reading the papers lately, a member of the Andrew might have expected to see a pedalo forging ahead of his fuel-saving warship, while the sky filled with Royal Navy airships heading for the fish-patrol areas. It isn't quite like that.

Crises are now so prolific that it is difficult to recall that strange situation known as normality, but the Navy who do not have to ponder over oil sums may be reminded that in an earlier calamity, the Service fuel consumption was cut by 10 per cent.

If the new five per cent. means five per cent. of the remaining 90 per cent., then quite obviously it is not a figure to be lightly tossed aside. However, reading the small print, the five per cent. cut is scheduled for the financial year 1978-79, so the need to check the sail locker is not of absolutely immediate importance.

#### ARBITRARY SAVING

In any case, is this arbitrary level of saving feasible? The Fleet are unlikely to go charging about at top wasteful revs while heading for the joys of Copenhagen, or Meet the Navy at Cardiff, but "economic cruising speed" might appear rather ridiculous if frigates were constantly being ordered to cope with hordes of trawler "pirates" shovelling up the Dogger Bank inside the 200-mile fishing limit.

The extra cut is some way off, and much can happen before then — including of course the possibility of the neat toeing of every international line, and the resultant conclusion that five per cent. doesn't mark the end of the world. "Wait and see" continues to be the famous British quotation still nailed above the front door.

#### GONDOLA MATELOTS

The idea of matelots cheering from the gondolas of their airships must not be discounted, especially with the taxpayer-cheering figures of a mere £500,000 a time for construction, and running costs of £120 an hour. There is the less comfortable thought of back-up expenses in founding a new R.N. section, with airship sheds and facilities.

However, Venezuela is paying good money for these modern blimps. The Admiralty, after the jaundiced look given at steam propulsion, submarines, and aeroplanes in the past, cannot risk a further historic chortle by a too-hasty rejection of gasbags.

In this article, LIEUT. J. D. BRAY, deputy weapons electrical engineer officer of H.M.S. Plymouth, describes an oil rig patrol conducted by the frigate and gives impressions of the platforms by those who visited them. After passage from Chatham and a brief fuelling stop at Invergordon, the ship arrived among a great mass of drilling platforms. The first major field encountered was "Beryl."

# Day Navy met big Beryl

Coming upon all the rigs at night gave a curious sensation, for they appear as enormous, brightly-lit Christmas trees. The rigs work 24 hours a day, seven days a week and so night is turned into day with a profusion of massive lights.

As the ship progressed farther into the field she appeared surrounded by a forest of these Christmas trees. By daybreak, the grey horizon was festooned with strange, mushroom-shaped platforms each crowned with one or more lifting rig, reminiscent of a grey-washed Gulf of Mexico.

The first rig approached closely by the ship was the Beryl A platform, a massive structure built on three concrete legs reaching 500ft. to the sea bed.

As two passengers from the Plymouth, myself and COEA Symes, were landed

by Wasp helicopter, it soon became obvious that this was the first visit to the rig from a patrolling warship.

The welcome was particularly enthusiastic and we were taken to meet the rig manager — an American-educated Chinese. There followed a comprehensive though necessarily speedy tour of the platform, conducted by the safety manager.

Throughout the time on board, everyone was friendly and anxious to talk about his job.

The rig is a masterpiece of technological innovation. The three gas turbine generators burn the gas that comes off with the oil and together produce 84 mW of electricity, equivalent to four times a frigate's shaft horse power.

Two of the rig's legs take the drills for the wells. The third, over which the accommodation is built, is used for storage and contains some of the heavy machinery.

Although the platform is still being built, about 23,000 barrels of oil a day are produced. It is intended to bore 40 wells in all, out to a radius of three miles.

The oil is stored in concrete cells on the sea bed before being shipped away by tanker from the adjacent filling buoy. The 390 people now working on the rig will be reduced to 200 when the building is finished.

### Vulnerable

The whole rig operation is computer-controlled and there is an elaborate safety system using a matrix of sensors to detect anything from fire to an excess of hydro-carbon gas.

From the Beryl field, the ship steamed north towards Frig and Brent, where two operations officers visited the Brent Spa rig.

The emphasis this time was on communications, defence arrangements and general technical considerations. Rigs are obviously self-sufficient although frighteningly vulnerable to organized attack.

Next platform to be visited by the ship was the largest ever built, Thistle A. It is still under construction and the two visitors from the Plymouth were not able to land on the platform itself but only on the mobile exploratory rig alongside, being used to aid construction.

The general impression gained by the Plymouth visitors of the rigs' staff was their expertise and professionalism, and it is worth noting that quite a number of the skilled employees are ex-Royal Navy.



The 2,200-ton Rothesay-class anti-submarine frigate H.M.S. Plymouth, pictured off Portland by LA Stewart Kent, of H.M.S. Osprey, was launched in July, 1959, commissioned in May, 1961, and later modernised to operate a Wasp helicopter and the Seocat missile system. She is armed with two 4.5in. guns and a triple-barrelled anti-submarine mortar, is 370ft. long with a beam of 41ft. and carries a complement of 250.



# Hermes is back



Wessex V helicopters of 845 Squadron embark in H.M.S. Hermes before the carrier sailed from Devonport for her first trials of 1977. She had started sea trials in December following her seven-month refit at Devonport, during which she was prepared for her new anti-submarine role equipped with Sea Kings.

After the New Year trials, the ship's programme included a short period in Devonport for post-refit work, trials with the Harrier and basic operational sea trials in the Portland areas, to be followed by a deployment to the Mediterranean.

Visitors to the Hermes have included R.N.R. Wrens from H.M.S. Vivid, Plymouth, who were given a demonstration of communications systems and a tour of the ship. They operate at the Mount Wise Communications Centre during exercises.

## New stores ship

R.F.A. Fort Grange, first of two new Fleet replenishment ships for the Royal Navy, was launched from the Carlsburn yard of Scott Lithgow, Greenock, by Mrs. E. M. Glue, wife of Mr. G. T. Glue, Director General of Supplies and Transport for the Navy.

The new ship will be among the largest of the R.N. stores support ships, with a laden displacement of more than 20,000 tonnes, overall length of 602 feet and beam of 79 feet.

She will be capable of operating up to four large helicopters.

## Heroes' launch relived

H.M.S. Narwhal, which is due to pay off for the last time this month, was the "launching pad" for a re-enactment of part of Operation Frankton, the Cocksleshell Heroes raid of the Second World War.

In the canoes were 13-year-old Gillian Stabb (left in picture) and Bill Sparkes

(right), one of two surviving Cocksleshell Heroes. Behind Gillian and Bill were two members of the Royal Marines Special Boat Service.

The re-enactment came about after Gillian had written to say her grandfather, Bill Stabb, was coxswain of the submarine H.M.S. Tuna, which delivered the Com-

mandos and their cockles to the entrance of the Gironde River in December, 1941.

So, with the help of the Special Boat Service, and the permission of Lieut. G. M. Leverett, commanding officer of the Narwhal, Gillian got a first-hand action replay of the launching of the Heroes.



## THE FEARLESS 'BARROW' BOYS

The Rock of Gibraltar has been run up, walked up, hopped up, and rolled up. Its zig-zag route to the top has been traversed by characters riding in prams and by others pushing peas with their noses.

Many of these antics have involved members of the Royal Navy while their ships have been at rest in the dockyard, far below. There must come a time when the Navy will run out of ideas ... or will there?

At the end of her Mediterranean spell as Dartmouth Training Ship, H.M.S. Fearless called at Gibraltar, where the Air Department combined to show a clean pair of heels in the ship's "Top of the Rock" race. Not content with merely running to the summit, the airmen produced a human wheelbarrow, taking it in turns to be "duty barrow."

The competitors were under the watchful eye of official timekeeper, acting photographer, one-time right leg holder, and general carrier of the can, Lieut.-Cdr. Kerry Morecroft, the

aviation officer. The official photographer was LA(Phot) Don Sidebottom, who also took his turn as barrow and leg-holder.

In the picture (below), which was taken as the team approached the top of the Rock, are Lieut.-Cdr. Morecroft, LA(MET) Mel Brooks, LA Taff Sealy (duty

barrow), EM(A) Spifer Kelly, NA Mick Remnant, NA Taff Morgan, and LA Jan Pring (flag waver, traffic controller, and mobile refreshment tent).

The total elapsed time for the event was two hours and six minutes, but the team rested for 46 minutes, giving a total time under way of 1hr. 20min. Their next event is reputed to be a race down Snowdon ... on a keg of Guinness!



### 'Country club' on the air

The singing stars Miki and Griff topped the bill for the "Dave Allan Country Club" show, a B.B.C. Radio 2 programme, which was recorded in the lower vehicle deck of H.M.S. Fearless. Among those interviewed by David Allan were RO Nigel Holmes, a keen country music fan, and Third Officer Carol Swann, a W.R.N.S. recruiting officer in Southampton.

## Cuts to celebrate

The 1,000th deck landing on board H.M.S. Fearless (in the five months after her refit) was a good reason for celebration on the flight deck. This milestone was reached with the help of 845 Squadron during Exercise Team Work and the detachment of 846 Squadron who were with the Fearless for her Mediterranean training cruise.

The officers attempting to cut the cake, in their own way, are (from the left): Lieut.-Cdr. Kerry Morecroft, aviation officer; Capt. Tom Braaten, U.S.M.C., officer-in-charge 846 Flight; and Cdr. Tim Hale, the ship's executive officer.

### Off again ...

With midshipmen from B.R.N.C. Dartmouth embarked, H.M.S. Fearless sailed in January from Plymouth for the Caribbean on a navigation and general training deployment.



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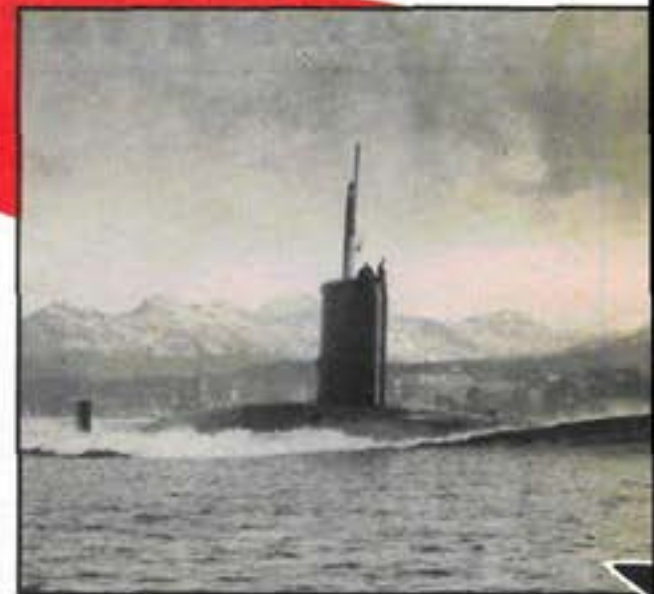




Lieut Keith Rushby (right), senior instructor at the R.N. Advanced School of Photography, receives the Peregrine Trophy from the Captain of H.M.S. Excellent, Capt. P. Lucas.



Eighth — "Vigilante," a tone separation by LA C. Fellows (Ark Royal), who won a table lighter donated by Moy & Baker Ltd.



Seventh — "Cold Courageous," by Wren Annette Evans (Neptune), who won £5 donated by Ernest F. Moy Ltd.

"Sunset", by LA P. Northcott (Excellent), was judged to be the best entry in the colour print section. The prize was a Mamiya C220 camera, donated by Leeds Camera Centre Ltd. Second was LA M. Bergin (Excellent), who won £25 from Kodak Ltd., and third was LA K Gibson (Daedalus), whose prize was £10 from David Shackman & Sons Ltd.



# PEREGRINE PARADE

## SOLAR FLIGHT

Winner of the monochrome section — "Solar Flight", by LA Steve Collinson (Ark Royal). The dramatic effect of this study of a Phantom about to land on the carrier was produced by solarization. Steve's prize was a £200 voucher. Steve's prize was a £200 voucher, donated by Promanite Ltd. As R.N. picture of the year it also brought Steve an Olympus OM1 camera, from Practical Photography/Olympus Optical Co (UK) Ltd.





# LENT, 'HOME' OF NAVY PHOTOS, SCORES A DOUBLE FIRST

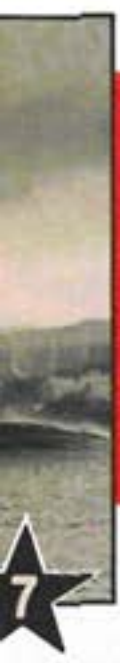
The Peregrine Trophy competition for the Royal Navy's professional photographers — the 180 members of the Photographic Branch — is organized each year by the senior instructor at the R.N. Advanced School of Photography, H.M.S. Excellent, Portsmouth. For the organizer of the 1976 competition, Lieut. Keith Rushby, however, the outcome rather put him on the spot . . .

When the results were announced, and the points totalled up, it was discovered that the trophy had been won by . . . yes, you've guessed it . . . H.M.S. Excellent, so when Lieut. Rushby was called upon to receive the magnificent trophy on behalf of the establishment he found himself facing the cameras for a change! It was the first time the Peregrine Trophy had gone to H.M.S. Excellent, which is the "home" of both the Advanced School of Photography and the Fleet Photographic Unit.

The officer in overall command — he's the officer in charge of the School and the Fleet photographic officer — is Lieut.-Cdr. T. Marriott.

The competition attracted 515 entries (391 in the monochrome print section, 65 transparencies, and 59 colour prints) and the judges were Mr. Robert Scott, editor of Practical Photography; Mr. Geoff Ash, advert. manager, Olympus Optical Co. (UK) Ltd., and Mr. John Chambers, staff public relations officer, Submarine Command.

Mr. Scott told Navy News: "The winning prints from this year's Peregrine Trophy competition seemed well up to the standard of those we have printed in past issues of Practical Photography. Overall, I felt that a little more attention could have been given to the printing and finishing of the black and white photographs, but the results were still impressive."



**6** Sixth — "Silent Service", printed in negative form by LA K. Gibson (Daedalus), whose £5 prize was donated by Technika Cameras (City) Ltd.



**5**

Fifth — "Deckster-by", by LA C. Fellows (Ark Royal). Rowens Audio Visual Ltd. donated his prize, a photographic dictionary.



A winning smile from LA(Phot) Steve Collinson, who was a member of H.M.S. Ark Royal's photographic team when he took the R.N. picture of the year.

# NE

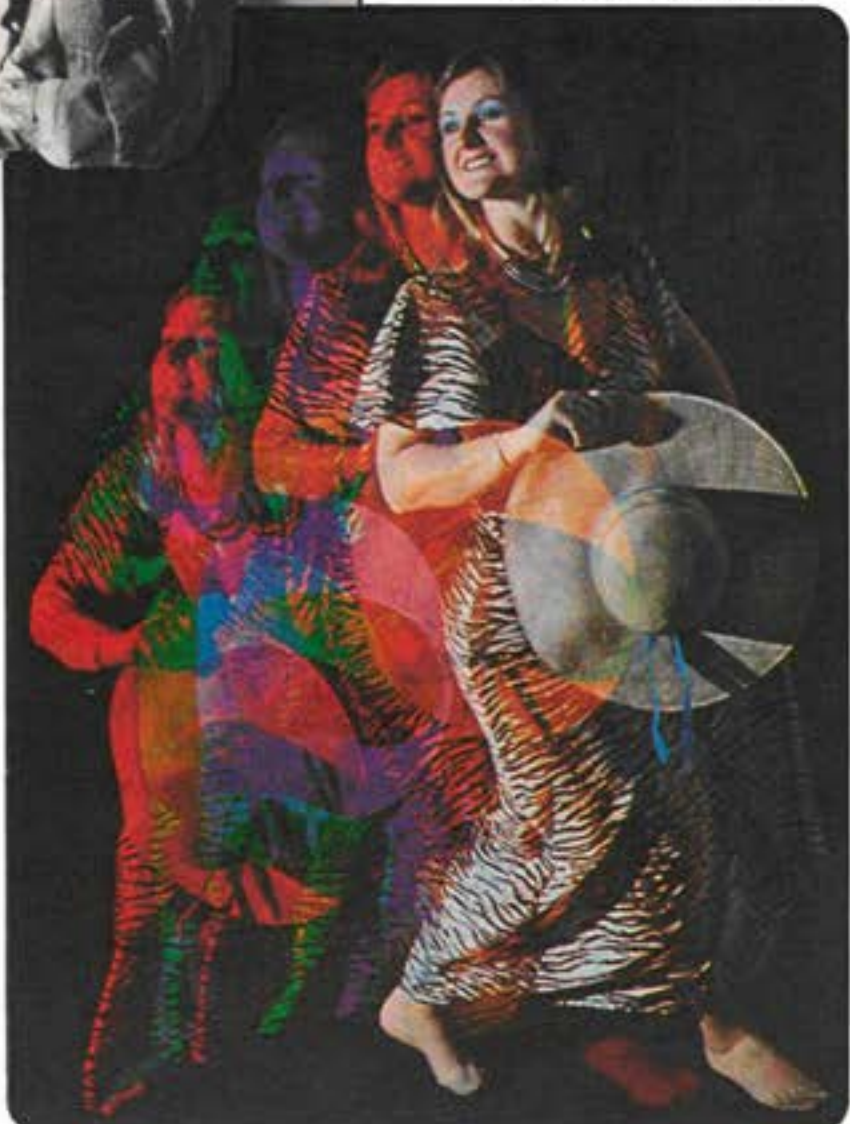


**4**

Fourth — "How Much Farther?", by PO Wren Diana Walker (Lympstone), who won £20 from W. Vinten Ltd.

Third — "Quick Silver," by Lieut Paul Parrock (Ark Royal's photographic officer). His prize of £25 was donated by Ilford Ltd.

**3**



Second — "Time Exposure," by PO Les Warr (Staff of the Flag Officer Naval Air Command). His entry caught the eyes of the judges and earned him £50, donated by Hassleblad (GB) Ltd.

First prize in the section for colour transparencies — a Bolex Super 8 sound / cine camera, donated by Johnsons of Hendon Ltd — went to LA George Wicks (Daedalus), who produced "Liz in Colour" by using different colour filters for each exposure. Second prize (£50, John Page Ltd) was won by PO R. Corver (Excellent) and third prize — £25 from De Vere (Kensington) Ltd — went to LA C. Dales (Excellent).

**2**



# JURA GOES BACK TO THE BLUE



A handshake marks the return of H.M.S. Jura from the Royal Navy to her former owners, the Department of Agriculture and Fisheries, Scotland. The Jura, along with the ill-fated H.M.S. Reward, began the Navy's specialized offshore patrol. By the end of this year, five Island-class ships built in Aberdeen should have taken over the task.

To mark the handing over, the White Ensign was lowered as the Blue Ensign was raised. Lieut.-Cdr. Ted South (left) then shook hands with Captain Peter Burn of the Department of Agriculture and Fisheries, while members of the Royal Navy ship's company and fisheries department crew looked on.

- Carol (25), 5ft. 2in., divorced, brown hair, brown eyes, Plymouth.
- Sheila (19), 5ft. 2in., single, blonde hair, blue eyes, Weybridge.
- Elizabeth (25), 5ft. 5in., divorce pending, brown hair, blue-green eyes, Ryde.
- Anne (47), 5ft. 9in., widow, brown hair, blue eyes, London.
- Margaret (32), 5ft. 8in., widow, blonde hair, blue eyes, two children, London.
- Beverley (16), 5ft. 2in., single, dark hair, green eyes, Bristol.
- Allison (16), 5ft. 4in., single, fair hair, blue eyes, Bristol.
- Diane (18), 5ft. 7in., single, brown hair, hazel eyes, Dundee.
- Evelyn (24), 5ft. 4in., single, fair hair, blue-grey eyes, Southorpe.
- Caroline (19), 5ft. 4in., single, brown hair, brown eyes, Maidstone.
- Helen (16), 5ft. 3in., single, brown hair, hazel eyes, Bristol.
- Francine (23), 5ft. 3in., single, blonde hair, green eyes, Brussels, Belgium.
- Lynda (17), 5ft. 4in., single, brown hair, brown eyes, Leeds.
- Heather (16), 5ft. 3in., single, brown hair, brown eyes, Tywyn, Wales.
- Jaime (29), 5ft. 8in., blonde hair, blue eyes, Romford.
- Tina (16), 5ft. 5in., single, brown hair, blue eyes, Chelmsford.
- Sandra (15), 5ft. 3in., single, blonde hair, blue eyes, Romford.

- Pat (28), 5ft. 2in., divorce pending, brown hair, brown eyes, slim, one son (9), Doncaster.
- Jenny (29), 5ft. 11in., single, blonde, Portsmouth.
- Susan (21), 5ft. 4in., single, black hair, brown eyes, Hull.
- Allison (15), 5ft. 9in., single, brown hair, brown eyes, Colchester.
- Doris (48), 5ft. 3in., widow, brunette, brown eyes, Leeds.
- Frances (17), 5ft. 5in., single, fair hair, blue eyes, Bristol.
- Alison G. (16), 5ft., single, fair hair, hazel eyes, Derby.
- Susan (16), 5ft. 4in., single, sandy hair, blue eyes, Derby.
- Gail (17), 5ft. 4in., single, brown hair, green eyes, Loughborough.
- Sheila (34), 5ft. 2in., single brown hair, brown eyes, Oakley, Essex.
- Lesley (17), 5ft. 8in., single, brown hair, grey eyes, Oswestry.
- Maggie (25), 5ft. 4in., divorce pending, fair hair, one son (3), London.
- Adena (16), 5ft. 4in., single, ginger hair, blue eyes, Llanucon.
- Andrea (16), 5ft. 3in., single, dark hair, blue eyes, Bristol.
- Beverley (16), 5ft. 7in., single, brown hair, blue eyes, Coventry.
- Jacki (18), 5ft. 5in., single, brown hair, green-brown eyes, Smethwick.
- Yvonne (18), 5ft. 3in., single, brown hair, brown eyes, Smethwick.

- Lynne (33), 5ft. 3in., widow, brown hair, blue eyes, one child, Glasgow.
- Kay (54), 5ft. 4in., unattached, brown hair, green eyes, Brighton.
- Lesley (17), 5ft. 5in., single, brown hair, grey-blue eyes, East Grinstead.
- Bett (36), 5ft. 5in., widow, brown hair, brown eyes, Portsmouth.
- Veronica (28), 5ft. 3in., single, dark hair, brown eyes, Barnard Castle.
- Patricia (17), 5ft. 1in., single, brown hair, blue eyes, Bridlington.
- Pat S. (33), 5ft. 4in., divorced, brunette, blue eyes, two children, Brighton.
- Eileen (38), 5ft. 10in., separated, brown hair, grey-green eyes, Milton Keynes.
- Julie (16), 5ft. 2in., single, dark hair, Swans.
- Ruth (15), 5ft. 4in., single, brown hair, blue eyes, Newent, Glos.
- Jean (40), 5ft. 3in., widow, fair hair, Plymouth.
- Leigh (16), 5ft. 4in., single, brown hair, blue eyes, Newent, Glos.
- Pauline (16), 5ft. 2in., single, fair hair, blue eyes, Plymouth.
- Nichola (16), 5ft. 2in., single, fair hair, blue eyes, Bristol.
- Wendy (21), 5ft., single, brown hair, grey-green eyes, Leicester.
- Chris (26), 5ft. 5in., dark brown hair, brown eyes, Hutton, Essex.
- Sally (26), 5ft. 4in., light brown hair, blue eyes, Hutton, Essex.
- Pam (24), 5ft. 4in., single, brown hair, Portsmouth.

# Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt, the replies will be redirected — but only if they have been stamped.

- Details of the applicants are as follows:—
- Lorraine (16), 5ft. 5in., single, brown hair, slim, Bristol.
  - Mandie (19), 5ft. 2in., single, brown hair, hazel eyes, Oxford.
  - Maureen (29), 5ft., divorced, blonde hair, blue eyes, three children, Ipswich.
  - May (29), 5ft. 6in., single, brown hair, green eyes, London.
  - Maureen (28), 5ft. 3in., divorced, chestnut hair, blue eyes, two daughters, Dagenham.
  - Megan (18), 5ft. 6in., single, brown hair, brown eyes, slim, Bristol.
  - Lorraine M. (15), single, brown hair, brown eyes, slim, Bristol.
  - Muriel (35), 5ft. 3in., divorced, brunette, Paisley.
  - Pat (21), 5ft. 5in., single, blonde hair, brown eyes, Sidcup.
  - Pauline (21), 5ft. 6in., single, brown hair, brown eyes, Stoke-on-Trent.
  - Peggy (45), 5ft., widow, brown hair, blue-grey eyes, two children, London.
  - Phona (16), 5ft. 3in., single, brown hair, blue eyes, St Albans.
  - Rita (29), 5ft. 3in., divorced, brown hair, grey eyes, two children, Bristol.
  - Rosemary (30), 5ft., separated, brown hair, hazel eyes, three children, Musselburgh.
  - Sandra (28), 5ft. 4in., divorced, black hair, two children, Bristol.
  - Sheila (25), 5ft. 1in., single, blonde hair, blue eyes, Ipswich.
  - Sue (28), 5ft. 5in., single, brown hair, Plymouth.
  - Sandra (16), 5ft. 2in., single, brown hair, brown eyes, Cheltenham.
  - Sheila (25), 5ft. 6in., single, fair hair, green eyes, slim, London.
  - Sue (16), 5ft. 2in., single, brown hair, blue eyes, Bristol.
  - Tina (15), 5ft. 6in., single, dark hair, blue eyes, Southend-on-Sea.
  - Sandra R. (15), 5ft. 4in., single, blonde hair, brown eyes, Bristol.
  - Theresa (17), 5ft. 6in., single, brown hair, green eyes, Chatham.
  - Trudy-Anne (15), 5ft. 4in., single, brown hair, brown eyes, Bristol.
  - Valerie (21), 4ft. 11in., single, brunette, Bradford.
  - Elsie (50), 5ft. 1in., widow, dark hair, blue eyes, Chelmsford.
  - Pat (32), 5ft. 9in., single, blonde hair, blue eyes, Chelmsford.
  - Christina (15), 5ft. 2in., single, blonde hair, blue eyes, slim, Romford.
  - Linda (16), 5ft. 2in., single, brown hair, blue eyes, slim, Hornchurch.
  - Anita (19), 5ft. 2in., single, black hair, brown eyes, Wolverhampton.
  - Elaine (19), 5ft. 5in., single, black hair, brown eyes, Wolverhampton.
  - Linda (17), 5ft. 5in., single, auburn hair, brown eyes, slim, Oxford.
  - Milly (17), 5ft., single, brown hair, hazel eyes, Oxford.
  - Joan (37), 5ft. 5in., divorced, fair hair, blue eyes, two children, Preston.
  - Kath (27), 5ft. 5in., divorced, brown hair, brown eyes, one son (8), Preston.
  - Anne (18), 5ft. 5in., single, fair hair, green eyes, Preston.
  - Vanessa (22), 5ft. 4in., single, fair hair, hazel eyes, Burton-on-Trent.
  - Karen (21), 5ft. 5in., single, dark hair, brown eyes, Derby.
  - Julie (15), 5ft. 6in., single, brown hair, hazel eyes, Burnley.
  - Deborah (15), 5ft. 7in., single, blonde hair, green eyes, Burnley.
  - Trish (32), 5ft. 5in., separated, black hair, hazel eyes, one son (5), Bristol.
  - Shirley (41), 5ft. 11in., divorced, brown hair, brown eyes, three children, Welton, Wellingborough.
  - Anne (54), 5ft., divorced, auburn hair, hazel eyes, Torpoint.
  - Stella (19), single, brown eyes, brown hair, Shrewsbury.
  - Ann (25), 5ft. 3in., single, auburn hair, green eyes, Aberglwy, Cwyd.
  - Liz (25), 5ft. 6in., single, blonde hair, blue eyes, Nottingham.
  - Diana (36), 5ft. 5in., divorce pending, slim, two teenage children, Banbury.
  - Anne (20), 5ft. 3in., single, fair hair, blue eyes, Gosport.
  - Denise (22), 5ft. 4in., single, blonde hair, blue eyes, Leeds.
  - Ann (37), 5ft. 3in., divorced, blonde hair, green eyes, Portsmouth.
  - Sally (26), 5ft., single, brown hair, hazel eyes, Barnstaple.
  - Rose (34), 5ft. 6in., single, brunette, grey-blue eyes, Wembley.
  - Tina (38), 5ft. 7in., single, brown hair, brown eyes, London.
  - Valerie (30), 5ft. 10in., single, black hair, blue eyes, Crawley.
  - Violet (52), 5ft. 2in., widow, auburn hair, blue eyes, Plymouth.
  - Angela (16), 5ft. 1in., single, brown hair, brown eyes, Bristol.
  - Vicki (42), 5ft. 5in., divorced, brown hair, hazel eyes, two sons, Newcastle-on-Tyne.
  - June (16), 5ft. 3in., single, auburn hair, green-blue eyes, Bristol.
  - Joanna (16), 5ft. 5in., single, blonde hair, blue eyes, Bristol.
  - Kathleen (25), 5ft. 5in., single, brown hair, Portsmouth.
  - Donna (16), 5ft. 6in., single, brown hair, blue eyes, Ross-on-Wye.
  - Eileen (50), 5ft. 1in., widow, fair hair, hazel eyes, slim, Tobes.
  - Hazel (28), divorced, blonde, three children, Rugby.
  - Shirley (26), 5ft. 3in., single, dark hair, blue eyes, Gosport, Hants.
  - Ann (21), 5ft. 4in., single, brown hair, brown eyes, Portsmouth.
  - Tina (16), 5ft., single, dark hair, blue eyes, Bognor Regis.
  - Donna (19), 5ft. 4in., single, fair hair, blue eyes, Luton.
  - Marion (19), 5ft. 4in., single, brown hair, brown eyes, Ballater, Aberdeenshire.
  - Margaret (22), 5ft. 3in., single, brown hair, green eyes, Ballater.
  - Karen (20), 5ft. 4in., single, brown hair, blue eyes, Gloucester.

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## NAAFI EXCLUSIVELY FOR YOU

# Juno welcomes junior guests

A mixture of smiles and awe seemed to be the reaction when this group of children, accompanied by a sea cadet from T.S. Mersey (Liverpool), visited H.M.S. Juno during her five-day call at Birkenhead. The sailors making their young guests feel at home on the focsle of the Leander-class frigate are CEM Jackson and SEA David Heaseman.

A party for 30 children from two orphanages in Wallasey was part of a busy schedule for the officers and men, which started with a call on the Mayor of Wirral (Cdr. John Evans) by the Juno's commanding officer, Cdr. D. J. Freemantle. Later the Mayor was guest at a reception on board and before the ship left Merseyside Cdr. Freemantle, nine officers and 20 ratings were guests of the Mayor at a reception at Wallasey Town Hall.

Among the many visitors to the ship were parties of sea cadets from Stoke-on-Trent, Burton-on-Trent, Huyton and Derby. Although the ship's rugby team lost to The Buccaneers at Oldershaw Rugby Club, Wallasey, the Juno footballers distinguished themselves by putting a goal past former England international Gordon West when they met a Tranmere Rovers eleven (but it is rumoured that Tranmere reached double figures).



Picture: Bob Bird (Wallasey)



# HONOURS

Royal Navy awards in the 1977 New Year Honours List included:

- K.C.B. — Vice-Admiral H. C. Leach, Vice-Admiral A. G. Tall.
- C.B. — Rear-Admiral K. G. Ager, Rear-Admiral J. A. Bell, Rear-Admiral F. W. Hearn, Capt. M. A. Higgin.
- G.B.E. — Admiral Sir Peter White.
- K.B.E. — Vice-Admiral J. G. Jungius.
- C.B.E. — Capt. J. M. C. Dunlop, Capt. L. H. Orling, Commodore A. L. C. Wilkinson, R.N.R., Capt. J. D. Winstanley.
- O.B.E. — Cdr. P. J. Everett, Capt. T. D. Fox, R.N.R., Major J. H. Raymond, R.M., Lieut.-Col. L. E. Hudson, R.M., Cdr. E. J. Leatherby, Cdr. H. L. V. Leaves, Cdr. I. Macdonald, Cdr. W. H. H. McLeod, Cdr. B. C. M. Mole, R.N.R., Cdr. J. G. Nelson, Cdr. R. G. Sharpe, Cdr. J. F. Webb.
- M.B.E. — Lieut.-Cdr. D. Anderson, Lieut.-Cdr. R. J. Buscombe, Lieut.-Cdr. S. J. Dean, Lieut.-Cdr. T. W. Dean, FPO(SEA) W. J. Feltham, Lieut.-Cdr. (SOC) E. J. Franklin, R.N.R., Lieut.-Cdr. J. T. Franks, Lieut.-Cdr. R. N. Guy, Lieut.-Cdr. K. S. Hett, the Rev. A. I. Hutter, First Officer E. McK. McQueen, W.R.N.R., Second Officer S. G. Phillips, Lieut. R. M. Punched, Capt. R. T. F. Rigden, R.M., Lieut.-Cdr. V. E. Webb.
- S.E.M. — REA1 J. W. Allcock, CPOSA R. J. Allworth, LACMN J. A. Batts, OEMN (O) J. C. Bowen, SGT H. Briggs, R.M., PO(S) J. J. Colling, CREL(A) J. A. Copley, CMEM W. J. Crews, CMEM L. W. Dalton, CPOSTD D. J. Dewey, CPO(OP) (M) P. Doherty, MNE M. R. S. Edmondson, ACPOA(PHOT) M. E. Gilbert, CPO(SEA) F. W. Hannaford, CPO R. J. Holden, R.N.R., POA R. A. Holmes, POMEM to Shu Sang, CSOT E. J. Kelland, R.M., CMEM(CA) R. J. Kinwell, CMEM(P) I. M. Middleton, CR(S) D. Owen, PO(S) A. Parkin-Beresford, ACPO(O) R. E. Peacock, CPO(OP) B. T. Savage, CSOT B. C. J. Skingley, R.M., CR(S) F. G. Sylvester, R.N.R., CR(S) G. B. Taylor, MEM(P) R. D. Williams.
- Bar to S.E.M. — CEL(A) J. R. Mullender, Royal Red Cross: A.R.R.C. — CMT H. C. Gowans.
- Royal Victorian Order: M.V.O. — Capt. J. R. Mason, R.M. Victorian Medal (Silver) — PO(SEA) J. J. Croft, CPO(SEA) J. T. Gregory, LSTO R. J. Patterson.



## Searching for a second career?

The Royal Navy's resettlement path to a second career is well charted, but a reminder of the various channels which are open for exploration may be worth while.

As a focal point is the Navy's own resettlement organization, which is in close contact with all personnel reaching the end of their time in the Service.

Through the Government schemes there are the Job Centres and training possibilities, with other openings available via the Regular Forces Employment Association and the White Ensign Association.

Commercial firms are also involved in the business of employers seeking staff, and people looking for jobs.

Financial implications have to be carefully watched. Generally speaking, employment agencies

require fees for their services in locating vacancies, and may have charges for being put on their lists. Management consultants, on the other hand, owe allegiance mainly to employers, from whom they draw their revenue.

**GUIDANCE**  
The R.N. resettlement organization staff are well acquainted with the commercial channels and can offer guidance based on much experience.

For instance, two ex-naval officers have for ten years been running a firm called S.P.S. Executives in the Portsmouth area, concentrating on providing personnel for the electrical and engineering industry, petro-

chemical and oil industry (both offshore and on land), and diving companies at home and abroad.

They have been especially successful in placing artificers, mechanics, medical attendants, and stores personnel.

Organizations similar to S.P.S. exist in other areas, providing a valuable addition to the official network.

## There's still time to help the Union Jack Club

H.M.S. Osprey, with a contribution of more than £1,350, has made an outstanding effort to help the appeal launched last May for funds to pay for the furnishings of the new Union Jack Club in London.

Rebuilt in comfortable and attractive form, the club opened its doors to the Services and their families in December 1975.

Other naval gifts have included £200 from H.M.S. Devonshire, £205 from 45 Commando Group Royal Marines, and £215 from the Royal Marines at Stonehouse.

Of the naval total (£12,897), the Sailors' Fund gave £5,000 (for the library panelling), King George's Fund for Sailors, £3,000; 29 ships, £770; 18 shore establishments, £2,063; and nine R.M. units and establishments, £964.

The appeal will close on March 31, 1977, and any further contributions should be made as soon as possible to "The Appeal Secretary, Union Jack Club, Sandell Street, London, SE1 8UJ.

Money may be earmarked for a suitable project (or part of it). A billiards table costs £700, and furnishing a single bedroom costs £1,850, but there are many other ideas available from the secretary of the club. H.M.S. Drake, for instance, gave £250 towards a single bedroom. Plaques will record the various gifts.

## NEWS IN BRIEF

H.M.S. Tiger, flagship of Rear-Admiral W. D. M. Stavely (FOF2), took part in a joint maritime exercise off the north of Scotland involving ships and aircraft of seven nations.

At the end of the exercise, the ships entered Rosyth for a debrief, after which the Tiger sailed to Hull for a Meet the Navy visit. About 1,500 people, mainly schoolchildren, were shown around the ship on organized tours, and over the week-end there were 3,600 visitors when the Tiger was open to visitors.

The Royal Hampshire Regiment has re-established a link with the Royal Navy. Known as "The Tigers" because a tiger features in the Regiment's badge, the soldiers are now affiliated to the helicopter cruiser H.M.S. Tiger. Their link with H.M.S. Hampshire was severed when the destroyer paid off last year.

The following have been mentioned in Despatches for service in Northern Ireland: Cdr. N. H. N. Wright, Lieut. J. D. Plummer, Maj. C. J. Hickinbotham, R.M., and Lieut. A. M. Mason, R.M.

After seeing a report (in the December issue) of H.M.S. Tiger's four weeks of sea training at Portland during which she practised refuelling at sea five times by the regular abeam method and once by the more unusual astern method, H.M.S. Norfolk is anxious to get recognition of her work during a recent



## DIVE, DIVE, DIVE!

Ooops! Fortunately for AB Richard Vincent of H.M.S. Salisbury the water was not sufficiently strong to loop the canoe stern over the bow. This picture was taken during the Royal Navy Kayak Association's 16-man expedition in Austria on the wild rivers of the Alps last summer.

This year the R.N.K.A. plans to return to the beautiful rivers of the Pyrenees for the two weeks from April 8-24. Any canoeist interested in making the trip should contact Lieut. R. Seabrook at H.M.S. Collingwood.

tour of duty with Standing Naval Force Atlantic.

Similar evolutions carried out with an R.F.A. and supply ships of other nations during the nearly seven months (110 days at sea) included 39 abeam refuels, two astern refuels, five other major replenishments, 16 light jackstays, and 34 sea boat transfers.

## IN MEMORIAM

- R. S. Van Someren, Lieut.-Cdr. Presumed dead as a result of aircraft accident, December 13.
- W. B. Jenks, Cdr. NATO Staff, Naples, December 27.
- J. W. Larsson, Lieut. December 28.
- I. Parker, JRO, R.N.H. Haslar, January 2.
- P. Carrher, MEM1, H.M.S. Glamorgan, January 4.
- D. R. S. Bree, AD(R) H.M.Y. Britannia, January 9.
- P. Stevens, MEA(P)1, R.N.R. Clyde, January 10.
- H. McD. R. Auchtertonie, Lieut.-Cdr. (I), January 11.
- P. M. Donagan, Cdr. FOMAC, January 14.
- J. W. Turner, Lieut., R.M. H.M.S. Orpheus, January 15.
- C. J. Dumworth, Cpl. R.M. H.M.S. Orpheus, January 15.
- Admiral Sir Deric Holland-Martin, January. Former Second Sea Lord and C-in-C Mediterranean.

## POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate," i.e. men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who have been advanced during December.

Extracts of W.R.N.S. advancement rosters are given where an examination is required to qualify for the higher rate. W.R.N.S. ratings in the MT, TEL, EDUC, D HYD, AND QA categories are placed on the rosters in seniority order and are not required to pass an examination.

PO(EW)/RS(W) — Int (12.9.75), Nil; LS(EW)/LRO(W) — Dry, 1; PO(M) — Int (16.1.75), 2; LS(M) — Dry, 6; PO(R) — Int (4.6.75), 3; LS(R) — Dry, 7; PO(B) — Int (11.12.75), 5; LS(B) — Dry, 9; PO(D) — Dry, 1; LS(D) — Dry, Nil; PO(MW) — Int (21.3.75), 1; LS(MW) — Dry, 1; PO(SB) — Int (17.10.75), 4; LS(SB) — Dry, 1; RS(SB) — Int (18.3.75), 2; LRO(SB) — Dry, 2; PO(UW)(SM) — Int (21.7.76), 1; LS(UW)(SM) — Dry, Nil; POWEM — Dry, 9; LMEM — Dry, 25; POCEL — Dry, 1; LCEM — Int (15.12.76), 10; POEEL — Int (23.7.76), 2; LOEM — Dry, 25; POEEL — Int (25.9.75), Nil; LREM —

Dry, 21; POWTR — Int (18.9.74), 4; LWTR — Int (9.12.75), 5; POSA — Int (2.7.75), 13; POCK — Int (20.11.75), 13; POCK — 278, 4; LCK — Int (12.11.74), 15; POSTD — 171, 5; LSTD — Dry, 13; POMA — 97, 2; LMA — 71, 1; POA(P/POAMAE) — Int (26.6.74), 3; LAMAE) — Int (4.5.75), 9; POEL(A) — 77, 1; LEM(A) — Int (2.4.75), 4; POEL(A) — Int (16.7.74), 1; LREM(A) — Int (25.3.76), 2; POEL(AW) — Int (4.12.75), 2; LEM(AW) — Int (27.1.76), 2; POA(AH) — 121, Nil; LA(AH) — Int (1.10.75), Nil; POA(SE) — 401, Nil; LA(SE) — Dry, Nil; POA(PHOT) — 308, Nil; POA(MET) — Int (8.3.75), Nil; POACMN — Int (14.11.74), Nil.

POWREN AP(AE) — Int (7.2.75), Nil; LWREN AM — Int (1.11.74), Nil; POWREN CK — Int (13.10.76), Nil; LWREN CK — Int (1.7.76), Nil; POWREN DSA — Int (27.2.75), Nil; LWREN DSA — Int (28.2.75), Nil; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (5.6.76), Nil; POWREN PHOT — Dry, Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — Int (2.4.75), Nil; LWREN R — Int (8.8.75), 4; POWREN RS — Int (9.12.75), 5; LWREN RO — Int (17.6.75), 6; POWREN STD(O) — 254, Nil; LWREN STD(O) — Int (20.2.75), Nil; POWREN STD(O) — Dry, 1; LWREN STD(O) — Dry, 7; POWREN SA — Int (1.9.76), 5; LWREN SA — Int (6.4.75), 4; POWREN TSA — 156, Nil; LWREN TSA — Int (8.7.74), Nil; POWREN WA — Int (28.11.75), Nil; LWREN WA — Int (20.12.74), Nil; POWREN WTR(O) — Int (7.8.75), Nil; LWREN WTR(O) — Int (17.2.75), 2; POWREN WTR(P) — Int (12.3.75), Nil; LWREN WTR(P) — Int (21.10.74), 1; LWREN WTR(S) — Dry, 3.

## PRINCE JUMPS TO COMMANDER

On the day Lieut. the Prince of Wales left the Royal Navy, after five years' service, it was announced that he had been promoted to commander, jumping the rank of lieutenant-commander, to date from January 1, 1977.

Authorizations for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

- OPERATIONS BRANCH (SEAMAN GROUP)  
To CPO(M) — P. L. Greenaway (BRNC Dartmouth), R. C. T. Rodda (Raleigh).

- To CPO(R) — J. D. Oakley (Dartmouth), R. W. Easton (Dartmouth), E. C. Searle (Phoenix).
- To CPO(S) — R. F. H. Scrivens (Fawn).
- To CPO(SEA) — D. R. Jutton (Excellent).

- SUBMARINE SERVICE**  
To CPO (OPS) (S) — J. J. Colling (Swifsure), M. Marshallingham (Oisire), J. Towns (Churchill).
- To CPO(UW) — T. J. Moulden (Raleigh), A. W. Orr (Dolphin), M. Pepper (Otter).
- To CPO(COXX) — J. D. O'Sullivan (Oberon), J. J. E. Curtis (Narwhal), J. W. Shanocks (Dolphin), J. J. Mullen (Dryad).
- To CR(S) — P. C. E. Matthews (Repulse, Port).

- SUPPLY & SECRETARIAT**  
To CPOSA — P. G. Gwynn (Pembroke), To CPOCA — S. D. Miles (Nelson), B. S. Rutt (Achilles), W. P. Blight (Pembroke), K. D. Fisher (Falmouth), B. G. Welch (Gurkha).

- MEDICAL BRANCH**  
To CPOMA — J. A. Riggall (Tamar), A. Ellis (Resolution, Port), R. L. Bullen (Galatea), J. M. Hurry (RNH Malta), A. M. Outteridge (RNH Haslar), K. White (Admiralty Medical Board).

- WEAPONS ELECTRICAL**  
To COEL — V. J. Dutton (Neptune), A. Ianson (Neptune).

- MARINE ENGINEERING**  
To CMEM — D. Myers (Endurance), A. Thorp (Sheffield), G. R. Horne (Aurora), S. F. Dawson (Odin).
- To ACMEA(H) — N. A. Keates (Intrepid).
- To ACMEA(P) — P. S. Clegg (Renown), N. J. Hall (Renown), P. R. Wilkins (Intrepid).
- To ACMEMN(P) — J. Dean (Kent), R. G. Howard (Eastbourne).

- FLEET AIR ARM**  
To CPOA(PHOT) — S. R. Hobden (Heron).
- To CPO(MET) — M. J. Bingham (HD COMBERLANT).
- To CAF(O) — D. W. Savage (Daedalus).

- W.R.N.S.**  
To CWREN(GA) — J. M. Atkinson (Dryad), J. Busby (Collingwood).
- To CWREN(R) — J. Oskey (Dryad).
- To CWREN(RS) — O. Butler (Mercury), M. Rafferty (Warrior).
- To CWREN(REG) — J. D. A. Lewis (Heron).
- To CWREN(WW) — A. E. Michael (45 CDO).
- To CWREN WTR(O) — P. Prior (Centurion).

## 'Southwick Park'

The Management Committee of the Southwick Park Naval Recreation Centre have come up with their own idea for making the title a little less cumbersome. They have decided that the centre should, in future, be referred to simply as "Southwick Park."

Although there were several suggestions put forward as a result of a competition in Navy News, the committee could not find one which bettered the existing name.



# 'NO FUSS' PRESIDENT GETS A SURPRISE!

Rear-Admiral T. V. Briggs, who had been President of the Royal Naval Association since August, 1971, slipped quietly away from R.N.A. Headquarters in London in December — but not without a little "fuss" which he had been so anxious to avoid. . .

After attending a meeting of the Management and Finance Committee in the morning, he opened the meeting of the National Council in the afternoon and then left his successor, Vice-Admiral Sir Ernie Pope, to conduct the business.

The general secretary, Capt. R. Tiddy, takes up the story: "It was the way which Admiral Briggs wanted it done — no fuss. He just wanted to slip quietly away. However, we felt that he could not be allowed to get away without some mark of recognition for all the work he and his wife had put in on behalf of the Association, so we got him a silver salver, had it engraved with the Association crest, and the inscription '1971-1976. To our President and Mrs. Estelle Briggs, with deep gratitude.'"

"This was presented to him by the chairman of the National Council in my office, over a drink and a sandwich. It was a bit of a shock to him, but he was clearly both thrilled and delighted."

Writing to Capt. Tiddy to thank the chairman, officers, and members of the R.N.A. for the gift, Admiral Briggs said: "It was totally unexpected, particularly after all the generosity and hospitality we have received whenever we have visited branches and areas in many parts of the United Kingdom over the last five years or so. We both appreciate this beautiful gift immensely and the kind thoughts behind it, as the heart-warming words inscribed on it, with the R.N.A. badge, so delightfully portray."

"It will be one of our most prized possessions and will be continually in use, not only to show how very proud I am of having been your President, but as a reminder of the many happy times we have spent together, whether it be working for the Association, attending its moving and dignified services and parades, or enjoying the warm welcome and comradeship of its reunions, its celebrations, and its branch, area and club functions."

Branches who would like to be associated with the presentation are asked to send their contribution — a maximum of £2 is suggested — to headquarters. Cheques should be made payable to the Royal Naval Association and the money will go into the Central Charities Fund. Admiral Briggs will then receive a list of the branches which contributed.

## Belfast gift

The Central Charities Fund was established on the recommendation of the Charities Sub-committee, with the aim of producing a greater cohesion in the charitable work undertaken by branches.

Capt. Tiddy is delighted to report that the first donation to the fund was £500 from the Belfast Branch. "This is a magnificent gesture from a super lot of members," says Capt. Tiddy. "You do not need me to remind you of the conditions under which they operate."

## Club permits

Any branch which has not yet obtained its club permit for 1977 is reminded that the application should not be accompanied by a cheque for the renewal fee. The £3 fee will be debited at headquarters. Sending a cheque not only results in expenditure on postage when it is returned — it improves the chance of paying twice!

## Sick calls

"Meet the Navy" visits by H.M. ships invariably involve the local branch of the R.N.A., with members doing their best to entertain the lads and see that they get a good run ashore. One such visit recently presented a branch welfare officer with an extra task: while visiting branch members who were temporarily laid up in hospital he came across a serving man who had been admitted during his ship's visit to the port. When the time came for the ship to leave, the sailor was left high and dry in his hospital bed.

Capt. Tiddy suggests that shipmates going on board a ship to partake of the traditional hospitality should make a point of visiting the sick bay. There they could discover whether anyone was likely to be left behind and so be in need of "aftercare" from the branch.

"If you can take along a super dancing girl when you go to visit him it might do him a power of good. On the other hand, it might not — so it is possibly better to stick to nutty!"

## Badges

An appeal for surplus stocks of Life Member badges to be returned to headquarters has resulted in the return of some of the old buttonhole type of badge. These went out of fashion when the gent's suit manufacturers decided to stop boring holes in lapels, so they are no longer of value to headquarters. In the circumstances, holders are asked to hang on to them — who knows, they may one day be valuable as collectors' items!

A fancy dress ball and a sponsored walk by members of the Gosport Branch raised £566 for the Fittleton Dependents' Fund. The walkers covered 35 miles — from the Gosport club to the R.N.R. headquarters in Southampton, and back — and the cheque was presented to Lieut.-Cdr. R. J. Fennell, the supply officer of H.M.S. Wessex (Solent Division, R.N.R.). The presentation, pictured here, was witnessed by Shipmate Charles Earl, club chairman (second from the left) and Shipmate Jan Lock, branch secretary (extreme right). Those who took part in the sponsored walk are also seen in the picture, from left to right: CPO Mooney, Mrs. Gatland, CPO Lines, Miss Wright, Mrs. Wright, and FCPO Wright.



## Gosport prepare for Spithead Spectacular

June will be a busy month for the Gosport Branch of the Royal Naval Association. Hundreds of thousands of visitors are expected to be drawn to the Solent to see the Silver Jubilee Review of the Fleet and the Gosport members are preparing to welcome their share of shipmates.

"We have had some difficulty in the past, during the normal Navy Days, when branches have suddenly appeared by the coach-load and our premises have been bursting at the seams," says the branch secretary, Shipmate Jan Lock. "While we are always happy to make visitors welcome, we can only accommodate a limited number, and it could be uncomfortable if we get overcrowded."

"It would be appreciated if secretaries of branches wishing to visit us during this busy period would get in touch with our social chairman, Shipmate Tom Grant."

Gosport's programme for June includes family disco nights on the 3rd and 17th; dances and tombola on the 4th, 11th, and 18th; tombola in the hall on the 5th, 12th, and 19th; the D-Day dance on the 6th, and a Jubilee Ball on the 24th.

## COACH CONVOY

The facilities of the club at 66, Fareham Road, Gosport, will be available to visiting branches during normal licensing hours and the branch is planning to hire coaches to enable visitors to see the assembled Fleet.

Shipmate Lock says that the police would prefer all coaches to leave the club in convoy and to drive along the sea front from Stokes Bay to Lee on Solent without stopping.

## BRANCH NEWS

### Cork

Members of the Cork and County Branch of the Royal Naval Association and the Royal British Legion Club, Cork, held a combined memorial ceremony at their club premises, where a framed photograph — plus nine service and campaign medals — was unveiled to the memory of the late Shipmate Frank O'Mahony, who died in June last year.

The ceremony was carried out by Capt. P. N. B. Chavasse, R.N. (ret.), president of both associations, assisted by the club chairman, Mr. John J. O'Callaghan. Shipmate O'Mahony's daughter, Mrs. Mavourneen O'Hanlon, and her husband Sean, were among those present.

Ex-Stores CPO Frank O'Mahony joined the Cork Branch soon after his discharge to pension in 1960. Two years later he became branch secretary and he held the post with distinction until he died. He also managed the financial affairs of the British Legion Club, and the successful state of the club today is testimony to his dedication as treasurer.

He represented Cork County at many Royal Naval Association conferences in the United Kingdom in recent years and was well known by many shipmates.

The picture shows Mrs. Mavourneen O'Hanlon, with her father's photograph and medals in the Cork club.



## R.N. Patrol Service

Shipmates who served in the Royal Naval Patrol Service during the Second World War seem to be rather confused about the constitution of their reunion association. At least, Navy News is certainly confused. . .

Last month we published extracts from two letters from R.N.P.S. groups in Lowestoft and Portsmouth, in an attempt to sort out the confusion which apparently arose from the publication of a story about the Patrol Service "shrine" in the Sparrows Nest, Lowestoft. But this produced a letter from Shipmate L. A. Hannon, of 93, Granville Road, Limsfield, Oxted, Surrey (who was mentioned in last month's story) — "in order to keep the records straight."

"There is no R.N.P.S. branch at Purley," he states, "only the R.N.A. branch, of which I am secretary. But I welcome letters from all shipmates." He does, however, put forward a possible solution: to hold a meeting of chairmen and secretaries of the various groups — he mentions Lowestoft, Ipswich, Birmingham, and the Isle of Wight — with the aim of uniting the association and setting up a central authority.

When you've sorted yourselves out shipmates, Navy News will be pleased to print the facts!

## PAINTING FOR PLEASURE

After 27 years in business as a signwriter, Shipmate Leslie Gould, of Kenilworth, has turned his hand once again to painting for pleasure. He served in the Royal Navy from May 1928 until September 1945 and during that time he painted many

signs for ships, bulkheads and life buoys.

His hobby was painting pictures, murals, scenery for concerts, "Crossing the Line" certificates and other items for his shipmates. When he left the Service as an AB/WTO he started his own signwriting business in Leamington, where he joined the local branch of the R.N.A.

When ill health forced him to retire early, Shipmate Gould returned to his painting in oils and water colours. Not surprisingly, his favourite subject is warships, which he copies from photographs. His aim is to complete a set of the ships in which he served — and that should keep him busy for some time: after leaving H.M.S. Ganges he served in H.M. ships Marlborough, Nelson, Queen Elizabeth, Kempenfelt, Scotsman, Decoy, Witch, Orion, Edinburgh, and Rodney.





**East Grinstead**

This new branch was commissioned by Shipmate John Rich, a member of the National Council, who was accompanied by the chairman and a member of the Eastbourne Branch. The aims and objects of the Association were most ably put to the meeting and the motion accepting the Royal Charter, Rules and Bye Laws was passed unanimously.

The chair was taken by the chairman, Shipmate Bill Piffold, and the following officers were also confirmed in their posts — vice-chairman, Shipmate Tom Peters; secretary, Shipmate Bill Watson (7, The Rise, Hermitage Lane, East Grinstead, Sussex RH19 4DS); treasurer, Shipmate Bill Goodwin.

Charities and the future social programme were among the items discussed at the meeting and it was agreed that a dinner should be held annually, the first to be in October, as near as possible to Trafalgar Day.

A sincere vote of thanks was proposed by the chairman to Shipmate Rich and the other guests of the evening for their help in getting the branch well and truly launched.

**Hartlepool**

The branch celebrated its silver jubilee with a dinner-dance and cabaret, attended by 400 members and guests, including Cdr. H. E. Tatton-Brown (Area Careers Officer) and Mrs. Brown and the Mayor and Mayoress of Hartlepool. Dance music was provided by the Royal Marine Band of the Flag Officer Scotland and Northern Ireland. The Band also attended the dedication service for the branch's new standard and took part in the march past afterwards.

Later in the week the Band performed the Beat Retreat ceremony in the centre of the town, much to the delight of the people of Hartlepool.

Members enjoyed many visits to other clubs during their silver jubilee year and had the pleasure of entertaining shipmates from other branches and clubs. Other visitors included a group of cadets from Poland.

**Llandudno**

A colourful scroll, adorned with daffodils, roses, thistles, and the Royal Naval Association badge, has been sent to the Queen with "loyal, sincere, and friendly greetings" from the shipmates of Llandudno.

Designed and drawn by an ex-Pongo, Mr. Les Morris, of Old Colwyn, it is the shipmates' way of marking the Queen's silver jubilee year.

"We the president, vice-president, chairman, committee and members of the Llandudno Branch of the Royal Naval Association and of which you are graciously pleased to be our Patron, do hereby solemnly declare and reaffirm our continued loyalty, allegiance and service, as we had the honour and privilege of serving your father (and some of our older members,

# 'Old Diomedes' in the picture

**Calling all shipmates**

Picture: Grimsby Evening Telegraph.

Shipmate Dudley Wright, who served as an able seaman in the light cruiser H.M.S. Diomedes and retired from the Royal Navy as a lieutenant, was one of the many visitors to the Leander-class frigate H.M.S. Diomedes during a "Meet the Navy" visit to Grimsby.

Now a business man in Cleethorpes, Shipmate Wright (seen on the right of the picture) was entertained in the captain's cabin by the commanding officer, Capt. Robert McQueen (centre). They were joined by the ship's canteen manager, Mr. Harold Brown (left), who also served in the previous Diomedes.

Lieut. Wright is keen to form a Diomedes Association and would be pleased to hear from anyone who served in the cruiser. He can be contacted at 266, Freeman Street, Grimsby.

During the visit more than 700 school children and Sea Cadets were given conducted tours and nearly 5,000 members of the public visited the ship. Twelve cadets from Grimsby's T.S. Beaver and T.S. Undaunted were embarked for the passage from Rosyth to Grimsby.

Tours were not all one way, however. Many of the ship's company benefited from good relations with the fishing industry (the Diomedes did her fair share of cod war patrols) by visiting Ross Foods, British United Trawlers, and Findus Products, all of which were extremely hospitable. A good liaison was also struck with the Grimsby and Cleethorpes branches of the R.N.A.

On the ship's return to Chatham, Capt. McQueen handed over command of the frigate to Capt. Alastair Wemyss, former Naval Attaché in South Africa. Capt. McQueen is now Deputy Director of Naval Administrative Planning.

Mr. J. Bywater (ex-Leading Seaman), of 41, Aasmal Lane, Ormskirk, Lancs, would like to hear from anyone who was involved in bomb and mine clearance in South East Asia Command, 1942-48.

Mr. G. Campbell (ex-Boy/Tel.), of 30, Shaftesbury, Loughton, Essex, would be pleased to hear from anyone who served with him in H.M.S. Carron, of the 5th Destroyer Flotilla, with a view to holding a reunion.

Lieut.-Cdr. R. J. Little, R.N. (ret.), of Rose Cottage, Langham Lane, Langham, near Colchester, would be pleased to hear from former R.N. photographers who would like to attend a reunion later this year. No date has been fixed, but anyone interested should send a stamped, addressed envelope for further details as and when they become known.

Mr. Roy V. Clare (ex-CYS), of P.O. Box 88, Newfoundland, Canada, AOA 2K0, is anxious to hear from anyone who can help him to contact his brother, Stanley, who would be about 36 years old. They last met in 1947. Mr. Clare, who left the Navy in 1946 and has lived in Canada for the past 23 years, thinks that his brother might also have served in the Royal Navy.

Mr. J. S. Bell, of 2, Station Cottage, Benton, Newcastle-on-Tyne, would like to hear from any member of the ship's company of H.M.S. Mermaid, 6th Flotilla, 1917-18.

Mr. James Doyle, of R.R.3, Gananoque, Ontario, Canada, was the only Canadian in Hawke Division, H.M.S. Ganges, from September, 1939, to May, 1940, and he would be most interested to hear from any of his old classmates. He was located in 45 Mess and attached to 97 Class in Hawke Division, but he knew all the Hawkes billeted in the "Blue Mansions" beside the parade ground.

Mr. T. W. Townsend, of 18, Dangan Road, Wanstead, London, E11 2DF, wonders if there are any other ancient mariners from the coalship H.M.S. Antrim "still knocking around." He is nearly 83 and is the oldest member of the West Ham Branch, Royal Naval Association.

Mr. G. Wilkinson, of 50, Brierley Road, Cowpen, Blyth, Northumberland, who was chief stoker / engineer's writer in H.M.S. Sheffield from June, 1906, to February, 1940, would like to hear from anyone who served with him in the "Shiny Shell."

Mr. Michael F. Bitt, of 24, Millbourne Lane, Esher, Surrey, would like to get in touch with anyone who served in the Seaman Branch in H.M.S. Teazer, 1943-44, or H.M.S. Newfoundland, 1944-46 (when she decommissioned from the BPP at Salalah).

Mr. G. F. Seymour, of 8, Harold Crescent, Crooked Mile, Witham Abbey, Essex EN9 1QT, would welcome any news of old shipmates. H.M.S. Cyclamen (1929-32 commission).

Survivors of H.M.S. Foylebank — sunk by enemy action in Portland Harbour, Dorset, on July 4, 1940 — are to hold their first reunion at Portland on April 30 and May 1, 1977. Anyone interested in attending should contact Mr. Peter Davies, of 2, Marbury Road, Wilmslow, Cheshire, for details.

your grandfather) in times of dire peril to our country and to all that we hold so dear," it says.

It is signed by the president, Shipmate L. Foinette; the vice-president, Shipmate W. E. Hooson; the chairman, Shipmate A. M. Jones, and the 11 members of the committee.

**Luton & Dunstable**

Thanks to the enthusiasm of the Ladies' Section and the efforts of the D-I-Y fans in the branch, the Luton Club now has its own charity arts and crafts shop on the premises. The shop is housed in what used to be a stable, but all smells and other things associated with horses have vanished!

Having outgrown a small room in the club and spread themselves into the main room upstairs, the industrious ladies started dropping hints about making the old stable available to them, so the men rolled up their sleeves and cleared out the junk and rubbish.

When furniture started arriving, plus a carpet and a few tins of paint, the signal "Hands required for workshop and painting party" went out. Three hundred years worth of dirt and grime was shifted from the bulkheads and deckhead and now the branch has a lot of happy ladies, a happy club and, it is hoped, a charity account which will grow ever healthier.

The branch claims to be the first to have a shop of this kind. If it's not, someone will undoubtedly let us know...

**Bicester**

Shipmate Harold Reed, of 55, Victoria Road, Bicester, Oxon, reports that a new branch has been formed in the town. The first branch meeting was held on the last Thursday of January.

**Newton Abbot**

There was a full house in the club to welcome in the New Year and "a good time was had by all." Forty-five members, children and grand-children visited the local pantomime, the youngsters going as guests of the branch.

Members were saddened by the death of Shipmate Jack Healey, who was chairman at the time the branch took over its club premises. "His drive and perseverance gave us the courage to start up on our own," says the secretary, Shipmate C. D. Lewis. (See obituaries.)

**Preston**

A sponsored walk by seven members of the Preston Unit, Royal Naval Auxiliary Service, raised £42.50 for the Royal Naval Benevolent Trust. The money was handed to the secretary of the Preston Branch, R.N.A. (Shipmate E. Cross), who sent it to the R.N.B.T.'s Local Office in Portsmouth, where it was gratefully received.

**Stockton-on-Tees**

A charity show in the Stockton Buffs' Club raised £140 for the Fittleton Disaster Fund, in addition to the £100 donation previously sent by the branch. A spontaneous collection among members of 3Q Mess, H.M.S. Devonshire, raised £16, bringing Stockton's contribution to £256.

The sailors from the Devonshire were entertained in the club and on the same evening the branch president, Shipmate Ken Laverick, presented a silver watch to Shipmate Jack Creasey to thank him for his services as standard bearer. Ill health has forced him to give up the job after 22 years.

**Willesden**

Navy News last month reported the good news concerning the Royal Naval Association's presentation of £1,000 to the Star & Garter Home, Richmond. The money will be used to modernize a room — which will be known as the R.N.A. Room — for one of the patients. This photograph arrived

too late for inclusion last month, but it was obviously taken on such a happy occasion that it was too good to miss! It shows the commandant of the home, Major-General John Sheffield, holding the cheque which was presented to him by Mrs. E. Burrell, wife of Shipmate Stripex Burrell (president of the Willesden Branch), who led the fund-raising campaign.

**Wallasey**

The branch's final social event of 1976 was the annual dinner and dance at the Hotel Victoria, New Brighton. It was attended by 133 members, wives, friends, and guests.

A Life Membership was awarded to the president, Shipmate H. News, founder chairman and president for the past eight years, a member of the No. 10 Area committee, branch representative at national and area conferences, and — in his spare time — visitor of the sick.

**OBITUARIES**

Shipmate Jack Healey, past chairman of Newton Abbot Branch, R.N.A. Died December 16. Served 15 years in Royal Navy, leaving as chief coxswain.

Shipmate R. E. Taylor, past chairman and secretary of the Cheltenham Branch, R.N.A. Also vice-president, No. 7 Area.

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# PEOPLE IN THE NEWS



## Prince's farewell

At the end of his time in the Royal Navy, Lieut. (now Commander) the PRINCE OF WALES, called on the First Sea Lord, Admiral SIR EDWARD ASHMORE, to say farewell.

## Pauline's present

Few young ladies can claim to have been born on board a British warship, so PAULINE LYNX BIGGS, of Stanley, Falkland Islands, is understandably proud of this distinction. As her middle name suggests, she was born in H.M.S. Lynx at Port Stanley in June, 1967, while her mother was on her way from South Georgia to hospital in the Falkland Islands.

The Lynx was quick, but Pauline was quicker... she arrived before the mercy mission was completed!

Pauline has never been forgotten by the ship's company of the Lynx, although the complement has changed several times over the years, of course. When the Royal

Navy's ice patrol ship, H.M.S. Endurance, sailed for Antarctica for the 1976/77 patrol, she carried a special Christmas present for Pauline from H.M.S. Lynx — a suitably inscribed watch.

Pauline was very excited when she went on board H.M.S. Endurance for the presentation.



## Like father, like son

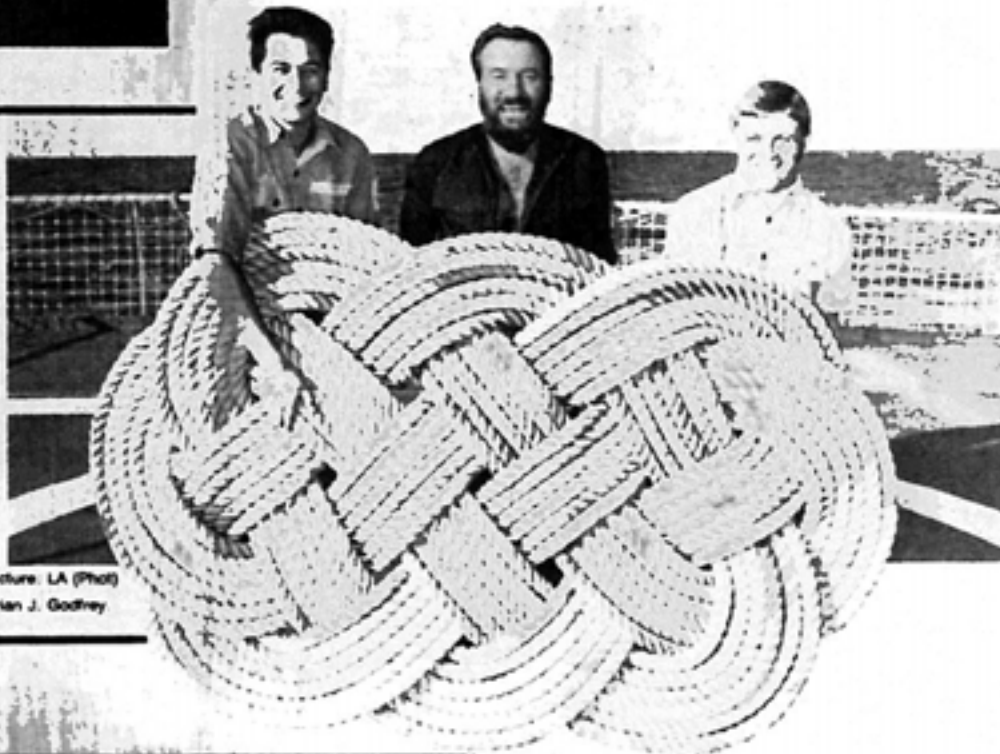
William Bennetton is a fairly unusual name, but the Divisional and Management School in H.M.S. Excellent had two men of that name on its books for a time when COEL WILLIAM BENNETTON went there to do a management course. Serving at the school is his son, LCEM WILLIAM BENNETTON, and the two met up to pose for this picture. William senior works in the Careers Office in Truro.

## Hecate's rope 'trick'

You're looking at the biggest doormat in the world. At least, that's the claim of Leading Seaman BOB HUTTON (left) and Able Seaman TONY O'DONOVAN, of H.M.S. Hecate. It took them about four hours to make it from 70 fathoms of condemned 4½-inch terylene headrope.

They arranged for the mat to be used at the top of the gangway during a visit to Gibraltar, where members of the ship's company admired their handiwork — and contributed £50 (by sponsoring the mat-making at a penny a fathom) for the Hecate's favourite Dr. Barnardo's Home.

With the mat-makers in this picture is the buffer, CPO DON STUART (centre), who is the Hecate's expert on "tiddly ropework."



Picture: LA (Phot) Brian J. Godfrey



## Last of the naval coders

Mr. BRIAN LISTER (above), who was probably the last active naval coder, has finally swallowed the anchor. After joining the Royal Navy at the outbreak of World War II he trained in the communications branch and had risen to the rate of leading coder when he left the Navy in December, 1945.

Mr. Lister, who lives in Slough, Berks, joined the Royal Naval Reserve in 1954 and was promoted to chief petty officer in 1961. He was awarded the B.E.M. before retiring after 22 years in the London Division.

## Keith boosts the Navy's image

The John Player Trophy for the person who did most to boost the Royal Navy's ceremonial image during 1976 went to PO KEITH FLINTOFF — the first rating to win the coveted award, which in the past has gone to an officer.

As first trainer of the Navy's ceremonial training staff at H.M.S. Excellent, the School of Naval General Training, PO Flintoff helped to train the R.N.

contingent for the Lord Mayor's procession in London, the Festival of Remembrance at the Albert Hall, and Earl Mountbatten's Freedom of Portsmouth ceremony.

Soon after receiving the trophy — a silver cigarette box — from Rear-Admiral T. H. E. BAIRD, Chief of Staff to the Commander-in-Chief Naval Home Command, PO Flintoff left Whale Island to join the frigate H.M.S. Mohawk.



## The vital importance of your first civilian home.

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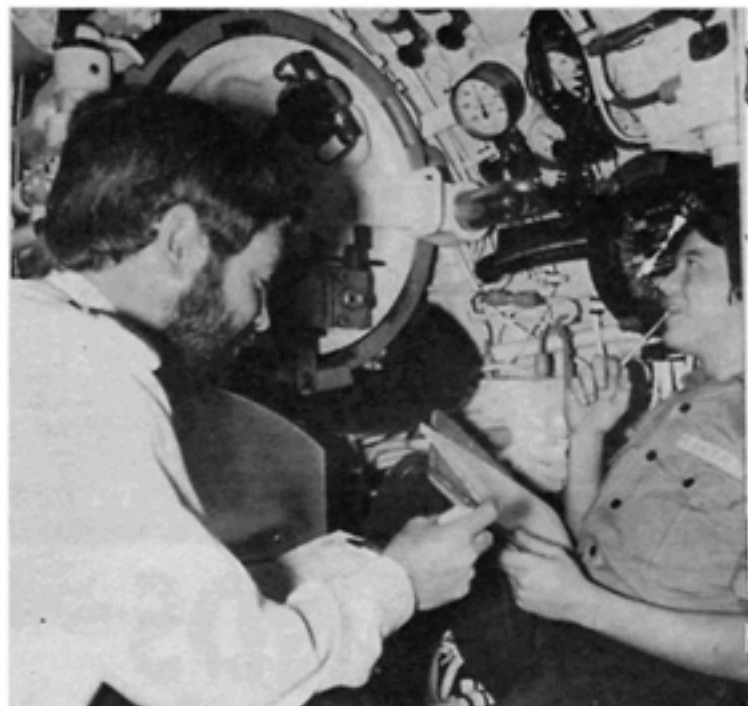
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# PEOPLE IN THE NEWS



## Deep in thought

The rating deep in thought when this picture was taken in the after torpedo compartment of H.M.S. Osiris, is Leading Ordnance Electrical Mechanic **BOB BOWMAN**, who was one of five members of the crew who sat their G.C.E. "O" level examinations 350 feet beneath the waves during the submarine's 15,500-mile deployment to the Middle East.

Correspondence courses were mailed to the candidates and picked up at the submarine's ports of call, while the examination papers were locked in the safe by the sonar officer and education officer, **Lieut. (N) RICK WILLIAMS**, of the Canadian Forces.

**Lieut. Williams** supervised the examinations and because the *Osiris* had a busy programme, the completed papers could not be posted until the boat reached Alexandria on her way home, so the commanding officer (**Lieut.-Cdr. D. LITTLEJOHNS**) had to certify that they were

completed on time and in accordance with the regulations.

"I found my English paper rather difficult," said **LOEM Bowman**. "Because of the noise of the boat we chose to sit our exams while the boat was dived at night." The *Osiris* travelled 2,700 miles under water during the deployment.

The day after his arrival at H.M.S. Dolphin, **Lieut.-Cdr. Littlejohns** handed over command of the *Osiris* to **Lieut.-Cdr. P. HIGGINS**, before taking up his new appointment as the Second Submarine Squadron's warfare officer.

## It's Kelvin AND Hughes

Mention the name of Kelvin or Hughes and most people in the Navy will think of the well-known makers of navigational equipment. In H.M.S. Lowestoft the names have another significance, however. This picture was taken when **Lieut. KELVIN (TED) BOURN** arrived to relieve **Lieut. PETER HUGHES** (right) — as navigating officer, would you believe!

They've come to the conclusion in the *Lowestoft* that the officers' appointer has a sense of humour just like *Drafty's*...



## TOP CADETS

All smiles from the top cadets at the Britannia Royal Naval College, Dartmouth — **Third Officer SHIRLEY HEWITT** and **Midshipman GRANT SHARPE**. Shirley was in the first group of W.R.N.S. officers to pass out from Dartmouth. They were previously trained at the R.N. College, Greenwich.

**Midshipman Sharpe** won the Argentine Gold Medal, presented annually by the Argentine Navy to the officer under training with the best all-round professional and academic examination results. He also won the Robert Roxburgh "Aggregate Academic Prize" for 1976 and the Science Prize.

A total of 216 officers, including 42 from foreign navies, took part in the passing out parade, at which the salute was taken by **Vice-Admiral A. G. TAIT**, Flag Officer Plymouth, who was later knighted in the New Year's Honours List and is to become Second Sea Lord this month.

Picture: Charles Risk



Captains come and captains go, but **Pat** goes on for ever. Well, that's how it must seem in H.M.S. Hecla, the survey ship in which **LRO PAT GARRETT** has spent the past seven years. He is seen here being congratulated by the Hecla's commanding officer, **Cdr. R. O. MORRIS**, who presented **Pat** with his Long Service and Good Conduct Medal after 23 years in the Navy.

## Snoopy shirts

"Snoopy Flies Wasps, O.K." is the message on 703 Squadron's own T-shirts, which are selling well in the Portland area. They certainly look O.K. on **Wren Air Mechanics BELINDA SANDERSON** and **SUSAN SUTCLIFFE**, of 703 Squadron, in this picture by the Osprey Photographic Section.

The Snoopy shirts are available, in a variety of sizes and colours, at £3.50 for sweat shirts and £1.65 (adults) and £1.45 (children) for T-shirts. Orders are being taken by **CEL(A) Bomber Harris**, the Regulating CPO, 703 Squadron, H.M.S. Osprey, Portland, Dorset.



## Captains of Keppel

Commanding officers, past and present, of H.M.S. Keppel met on board the frigate to say farewell to the old ship after it was discovered that she was in no fit state to continue in service. The four ex-captains were invited to lunch by the last commanding officer, **Lieut.-Cdr. M. J. LARMUTH**, who is seen in the centre of this group. His guests were (from the left): **Lieut.-Cdr. W. J. CORRY**, **Cdr. R. M. CARPENDALE**, **Lieut.-Cdr. R. F. G. LAUGHTON**, and **Cdr. E. H. M. ORNE**.



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## MEDITERRANEAN MEMORIES FOR MOHAWK

Watched by large crowds and with the waterside road bridge swung clear, the frigate H.M.S. Mohawk enters Mar Piccolo, Taranto, Italy, during the thirteenth activation of the NATO Naval On-Call Force Mediterranean.

The force of destroyers and frigates had assembled in the Italian port of La Spezia to carry out intensive exercises in the Eastern and Central Med.

"Deactivation" of the force took place in the Turkish port of Izmir and the ships were returned to their respective national commands.



## Sword goes back to Vernon for presentation

A sword originally made for the Royal Naval Reserve, and with appropriate badge on the hilt, was presented at morning divisions in H.M.S. Vernon to Sub-Lieut. Stuart Bissell. It was at one time owned by the late Cdr. C. E. Pollock, R.N., who served in Vernon in 1947, when he completed the long TAS course.

Mr. Nicholas Pryer, who obtained the sword when Cdr. Pollock's effects were sold, expressed a wish to return it to Vernon to be presented to the student who had made most progress on the short torpedo and anti-submarine course, and the presentation was made to Sub-Lieut. Bissell by Capt. M. O'Kelly.

## Work and fun in G.N.T.C. training

Members of the 90 units of the Girls' Nautical Training Corps all over Britain are helping in their own areas to back the appeal which has been launched to assist in keeping the Corps afloat.

The G.N.T.C. — the girls' branch of the Sea Cadet Association — teaches teenage girls the value of teamwork and comradeship and enables them to develop into self-disciplined, responsible citizens. In training the girls in different skills, the Corps balances hard work with fun, and provides a taste of adventure.

Founded in 1942, the Corps is not a pre-Service organisation, although some of its members do enter the W.R.N.S. or the Merchant Navy. Others choose worthwhile careers in nursing or with the police or fire service.

The Corps continues to grow annually, membership now being 2,000. Training begins with background knowledge about the Navy and skills such as seamanship and first aid. Later the girls progress to more specialised activities like navigation, meteorology, communications and inland sailing, canoeing and rowing where local conditions permit.

National courses are held covering activities indoors and out, and for a lucky percentage, there is the possibility of an offshore sailing week in T.S. Royalist.

Girls are encouraged to uphold the correct traditions of naval dress, drill and behaviour — but femininity is not forgotten. The arts of cooking, make-up and flower arranging find their place in training. And the girls add their own gentle, yet practical, touch to help with the old, the sick and disabled in their communities.

The G.N.T.C. is practically self-supporting and the girls pay for their own uniforms and training courses. Units are run with dedication by officers who give their services voluntarily, as do many others in the Corps. But there are



Fifteen-year-old Alison Heather Farmer, of Epsom unit G.N.T.C., cuts a smart figure as she uses her bosun's call. She also plays the bugle and drum in the band of the unit, where she has been nominated cadet of the year.

Alison, whose photograph appears on the cover of the G.N.T.C.'s appeal leaflet, is a member of Epsom unit's adventure training team which came top in the London Area. And her unit, which is called T.S. Foxhound, has won the Mountbatten Trophy, awarded annually to the most outstanding unit in the country.

still expenses to be met — such as running holiday training courses on a national level and helping disadvantaged girls to attend them — as well as basic overheads at headquarters. For these, the G.N.T.C. relies on donations and fund-raising — and needs about £5,000 in 1977 to keep afloat. With more money, there would be the chance of growth and expansion.

Anyone who feels they would like to help should send donations to: The Girls' Nautical Training Corps, Broadway House, Broadway, Wimbledon, London SW19 1RL.

## ICE SHIP LANDS ELEPHANT EXPED.

Part of H.M.S. Endurance's task in the early part of her visit to the Antarctic was to land the 16-man Joint Services Expedition in the Elephant Island group.

The ship's flight spent several days ferrying ashore more than 17 tons of stores and equipment, including ten canoes, which were distributed strategically among the six islands of the group to maintain the expedition until it re-embarks in the Endurance next month.

The team, led by Cdr. Chris Furse — one of eight from the Royal Navy and Royal Marines — split into two equal groups, one landing on O'Brien Island and the other on Clarence Island. Using their canoes as transport, they were due to meet up on Elephant Island itself this month.

Main objective of the expedition is to carry out scientific work for the British Antarctic Survey, with which the Endurance has close links, while the ascent of peaks, some for the first time, is a secondary aim.

The Endurance had embarked the expedition in Buenos Aires after a visit to Rio de Janeiro. She then headed for the Falkland Islands and spent two days in

Stanley before moving round to the south-west of the islands to land a survey camp party whose primary task for the next month was to survey Darwin Harbour.

Returning to Stanley, the Endurance ship's company took part in the ceremony in which the Freedom of Stanley was granted to the Royal Marines.

With the islands' aircraft temporarily grounded, the ship's helicopters were able to provide an emergency "flying doctor" service to some of the more remote settlements, flying a doctor, Surgeon

Lieut. Paul Millard, to see patients and evacuating a few to the hospital at Port Stanley.

After landing the Joint Services Expedition, the Endurance headed north-east to South Georgia, where a B.A.S. scientist carrying out a fur seal survey was transferred from one point to another and an American scientist studying albatross was picked up.

Christmas celebrations included record programmes with requests from home and a Boxing Night review on a stage in the hangar, complete with coloured footlights.

## Walrus gets a warm reception

H.M.S. Walrus ended three months operating off the East coasts of Canada and the United States by visiting New Bedford, Massachusetts. She is believed to be the first British submarine to visit the city, and received an appropriately warm welcome.

One of the warmest receptions came from the British Society there, and particularly for Lancashire members of the crew. New Bedford's population originated from Lancashire.

There was an Anglo-American wreath-laying ceremony at the

city's cenotaph, followed by a service in the Seamen's Bethel, the home chapel of the American whaling industry in the last century and an inspiration to Herman Melville in his writing of "Moby Dick."

The Walrus later returned to Faslane for routine maintenance.

## Ulster role change

H.M.S. Ulster took in her last schoolboy "guests" at Portsmouth before her change of role from accommodation ship to harbour training ship for H.M.S. Raleigh at Plymouth.

They were 35 boys from two schools in the Skegness area, accompanied by four school masters and the Lincoln careers adviser, CPO E. G. Davis, who were accommodated for the night before visiting Portsmouth Naval Base.

It was CPO Davis's final visit to Portsmouth with schoolboys, as he retires on May 9, 40 years after entering the Royal Navy. He has made frequent visits during his 15 years in the R.N. and R.M. Careers Service.

The Ulster has served as accommodation ship at Portsmouth since 1973, when she took over the role from H.M.S. Rame Head.

After a short time in dockyard hands, the Rame Head was due to re-commission early this year and resume her previous role as accommodation ship.

## Apollo a good draw

Eleven Coventry children visited H.M.S. Apollo at Portsmouth as their prize in an art competition judged by members of the ship's company.

Pupils of Frederick Bird Junior School, which has adopted the Leander-class frigate, were asked to submit their paintings or drawings of the ship for judging when a group from the ship visited the school.

## THE SILVER JUBILEE FLEET REVIEW OFFICIAL SOUVENIR PROGRAMME



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## BISHOP VISITS REVENGE

When the Bishop of Sherwood (the Rt. Rev. D. Darby) visited H.M. submarine Revenge, it was appropriate that he should see "Sherwood Forest" — in other words the missile compartment.

The Bishop called on the Polaris sub during in-port maintenance and met officers and ratings. Here he poses for a picture with, from the left, AB Careless, REM Noall and MECH Hollingsworth.





# WARSPITE BLAZE AWARDS

Six members of the crew of H.M.S. Warspite are to receive awards from the Queen for their bravery after fire broke out in the nuclear Fleet submarine at Merseyside on May 2 last year.

The Queen's Gallantry Medal goes to Lieut.-Cdr. Timothy Cannon, MEA2 Carl Ashcroft and APOMEM Martin Middleton, while OEA1 David Pritchard, AOEMN1 David Smith and CEA2 Raymond Hadlow will receive the Queen's Commendation for Brave Conduct.

Within a minute of the fire starting in the diesel generating compartment, this and the main

machinery spaces became filled with thick, black, toxic smoke. Intense heat, secondary fires and "noxious combustion products" increased the difficult and hazardous task of fighting the fire.

## Courage

Lieut.-Cdr. Cannon, the senior engineer officer, reached the four nuclear power watchkeepers 30ft. from the fire by plugging in his emergency breathing mask to fixed breathing sockets and holding his breath between each socket. He steadied and encouraged the watchkeepers and later controlled their withdrawal, dragging one to safety and later

returning to the manoeuvring room to search by feel to ensure complete evacuation.

For the next three hours he monitored vital equipment and took charge of the firefighting, twice braving heat and danger to fill the compartment with foam, extinguishing the fire and reducing the damage to the submarine by many millions of pounds.

The citation commended his personal courage, example, steadfastness and perseverance.

Both MEA2 Ashcroft and APOMEM Middleton searched the diesel compartment for men — Ashcroft protecting his hands with a borrowed pair of felt slippers — and helped civilian firefighting teams,

all the while battling against the heat, smoke and other difficulties.

The citations said: "By his initiative and persistence and with little regard to the very high risk to his own life Ashcroft displayed outstanding bravery and determination throughout the fire."

"Middleton's gallant, selfless behaviour and tenacity in performing his duty at great risk to himself was of the highest order."

OEA1 Pritchard was senior watchkeeper when the fire broke out, with CEA2 Hadlow under training and understudying him. They shared a breathing mask for a while and when another was found, both

leaked. OEA1 Smith, off duty in his mess when the alarm sounded, stationed himself at the top of the diesel room hatch in intense heat and zero visibility.

He helped the firefighters, giving one his felt slippers for hand protection and remaining at his post for some time in his bare feet. Later he took up his post as an electrical power operator, he, too, with a leaking breathing mask.

## Devotion

Pritchard, Smith and Hadlow all collapsed because of the heat, smoke and fumes. All recovered on the way to hospital.

The citations said: Pritchard: "By remaining at his post despite conditions of great discomfort and personal danger, he displayed courage and bravery of a very high order."

Smith: "He acted throughout on his own initiative: he had no specific duty to station himself at the hatch and assist the firefighting, nor take his place in the manoeuvring room. His actions and outstanding devotion to duty showed bravery in the face of danger and perseverance well beyond that which might have been expected of him."

Hadlow: "He remained calmly at his post in the most frightening and dangerous conditions, thus displaying bravery and devotion to duty of a very high order."

## MISS CLEVELAND DROPS IN ON...



# Diligent Devonshire!

"Meet the Navy" or "Meet Middlesbrough." Whichever way you look at it, it was quite a week... H.M.S. Devonshire slipped into Middlesbrough Docks at 0500 and her quiet arrival gave no clue to the hectic programme ahead, but by the end of the week even the local Press said they had never seen such a busy warship!

A total of 6,000 people went on board on the two open afternoons and 600 children, from 15 schools, were also given conducted tours. A careers forum on board was attended by 25 headmasters, careers masters, and careers officers.

The hospitality was certainly not one-sided, however, with members of the ship's company visiting the Shell oil refinery, I.C.I., a nuclear power station, and at least two breweries.

The commanding officer, Capt.

A. L. Skinner, and the executive officer, Cdr. H. C. Davies, were guests at the Middlesbrough Football Club's centenary dinner and some lucky sailors were given free tickets to watch Middlesbrough play Ipswich.

The Devonshire's sportsmen also met local teams at water polo, rugby, volleyball, rifle shooting, chess, and squash during the visit.

## MARATHONS

Four members of the ship's company — CPO Curley Howard, LS George Muir, LS Paddy McCarthy, and JCEM Rolf Harris — rejoined the Devonshire at Middlesbrough after running in relay from Edinburgh. Each runner covered 37 miles and the marathon raised £300 for the Mayor of Middlesbrough's charity for the Beverley School for Deaf Children.

Another marathon, this time a long-playing disc show on the ship's radio, raised more than £60 towards the Devonshire's total contribution of £364 to the Mayor.

While in Middlesbrough many sailors helped "Age Concern," an organization dedicated to helping old folk who are unable to help themselves.

The jobs undertaken included gardening (with the captain showing the way), house decorating, television repair, and the removal of a TV aerial from a roof — with the help of the local fire brigade.

● Left: One of the welcome visitors on board H.M.S. Devonshire was Miss Cleveland, Judy Williams, seen here trying the captain's bridge chair — and a rating's cap — for size.

## R.N. Enthusiasts' Society a step nearer

As a result of letters from readers, and discussion in Navy News, some progress has been made towards the formation of a Royal Naval Enthusiasts' Society.

The idea would be to bring together people interested in pictures, cap tallies, badges, and any other naval items — and especially amateur collectors keen on "swap shop" facilities.

Mr. D. G. De La Mare, of 10 St Mary's Avenue, Alverstoke, Gosport, Hants, PO12 2HX, was one who wrote to Navy News, and he tried to set up a committee from enthusiasts in the Portsmouth area.

About 50 people got in touch, but the response from the immediate area was not sufficient for a committee to be formed.

## NEWSLETTER

However, he told Navy News that he was willing to get the R.N.E.S. going by starting a regular newsletter among those who have already written — and any others who would like to join in.

A monthly newsletter would cost more than £1 a year (plus postal increases which may be coming along), and he has suggested that the membership fee should, initially, be £2.50 per annum. He hopes to get the first newsletter out in early March.

Cheques should be made payable to the Royal Naval Enthusiasts' Society, and Mr. De La Mare has given an assurance that if the society is not started, then all cheques will be returned.

*It must be clearly understood, however, that it is up to readers individually to satisfy themselves about the R.N.E.S., that all negotiations should be conducted directly with Mr. De La Mare, and that Navy News cannot accept responsibility in relation to any monies.*

The role of the newspaper has simply been to provide publicity so enthusiasts could organise themselves, if they wished to do so.

Readers may like to know that Mr. De La Mare is a chief petty officer who has been in the Royal Navy 23 years, and is at present serving at H.M.S. Collingwood.

## HERMIONE TAKES CAKE



After completing a year's refit H.M.S. Hermione was rededicated at a service attended by the Mayor of Kendal, Mrs. M. Hall, and her husband, and the then Flag Officer Plymouth, Vice-Admiral Sir Gordon Tait.

Vice-Admiral Tait inspected a guard of honour and a special cake was cut by Mrs. Shelagh Duffay, wife of the ship's commanding officer (Capt. G.

R. T. Duffay, Captain, Fifth Frigate Squadron) and JMEM Michael Pengelley, at 17 the youngest member of the ship's company.

The previous day the Mayor of Kendal and her husband toured the ship and presented Capt. Duffay with snuff and members of the ship's company with Kendal Mint Cake. The couple are pictured with some of the ratings.

## We won (again)

There was an ideal wind as the British Fleet formed line of battle ahead and opened fire. The enemy returned the bombardment from their fort and battle had commenced.

As the attack got under way, the sky rained golf balls... which rather gives the game away if anyone was thinking the Royal Navy had gone to war again!

The "battle," between square-rigged British men o' war and a Spanish fort, was the main feature of celebrations staged by Cdr. Bruce Nicolls, R.N. Liaison Officer at Autec in the Bahamas, to commemorate the 237th anniversary of Admiral Vernon's capture of Portobello in central America in 1739.

This time the battle was staged in a shallow lake, with Cdr. David Joel, British Defence Adviser in the Bahamas, playing the part of Admiral Vernon, commanding a fleet of boats rigged with square sails. The fort — a large liferaft with some castellated wooden platforms — was commanded by Mr. Charles Brown, the senior civil servant at Autec.

After (surprise, surprise) a declaration by the umpire that the British had won, the celebrations continued with a buffet supper party and a champagne brunch the next day.

## Certificate for rating

The Royal Humane Society has awarded a resuscitation certificate to LS Brian Whiting, who revived an 18-year-old girl who was pulled unconscious from the River Tamar last June.

LS Whiting, who was serving in H.M.S. Defiance, rescued the girl in a rowing boat after she had a heart attack. He used mouth-to-mouth resuscitation.

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The Wessex 3 helicopter was a member of the Portland-based 737 Squadron detachment embarked for exercises in R.F.A. Engadine, which intercepted a distress message from the coaster Lyrma, in danger of capsizing.

In conditions which had already forced cancellation of a night flying exercise—a Force 9 gale and 15-20ft. swell—the helicopter closed the stricken vessel but attempts at direct rescue of crew members were thwarted by the ship's violent pitching and rolling.

In the second attempt, the Lyrma lurched heavily just before the winchman, POACMN Michael Bailey, reached the deck and he slightly injured his wrist swinging clear and being winched back into the helicopter.

Further direct rescue attempts were abandoned and the ten crew members were eventually taken off by Torbay Lifeboat.

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A closer look at this picture reveals some of the pressures of rallying at the highest level. George Booty, behind the wheel of their Colt Gallant, and Chris Eke, prepare for the start of a special stage during the

Lombard R.A.C. Rally. Both men wear harnesses and helmets. The countdown begins, stopwatch at the ready. Eke can be seen checking the race marshal's digital clock, carefully counting down the seconds. Notice

also the marshal on the right, blowing a whistle to clear spectators off the track.

Inset shows Eke after two days and a night without sleep. No wonder the Lombard is Europe's toughest rally.

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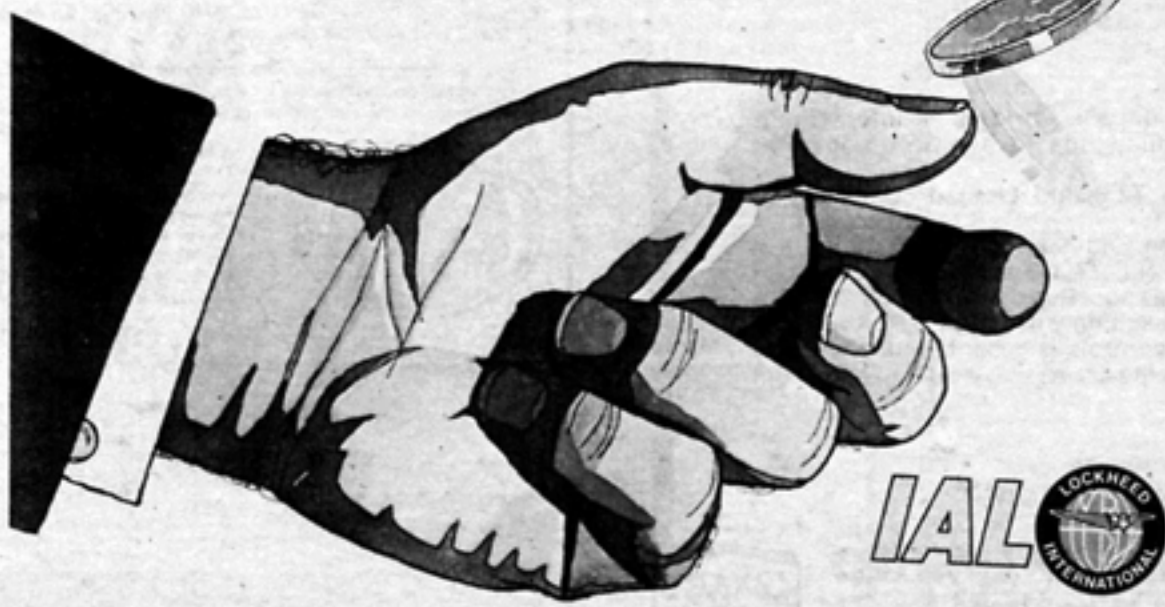
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THIS WAY FOR ADVENTURE ● HOCKEY

SPORT

# Extracts from a rally log

For LACMN Chris Eke, co-driving for George Booty of Portsmouth in the only Colt entry, the 1976 Lombard R.A.C. Rally ended very much in credit. The two finished 43rd overall and sixth in the class for cars up to 1600c.c.

Eke, based at R.N. air station Yeovilton with 846 Squadron, was getting his first taste of international rallying at the very highest standard.

To write that the Lombard left an impression on him would be understating the

case, but to recount in detail his experiences on the 1,900-mile course would take up more space than we have available.

Instead, here are a few extracts from Eke's notes on the race.

Forest of Dean stages . . . scene of the spectator accident when a Porsche hit them . . . three-times winner Timo Makinen rolled here.

Birmingham, 5 p.m. Saturday. Then the Sutton Park stage, where a works Vauxhall hit a tree and another car rolled. Handbrake on the Colt Galant became ineffective.

Sunday, 4 a.m. North into Scotland. Then the dreaded Kielder Forest, whose name strikes fear into all but the very brave. Six stages in all, tracks very rough, and the car takes a hammering on 100 m.p.h. straights. Escorts, Lancias and Porsches top 110 to 130 m.p.h. between the log piles.

## 100th OVERALL

Into the Lake District. We have pulled up to 100th overall (out of 259 starters) from 177th overnight.

Clocked in at Bath (Sunday 2230). We're O.K. and 82nd overall.

Restart 0730 Monday. Through Somerset and Dorset. Fuel tank guard bracket loose . . . tie it up with bungy cord and press on to Devon.

On to the Brandon Forest near Exeter at midday. We had a huge moment here on Spicers, fishtailing down the hill in 80 m.p.h. broadside slides.

## ONLY PUNCTURE

Tuesday. We have our only puncture of the event during a stage in the Coed-y-Brenin Forest after servicing at Llandudno.

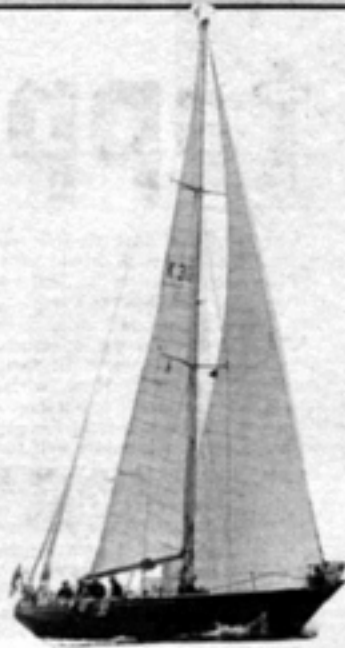
Dyfi Forest stage. Cars start at one minute intervals. In front of us is Norwegian ladies champion Randi-Sofie Tangeland in an 1900 c.c. Opel Kadett. I bet George a large brandy he can catch her one mile before the finish of the eight-mile stage. He does it in 4 1/2 miles!

Tuesday midday. 54th overall. Through the Radnor Forest packed with spectators, across the Severn Bridge after a long run in and on to Bath. Discover we have finished 43rd overall and sixth in Group Two class for cars up to 1600 c.c.

Parked the car at rally H.Q. and taken to dinner as dirty as we are.

This year Chris Eke will be contesting the National Pirelli/C.C.C. Rally Championship, with Colin Barrell from Portsmouth, as the official R.N.

Motoring Association representative. He also hopes to be competing in the international Welsh and Scottish rallies during the year.



## Adventure set for second world race

Adventure (pictured left), the yacht which won three out of four stages for the Royal Navy in the 1973-74 Whitbread Round-the-World Race, is set to tackle that challenging voyage once more.

Approval has been given for a Joint Service entry in the 1977-78 race. All being well, it is the tried and tested Nicholson 55 from the Joint Services Sailing Centre at Hornet, Gosport, which will be on the starting line at Portsmouth on August 27.

Crews for the Service entry will change for each leg of the race, at Cape Town in late September, Auckland in mid-December, and Rio de Janeiro in February 1978. These crews will be formed from all three Services.

Volunteers without previous offshore experience are being considered, but shortage of preparation time means those with

experience will have a greater chance of selection. Applications for crew places are being handled for Flag Officer Portsmouth by Cdr. Peter Jack, project manager for the race.

Veterans of the 1973-74 race may re-apply, although first-time applicants will be given preference.

Ocean racing is not cheap, particularly on this scale. To meet costs, approaches are likely to be made to bodies such as the Sailors' Fund and Fleet Amenities Fund. In addition, help may come from individual ship and establishment funds. Commercial sponsorship is another possibility.

Similar approaches will be made to unit and central funds in the other two Services.

So far the Royal Naval Sailing Association, which runs the race, has received 52 enquiries from prospective competitors.

# AIRMEN WIN COMMANDS' HOCKEY CUP

For the first time since 1969, Naval Air Command won the R.N. Inter Command hockey championship when they beat Plymouth in the final by one goal to nil at the U.S. Sports Ground, Portsmouth.

In a closely contested game the winning goal came from a penalty stroke converted by Lieut.-Cdr. Pat Cummskey. On the way to the final, Air Command had beaten Medway by four goals to nil and Royal Marines 2-1.

As a result of their victory, Air Command became the R.N. representatives in the Benson and Hedges Club Championship Combined Services qualifying round which took place at Aldershot on December 15.

Here, in the space of 3 1/2 hours, they drew 1-1 with Strike Command and 3-3 with R.A.M.C./R.A.D.C., winners of the R.A.F. and Army tournaments respectively. Both games were finally decided by a series of penalty strokes, Strike Command winning the first 4-3 and Air Command the second by 3-0.

With two teams qualifying for the next stage of the Benson and Hedges Tournament, Air Command clinched their place by finishing second to Strike Command, who had a 4-2 victory over R.A.M.C./R.A.D.C.

Air Command now face a stiff task on February 20 when they meet the Northern club champions.

## Table tennis tourney

A Combined Services table tennis tournament is to be held at R.A.F. Stanmore Park on April 26 and 27. To prepare for it, Royal Navy players will be able to take part in an R.N. tri-command tournament at H.M.S. Heron on March 15 and 16.

Players from ships and establishments in Portsmouth and Plymouth, and Naval Air Command entries, are invited to the Yeovilton tournament. More information is available from Lieut.-Cdr. P. Blackie at R.N.E.C. Manadon (ext. 345), Lieut. K. J. Lightfoot at H.M.S. Collingwood (ext. 479), or LEM Kilroy at H.M.S. Heron (ext. 6255 or Yeovil 25970).

## Fearless Tops the Rock

The Fleet's Top of the Rock race champions are the men from H.M.S. Fearless. Their time of 141min 57sec. put them well clear of H.M.S. Rothesay (151.38) and H.M.S. Lincoln (153.45).

Fastest individual time for the period up to December 31 was set by MEM Jim Nowak of the Fearless. His time of 21min 39sec compares with the record of 19.30, established by PO Bartley in 1971.

## Finding fault with life outside the services could turn out to be interesting

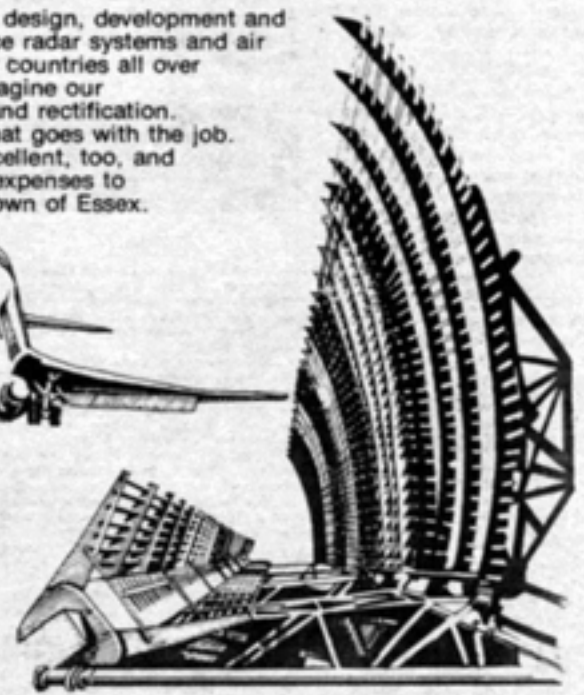
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## SPORT

ANYONE FOR SHOW JUMPING ● RUGBY ROUND-UP

## Navy nearly topple Bath

Bath's unbeaten home record came very close to falling when the Royal Navy began their work-up campaign at Bath on January 12. Under floodlights on a bitterly cold evening, the home side had to defend desperately to keep the Navy out in the last minutes of the game, writes Mike Vernon.

Having had much the better of the early exchanges, the Navy took a deserved lead when, as a result of a good dummy and an intelligent overhead pass by Colin Youlden, Mike Connolly scored a fine try. Geoff Fabian was unable to supply the conversion and had earlier narrowly missed with two easier penalty attempts, otherwise the Navy might have turned round with a clear lead.

Unfortunately, on the stroke of half time, after a ruck in the Navy 22, the Bath scrum-half eluded the close cover for a try under the posts, duly converted, putting Bath undeservedly ahead 6-4.

After the interval, the heavier and taller Bath forwards began to make their presence more evident, but the Navy gave as good as they got in the loose and, defending tightly and courageously, restricted the outcome of heavy Bath pressure in the third quarter to a penalty goal.

The Navy counter-attacked strongly and, after a blind side burst from Youlden and John Harker, Connolly ploughed through three tackles for his second try, having come very close five minutes earlier.

This brought the Navy to within one point of Bath, but hereabouts John Horton, the England trialist outside half and Bath captain, who had been kept unusually quiet, began to come more into the game with some judicious touch-finding in Navy territory. Following a set scrum in the Navy 22, some fumbling round the outskirts of the scrum led to another opportunist try by the Bath scrum-half.

This meant the Navy had to score twice to win, but despite a final exciting spurt in which they came desperately close to a try, they were only able to add a Fabian penalty goal, leaving Bath somewhat fortunate winners by 15 points to 11.

There was consolation for the Navy in the lively performance of the pack, particularly the back row, some determined gallops by John Harker and Wally Behan with limited opportunities on the wings, Geoff Fabian's immaculate line-kicking and the whole team's sterling defence.

Leicester 25,  
Royal Navy 6

Leicester proved to be a tougher handful than Bath in all departments and in the end ran out clear winners by 25 points to six. Outclassed in the line-out and under pressure in the set scrums, the Navy nevertheless mauled and defended bravely.

Despite receiving most of their ball on the retreat, which gave scrum-half Colin Youlden a hard time, the Navy created two or three clear-cut openings in the first half.

Steve Turner, making his first appearance at fly-half for the Navy for some time, twice broke menacingly, and a great tackle on his opposite

centre by Peter Burkett, followed by swift possession from the ruck should have produced a try. But on each occasion the final pass went astray.

Leicester were held to a single goal at half time, the score having come early in the piece from a slick, orthodox passing movement by the backs, culminating in a try under the posts by centre Hall, converted by Dusty Hare, whose place kicking was at first unimpressive but improved as the game went on. Fabian narrowed the gap from 30 yards with a penalty just before half time.

## RUGBY

In the second half, Leicester added three further tries, after some uncharacteristically loose tackling. Hare converted two of them and also kicked a long penalty goal after a ruck infringement.

Fabian similarly punished a crooked scrum feed with another good kick shortly before the end but, apart from sporadic foraging by Turner, John Harker and the back row, the Navy were never able to obtain sufficiently good attacking ball to narrow the gap more significantly.

Blackheath 18,  
Royal Navy 7

On a dank afternoon on a heavy pitch devoid of grass in many places, the Navy heartened their supporters by going into a three point lead after 15 minutes from a penalty goal by Fabian. Giving as good as they got in maul and lineout, although somewhat out-shoved in the set scrums, the Navy had their fair share of the play during the first half.

Though conceding a try to the big centre Hudson after a blind side move late on, the Navy ended the period encamped on the Blackheath line, which only good fortune and the reluctance of the Navy back row to open up play kept intact.

The failure to score at this juncture proved crucial when, in the first five minutes of the second half, Blackheath twice contrived considerable overlaps on the Navy right, from which they ran and passed excitingly against a defence confused by the speed of the counter-attack and the use of the blind-side wing. Two tries resulted, one of which was converted.

The Navy fought back spiritedly, but a further Blackheath try left the Navy 15 points in arrears, a discouraging situation with a quarter of an hour to go.

Nothing daunted, the Navy had the better of the final phase and went close several times before Neil Stefanic, changing direction sharply in mid-field, wove his way through the densely populated environs of the maul to plunge over half way out. Geoff Fabian was marginally wide with the conversion.

Again, lapses of concentration and inexperience in reading the game were the Navy's undoing, but there has been a lot to enthuse about in gallant displays by a team, necessarily subject to change and experiment at this stage, but nevertheless beginning to blend together.

Although defeated by three of the most powerful club sides in the country, who have been training, practising and playing together since September, the Navy have been by no means disgraced. Their first win must soon come.

Show jumpers  
wanted for  
Navy team

Most people will associate the name Harvey Smith with show jumping, but what about Eileen O'Hara, Colin Howe, and Edwin Atkinson? Not so familiar, perhaps, although to the Royal Navy they should be.

Eileen O'Hara, a petty officer at H.M.S. Dryad, is the most successful Wren in naval show jumping; Lieut.-Cdr. Colin Howe the Navy's chef d'equipe for several years; and Lieut.-Cdr. Edwin Atkinson an international representative.

This trio, and others, have competed with much success, making the Royal Navy team a force to be reckoned with in Inter Service jumping and eventing.

To improve, however, the team needs more horses and more riders of the right calibre.

## NO HORSES

The Royal Naval Saddle Club owns no horses and has to rely on horse-owning members, civilian friends, and the Royal Marines to provide mounts. The team is constantly looking to widen its choice of horses, and would be very pleased to hear from anyone who can help.

As in all naval sports, Drafty has a considerable influence on the formation of the show jumping team. With Colin Howe and Brian Gopsill in Scotland and other stalwarts scattered throughout the Fleet and in the more remote areas of the United Kingdom, there is an urgent need for more talent.

## WIDE OPEN

Riding is one Royal Navy sport where the way to the top is wide open. Lieut. Brian Middleton had been riding only two years before he represented the Navy last year.

It is hoped this year to have Navy teams at the Royal Windsor Show, the Royal Tournament, and shows at Camberley, Aldershot, Motspur Park, Tidworth, and H.M.S. Dryad.

For potential competitors, the first step is to be seen in action. Contact your nearest establishment saddle club; H.M.S. Dryad which has an indoor riding school and offers a full range of tuition; or the Royal Marines equestrian centre at Lymington.

Alternatively, you could contact the new R.N. show jumping and eventing chef d'equipe, Lieut. Boyd Holden-Craufurd. He can be found at C.W.T., H.M.S. Excellent (extension 5696) or at Barn Cottage, Edneys Lane, Denmead, Hants.



Holes-in-one are a rarity on any golf course, so Britannia Royal Naval College, Dartmouth, can be particularly proud of two such feats in a fortnight. Lieut.-Cdr. Tony Hallett (right) started the trend, and was quickly emulated by the Captain of B.R.N.C., Capt. Paul Greening, a relative newcomer to the sport.

Charles Risk, who took the photograph, was doubly qualified to do so. He is a professional photographer and the first person to achieve a hole-in-one on the Dartmouth golf course.

## WHEN, WHAT AND WHERE

## FEBRUARY

- 2 — Football: R.N. v. London University (Chatham); Hockey: R.N. v. Cambridge University (Cambridge); Rugby: R.N. v. Cambridge University (Cambridge); Skiing: British Services Cresta championships (St Moritz).  
3 — Boxing: R.N. v. Army (Portsmouth).  
4 — Squash: R.N. v. Escorts (R.A.F. Uxbridge).  
5 — Hockey: R.N.(U.21) v. Southampton University (Away); Hockey: R.N.W. v. Portsmouth Civil Service (Hilsea).  
6 — Hockey: R.N. v. Purley (Purley); Hockey: R.N.W. v. Southampton (Southampton).  
7 — Swimming: R.N. v. London League (H.M.S. Tamaris); Rifle shooting: Inter Services championships (Guldford).  
8 — Hockey: R.N.(U.21) v. Oxford University Occasionals (Home); Rugby: R.N. v. Civil Service (Devonport); Football: R.N. v. Civil Service (Portsmouth).  
11 — Squash: R.N. v. Jesters (not yet known).  
12 — Netball: R.N.W. v. Bournemouth (Bournemouth); Rugby: R.N.(U.19) v. Devon Schools 19 Group (Devon); Rugby CS(U.19) v. Southern Counties (Hendon); Hockey: R.N. v. Oxford University (U.S.S.C. Portsmouth); Fencing: R.N. Knock-out final (H.M.S. Tamaris).  
13 — Hockey: R.N.(U.21) v. Cornwall (Plymouth); Rugby: R.N.(U.19) v. Plymouth Abdon Juniors (Beacon Park); Volleyball: R.N. v. Hesel Hemstead

- (Harpden Sports Centre); Netball: R.N.W. v. Poole (Poole).  
14 — Swimming: R.N.(U.21) v. Devon and Somerset Colts (H.M.S. Flagard / Raleigh).  
14/25 — Skiing: European Bobsleigh championships (Lisnia).  
15 — Hockey: R.N. v. Civil Service (Chilwick).  
16 — Rugby: R.N. v. Oxford University (Oxford); Football: R.N. v. Hibernians (to be confirmed).  
17 — Boxing: R.N. v. R.A.F. (R.A.F. Venue).  
17/18 — Table tennis: Inter Services championships (Aldershot).  
18 — Athletics: R.N. Cross Country championships (to be confirmed).  
18/19 — Badminton: R.N. Inter Command tournament (H.M.S. Neptune).  
18/21 — Basketball: R.N. v. Channel Islands (Jersey).  
19 — Fencing: R.N. B v. R.A.F. B (H.M.S. Tamaris); Rugby: R.N. v. Harlequin (Portsmouth); Hockey: R.N.W. v. Chichester (Clarence Ground).  
19/20 — Hockey: R.N. v. Western Counties (Brixfields / Plymouth).  
20 — Hockey: R.N.(U.21) v. U.C. Cardiff (Away).  
21 — Football: R.N. v. Hampshire (Portsmouth); Hockey: R.N. v. Hampshire (Away).  
23/25 — Squash: Inter Services tournament (R.A.F. Uxbridge).  
24/25 — Volleyball: Inter Area and Inter Group championships (H.M.S. Nelson);

- Volleyball: Inter Group championships (R.N.W.) (H.M.S. Nelson).  
26 — Fencing: R.N. B v. Army B (Army venue); Rugby: R.N. v. R.A.F. (Twickenham); Rugby: R.N.(U.19) v. R.A.F. Colts (Twickenham); Squash: C.S. v. Jesters (Naval and Military club).  
26/27 — Hockey: R.N. v. Bowdon / Brooklands (Bowdon); Netball: R.N.W. v. Guernsey (Guernsey).  
27 — Hockey: R.N.(U.21) v. Sussex (Chichester); Squash: C.S. v. Escorts (R.A.F. Uxbridge); Hockey: R.N.W. v. Hampshire (U.S. Ground).

## MARCH

## (1st week)

- 2 — Football: R.N. v. Sussex (Bognor Regis).  
2/3 — Boxing: C.S.B.A. championships (R.A.F. venue).  
4 — Athletics: Inter Services Cross Country championships (to be confirmed).  
5 — Rugby: R.N. v. Army (Twickenham); Rugby: R.N.(U.19) v. Army Junior XV (Twickenham).  
5/6 — Fencing: Martini International Epee (London).  
6 — Hockey: R.N. v. Old Kingstons (Portsmouth U.S.S.C.); Hockey: R.N.(U.21) v. Hampshire (U.21) (Home Portsmouth); Volleyball: R.N. v. Brookes Sports v. Roundwood Tankards (Crowley Sports Centre).

N.A.C. RUGBY:  
WINNING IN  
THE WEST

Naval Air Command rugby looks to be in good shape after a successful first half to the season. The Fleet Air Arm XV has recorded four wins and a narrow defeat, mainly against teams in the West Country.

The Fleet Air Arm started with its traditional first fixture against Bridgwater and Albion at Bridgwater under floodlights. This was a difficult game with little or no possession in the first half. However, in the second half the forwards obtained their fair share of the ball and the Air Arm began to dominate.

A spectacular individual try by fly-half Tazny Lea under the posts, also converted by him, gave the F.A.A. the lead over a first half Bridgwater try. Wing forward Mick Banyard went over for another try soon after, again being converted by Lea. With a penalty kicked by Lea, the F.A.A. ran out worthy winners by 15 points to four.

## v. SANDHURST

The venue of the next game was Sandhurst, where the F.A.A. played a young R.M.A. side. The younger, smaller cadets kept the visiting side at bay until well into the second half, when they visibly tired. Winger Lou Armstrong scored two good individual tries, with a third try added by wing forward Keith Devonald. Chico Hopkins kicked two penalties, and the F.A.A. won by 18 points to three.

## v. CORNWALL

Cornwall Under-23 were hosts to the F.A.A. under floodlights at Penzance. This game provided the F.A.A. with a great 6-4 win against a strong Cornish XV which included several full county caps.

Cornwall provided the venue for the F.A.A. game against St Ives. This was an exciting encounter which ended with the home side winning in the last few minutes by 20 points to 13. Young F.A.A. hooker "Barny" Barnes gave another good account of himself against the

Cornwall county hooker and played himself into the Cornwall Under-21 side.

## v. HAYLE

The final Cornish game of the F.A.A. fixtures was against Hale. Played in dreadful, wet and windy conditions, both sides attempted to play running rugby. A good break by fly-half Barry Wills from well inside his own half saw him go under the posts for the first try, which he converted himself.

Some fine play by the pack, with Barnes and Murray again outstanding, ended with Steve Murray crashing over for another try, and just before half-time, Wills scored his second. Centre Martin Reid put the seal on a good 18-3 victory with a fourth try in the dying minutes.

Lowestoft  
and Hardy  
on top

A bitterly cold December morning did not deter the teams taking part in the Second Frigate Squadron's sports morning.

Teams from H.M. ships Apollo, Lowestoft, Hardy, Juno, Torquay, Rhyll, Dundas and Penelope battled in a five-sport knockout competition for the Squadron Aggregate Trophy.

The morning built up to an exciting climax as the two points leaders, Lowestoft and Hardy, clashed in a five-a-side soccer final. Hardy needed to win to clinch the overall title, but good play by Lowestoft resulted in a tie for first place.



## BOXING ● BOBSLEIGH ● ATHLETICS ● SOCCER

## SPORT

## Royal Navy Boxing Championships, 1977

**Flyweight** — MEM J. Cox (Achilles) beat ACK A. Hirst (Hecla), rsc 3.  
**Bantamweight** — LS P. Jacobs (Intrepid) beat MNE R. Flinter (C.T.C.R.M.), pts.  
**Featherweight** — AB Garrity (Glamorgan) beat LPT V. Christopher (Collingwood), pts.  
**Lightweight** — MNE A. Gill (31 CDO) beat AB G. McBride (Exmouth), pts.  
**Light-welterweight** — AB W. Green (Tiger) beat MEM P. Bradley (Drake), rsc 3.  
**Welterweight** — LPT P. Kelly (Nelson) beat MNE R. Young (42 CDO), pts.  
**Light-middleweight** — AB R. Walsh (Ashanti) beat EM M. Butler (Yarmouth), pts.  
**Middleweight** — MNE R. Young (42 CDO) beat POME P. King (C.T.C.R.M.), pts.  
**Light-heavyweight** — AB T. Taylor (Vernon), walk over.  
**Heavyweight** — MNE A. Mitchell (42 CDO) beat LAM J. Gough (Daedalus), stp 1.

# An upset night in the ring

Sport occasionally throws up a contest in which neither protagonist deserves to be beaten. Such a contest was the scrap between MNE Andy Gill and title-holder AB Gordon McBride for the Royal Navy's lightweight boxing crown.

On the night, the judges gave their nod to young Gill, although many in the H.M.S. Nelson gymnasium will have felt the man from H.M.S. Exmouth had done enough to retain his title.

Whatever the result, the contest was the highlight of the R.N. boxing finals.

Gill, now a good outside bet to do well in the A.B.A. stakes, shook the champion with a furious second-round onslaught. But McBride weathered the storm to produce a grandstand finish. Unfortunately for him, though, it was not enough to sway the judges.

There were one or two other upsets on the night. AB Mick Garrity's constant aggression was enough to relieve LPT Vic Christopher of his featherweight title, and LS Monty Jacobs will have been very relieved to get a decision against MNE Bob Flinter in the bantamweight division.

AB Wayne Green and MNE A. Mitchell both upset their opponents in their respective finals. Mitchell needed no more than one round to settle the heavyweight issue, while Green looked very strong and composed on the way to a third round win in the light-welter division.

## TITLE-HOLDERS DISQUALIFIED

Two title-holders, one an England international, disqualified themselves from the finals of the Royal Navy boxing championships at H.M.S. Nelson last month.

OS Nick Croombes, the H.M.S. Tiger light-middleweight who made his England senior debut against Scotland on January 12, was 2½lb. too heavy at the championship weigh-in, while SA Roy Greenacre, a Combined Services heavyweight finalist last year, failed to arrive in time for the weigh-in.

The disqualifications automatically rule both men out of contending the 1977 A.B.A. rounds, a cruel blow in a season which has seen Navy boxing go from strength to strength.

AB Buck Taylor, a powerful clearance diver from H.M.S. Vernon, took the light-heavyweight title on a walk-over, but still impressed the finals' night audience. In a special bout he beat Western Counties champion Alan Hall on points.

If Taylor was to get past Army international Horace Miles in the Combined Services tournament, his next opponent on the A.B.A. trail would probably be Hall.

### KELLY'S REWARD

Welterweight Paul Kelly's reward for a crushing first round win in the recent England v. Scotland international at Dundee was inclusion in the England squad for their meeting against Ireland at Gloucester on February 9.

Also in the squad are the two men from H.M.S. Tiger, OS Nick Croombes and AB Wayne Green.

### PRICE'S TITLE

MNE Alan Price (42 CDO) won the National Association of Boys' Clubs Class C light-heavyweight title in Manchester. It was the Navy's third N.A.B.C. title in two years. Nick Croombes and heavyweight Roy Greenacre earned the other two.

The R.N. and R.M. bobsleigh team did well to finish second in the Inter Service Plate held during the British championships at Igls, near Innsbruck, in Austria.

In the absence of the team captain, Royal Marine Capt. Roger Spiers, and POMEA Dave Thomas — both out injured — the six-man team was left with only one experienced driver, LACMN Colin Rimmer.

Rimmer, now in his sixth season of bobsleighting, was the only team member with more than one season of driving. MEM1 Michael Clifton was a complete novice.

In the circumstances it was not surprising that the R.N./R.M. team was unable to repeat the Inter Service championship it won last year at St Moritz for the first time.

Final pairings for the two-day championships over the Olympic course at Igls were LACMN Colin Rimmer (Culdrose) and CSgt. Tony Higgins (Depot R.M.); CSgt. Bob Beers (R.M.) and MEM Michael Clifton (Daedalus); and Lieut. Iain Shepherd (Torquay) and POPT1 Stuart Wilson (Daedalus).

The Army, fielding three Olympic bobsleighters, dominated the Service competition, finishing first and sixth overall. Thanks to a fine performance by Rimmer and Higgins, the Navy narrowly beat the R.A.F. to earn second place.

Rimmer and Higgins also came third in the British championships and were selected to represent Great Britain in the international Nations Cup at Igls and the world championships at St Moritz.

## BOB TEAM SECOND

Shepherd and Wilson lost four seconds in their first championship run when they managed to turn their bobsleigh through 360 degrees on the 270-degree Kriesler curve. Although the runners never left the ice, the bobsleigh was travelling at about 60 m.p.h.

Olympic coaches who witnessed this spectacle said it was the first such evolution seen on the Olympic course, and potentially the most dangerous incident the track was likely to produce.

For all that, the bobsleigh came out of the curve safely, although the finishing time of 1min. 6sec. effectively ruled Shepherd and Wilson out of the British championships.

## Henry passes the baton — after 34 years



CPO Henry Sharp (right) hands over the Baton to RELMN(A)2 Trevor Walhen. After five years as Navy athletics coach, and a lifetime's involvement with naval athletics, CPO Sharp is leaving the Royal Navy. Walhen, a decathlete, will be taking over the coaching role for the next year.

Photo: LA Mike Beards.

## WALHEN TO COACH ATHLETICS

Navy athletics is to have a coach, at least for one more year. Decathlete Trevor Walhen will take over from CPO Henry Sharp, who is to leave the Navy shortly.

Walhen, an RELMN(A)2 based at H.M.S. Heron, will move soon to H.M.S. Nelson to pick up the strings from CPO Sharp.

An active Navy athlete for the past ten years, with experience of competition, training and coaching up to international level, Walhen will obviously have a lot to offer Navy athletes.

He told Navy News that the performance of athletes at naval level had fallen away last season, with a poor showing at the Inter Service championships and relegation for the R.N. Athletics Club (South). He hoped to pinpoint the reasons

for these failures and to iron out problems before the start of the 1977 track season.

PO Walhen emphasized the importance of correct training schedules and coaching if athletes were to improve. In both these areas he could offer advice, and would be available to do so during the week and at week-ends.

Athletes wishing to contact him should do so through the R.N. Sports Office at H.M.S. Nelson, or on telephone extension 24132.

At the moment, PO Walhen is trying to contact all Navy athletes to gauge the sort of problems he is up against.

Winter training is the key to improved performance, said PO Walhen. Like a bank account, the more you put in, the more you could take out.

CPO Henry Sharp, Royal Navy athletics coach for the last five years, leaves the Service in May. He has been associated with naval athletics since 1949, and was a former Navy mile record holder.

Henry (50) joined the Navy in 1943. His first draft to sea was in the battleship H.M.S. Nelson, after which he qualified as a physical training instructor at what is now H.M.S. Temeraire.

His best years on the track were from 1950 to 1956, during which he held the Navy mile record and became the first Navy miler to win the Inter Service title.

### 34 YEARS

During his 34 years in the Service, CPO Sharp served in many parts of the world in a multitude of jobs; coxswain, buffer, chief GI, and even provost marshal during a two-year stint in Bahrain.

His departure to a Diplomatic Service post in Stockholm will end an unbroken association between the Sharp family and the Navy that goes back 150 years to his great-great-grandfather.

## SOCCER

## Rusty Navy lose in London

The second half of the Navy's representative soccer season opened in London on January 12 with a 2-1 defeat at the hands of the Amateur Football Alliance, writes Jack Sheppard.

Effects of a four-week lay off were very evident, and there was no sign of the sparkle shown by the team at Plymouth in December. It was fast, end-to-end stuff, with the Navy forwards in prominence during the first half, and the A.F.A. side very much in control after the break.

The Navy's goal was scored by MUSN John O'Connell (R.M. Eastney). The Navy threw away a chance of equalizing by missing a penalty.

### TROPHY

On January 19 the Navy started its challenge for the South West Counties trophy with a match against Wiltshire at Salisbury. This resulted in a 1-0 win for the Service, the goal being scored by MNE Frank Ovard (R.M. Deal). The second game in this competition will be played against Dorset at Victory Stadium, Portsmouth, followed by matches against Hampshire and Sussex.

In the Youth section of the South West Counties competition the Navy played Dorset on January 22 and drew 2-2. Due to the weather conditions, the Youth side had not been together since November, and this clearly had its effect. The final match in this section is against Hampshire on a date to be arranged.



CPO MICK PATTERSON

(H.M.S. Temeraire) at the age of 32 continues to challenge for his place as the Navy goalkeeper. He first represented the Navy in 1969 and has played on 59 occasions since. He has played in six Inter Service tournaments, as well as representing the Combined Services in 1972 and 1973.

There are not many players who can claim to have represented their service on as many occasions.

The record is held by ex-CPOPT Jimmy Coates, who played a few more games than the present coach, CPO Derek Godwin, who in his time played on no less than 113 occasions.



When "Pop" Wright (pictured above) retired from Portsmouth Dockyard in 1956 he looked for a

spare-time activity. He took to running the touchline for H.M.S. Sultan's rugby team — and did it for the next 20 years.

In all that time Mr. Wright missed only one game through illness, and he went with the team whenever it went on tour. Now a leg injury has forced Pop, who lives in Gosport, Hants, to give up the line.

To mark his long and faithful service to Sultan Rugby Club, Pop Wright was presented with a plaque.



It is not often we publish football stories from America, but we are happy to report that the U.S. Naval

Air Station Pensacola soccer team has won its first trophy — the Gulf Coast Soccer Championship, no less.

The reason for our interest is that the team was coached to its success by a limey sailor on exchange from the Royal Navy. He is CPOA (PHOT) Peter Bunting, from the R.N. School of Advanced Photography at H.M.S. Excellent.

CPO Bunting has been at the U.S. Navy Schools of Photography at Pensacola since February, 1975.





**TOP THAT ...**

H.M.S. Herald's Wasp helicopter hovers close to the summit of that dramatic lump of rock, The Old Man of Hoy, on her recent detachment carrying out photographic survey work in the Orkney Islands.

After Christmas leave the Herald

soiled for another year of intensive surveying, which will include the approaches to Milford Haven until Easter. The area contains about 80 wrecks, all of which have to be charted and investigated, using high-definition sidescan sonar and calibrated echosounders.

# 'Ark, it sounds like the Navy!

Readers who have inquired about the recording of "Sailing" by ship's company members of H.M.S. Ark Royal, accompanied by her Royal Marines Band, will be pleased to hear that the single has now been released. Another record of interest to naval enthusiasts is in the pipeline — an LP featuring evocative sounds of the Navy, with appropriate music.

The single, which has "The Wombling Song" on the "other" side and is priced at 70p, has a special sleeve which includes a picture of the Ark Royal. B.B.C. Records, who have issued the single following the success of the TV "Sailor" series, are sending out several thousand posters of the Ark to major record shops.

Title of the sounds LP has not been finally settled, but the B.B.C. plan to release it in the spring. The record results from a letter to Navy News last year from a reader in Canada who suggested there would be much interest in such a record, particularly for those who had served in the Navy.

Taking up the suggestion, DPR(N)'s Department in London culled their film sound tracks and tapes, and other sources, for likely sounds and music, and compiled a guide for the B.B.C. so that they could go on to produce and market the record. There are sounds of guns firing, Trafalgar Night ceremony, naval aircraft sequence, Divine service, a Marine assault landing, submarine episode and the voice of

Fleet Master at Arms Tom Wilkinson, who became well-known nationally for his appearances in the "Sailor" series. Each track — about 14 in all — tells a separate story and the descriptive music ranges from a Gregorian chant, through symphonic and martial music to pop. Naval music is included and R.M. bands are among those performing.

The LP will be priced at about £3 and a proportion of the royalties from both this and the single will go to naval charities.

## Wrens to celebrate 60 years of service

In November 1977 it will be 60 years since the Women's Royal Naval Service was founded, and a special exhibition to mark the anniversary is to be held in the late autumn at the National Maritime Museum. It is expected to remain open for six months.

The museum is asking former Wrens of all ranks, with service in war or peace, if they have mementos which they would be willing to lend for the exhibition. Details should be sent in writing (not the actual items as yet) to The Co-ordinating Officer, W.R.N.S. Exhibition, National Maritime Museum, Greenwich, London SE10 9NF.

The exhibition will also mark the 25th anniversary of the formation of the Women's Royal Naval Reserve (formerly the W.R.N.V.R.).

## VISITOR OF RENOWN



## Yarmouth hits the high notes

"Well, dang me breeks and pipe me hoggis" — or whatever strange oaths are used by warrior Scots — but this fine broth of a lad is destined for the Guinness Book of Records.

Navy News has a certificate, fully signed and authenticated, to prove that on December 8, 1976, at 1555Z in position 35 deg 52 N, 21 deg 23 E, Wasp helicopter X5529, of H.M.S. Yarmouth Flight, flown by Lieut Keith Copus, having climbed to flight level 50 (5,000 feet pressure altitude), L/Cpl Barry Conkerton, of the King's Own Scottish Borderers, played "Blue Bonnets," "Scotland the Brave," and "Zulu Warrior" on the pipes.

POACMN Brian Cooke acted as aircrewman.

The feat is claimed by H.M.S. Yarmouth Flight as a "single-engined helicopter world bagpipe playing height record."

L/Cpl Conkerton got into this strange company when he was on loan from the KOSB's for the duration of the R.N. deployment to Karachi.



### FITTLETON FUND

Nearly £40,000 has now been received by the H.M.S. Fittleton Fund, set up to aid the dependants of those who died in the minesweeper disaster. The fund is due to close on May 31 and those wishing to send donations should address them to: The Commanding Officer, London Division R.N.R., H.M.S. President, King's Reach, London EC4Y 0HJ. Cheques and postal orders should be crossed and made payable to "The H.M.S. Fittleton Fund."

## FISH BEAT

(Continued from Page 1)

H.M.S. Hardy, during the New Year week-end, went "on the beat" in North Sea areas, but sighted few fishermen. After a refuelling call at Rosyth, the frigate returned to find a large Russian fishing fleet in the area of the Dogger Bank.

Several of the Soviet vessels (located with the help of R.A.F. Nimrods) were boarded by the Navy for the checking of nets and the monitoring of the type of fish being caught.

The Hardy later went to the Western Approaches, before returning for second Christmas leave and a maintenance period.

Combined with the fishery patrol is the Navy's continued presence in the North Sea energy fields, resulting in an unusual request to H.M.S. Falmouth.

From a Shell gas platform in the Brent B field came a plea, "Got a light mate?"

The platform fellows explained that their gas vent flame had been extinguished, and please could they have it rekindled.

The Falmouth's first lieutenant, Lieut.-Cdr. J. A. Walsh, went off in the ship's whaler with a Very pistol, and succeeded in banging off a cartridge which zoomed up the 150 feet to the vent. And presto! The flame was burning once again.

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"... And so we decided to go straight in and take them by surprise." It could have been a sailor's yarn (or perhaps the tale of the one that got away) which held his audience during the visit of Admiral the Fleet Earl Mountbatten of Burma to the Clyde Submarine Base last month.

Pictured above on his first tour of a Polaris submarine (H.M.S. Renown), Admiral Mountbatten is talking to Commodore Clyde (Commodore Alan Leahy), the commanding officer of the Renown (port crew) Cdr. John Lang, and the executive officer, Lieut.-Cdr. Toby Elliott.

The Admiral, of course, could beat them all, having served not only in the Renown, but in the Revenge, the Repulse, and the Resolution as well — when they were battle wagons and not underwater missile conveyors.

## GEMINI MEN RESCUE 31

Four members of the ship's company of H.M.S. Monkton formed a lifeboat service to rescue 31 men from the Donrene, a Filipino coaster wrecked on a "graveyard" reef 190 miles from Hong Kong.

Lieut. Robin Bell, first lieutenant of the Monkton, with AB Philip Arnold, AB

Steven Cummings, and PO Patrick Short, set off in a couple of Geminis when another merchant vessel at the scene was unable to get near because of the high winds and heavy seas.

By manhandling the Gemini across a mile of sea-swept coral, with waves frequently carrying them away, the Monkton team managed to get inside the reef.

Finally they got to within 300 yards of the Donrene, and after a long and hazardous operation managed to bring off all 31 of the crew.

### ALL EYES ON THE OCELOT

H.M.S. Ocelot was the "target" for the Fin-castle Trophy competition, in which British, Canadian, and Australian aircrews had to locate, identify, and "kill" the submarine in a 3,600-square mile area of the North Atlantic.

**Have you joined N-TRUST yet?**