

Navy News

JUNE, 1977 5p

SEE CENTRE PAGES FOR YOUR SPECIAL GUIDE TO THE SPITHEAD SPECTACULAR

To mark the Silver Jubilee Review of the Fleet, this month's rather special 48-page Navy News devotes many pages to the Review and includes a full list of vessels taking part and their pennant numbers.

An at-a-glance colour guide to the Spithead anchorage appears in the centre pages and

should prove an interesting souvenir of a great day.

Pictured below is the warm welcome which H.M.Y. Britannia received in Sydney Harbour during the Jubilee Year Royal tour. In the other picture the Queen and the Duke of Edinburgh are seen leaving the Royal Yacht during a visit to the United States.



JUBILATION!



Picture: LA(Phot) Tom Suddes.

All is set for the biggest Spithead Spectacular since the Coronation Review as the jig-saw pieces come together in the complex operation of planning a Silver Jubilee Fleet review expected to be witnessed by hundreds of thousands of spectators — perhaps a million. At the same time millions more will be watching the “live” coverage on TV.

Public interest grew steadily after first announcement of the June 28 Review, and great demand built up for places ashore and afloat from which to witness the spectacle as the Queen, on board H.M.Y. Britannia, reviews the Fleet.

With the Queen and the Duke of Edinburgh in the Britannia will be the Prince of Wales, Princess Anne and Captain Mark Phillips. Another V.I.P. with an affinity with the Royal Navy who will probably be there on the big day is ex-sailor and Portsmouth-born Mr. James Callaghan, the Prime Minister.

Final total of ships in the lines will be about 175 with 30,000 men embarked. In addition to units of the Royal Navy and Royal Fleet Auxiliary, there will be ships from 17 other countries, representing the navies of the Commonwealth,

NATO, CENTO and EEC nations. The Merchant Navy and fishing fleets will be represented, as well as organizations like the R.N.L.I., Trinity House and H.M. Coastguard.

Largest warship in the lines will be the famous H.M.S. Ark Royal, 43,000 tons and last of the line of Britain's great aircraft carriers. From June 23 to June 29 she will be flagship of the Commander-in-Chief Fleet (Admiral Sir Henry Leach).

The R.N. ships will include H.M. ships Hermes and Fearless, two cruisers, eight missile destroyers, and scores of frigates, MCM vessels, and survey ships. Representing the Submarine Service will be both nuclear and patrol submarines.

(Continued in Page 48)

Endurance breaks the ice — in Portsmouth

Breaking the ice took on a new meaning when H.M.S. Endurance arrived back in Portsmouth on May 23 after her seven-month Antarctic deployment.

Mill Hill All-Stars

For what may well be a record, the small communications centre at the Forces Postal Depot, Mill Hill, has won another Gold Comstar award for signals transmitted accurately and rapidly, making it five golds in six years.

Without the COMCEN, the small naval contingent of regulators, under Lieut. D. W. Summers, would not be able to provide an efficient mail service to the Fleet. The contingent includes, RPOs Fish, Osborne and Bathurst.

As visitors crowded on board the ship to welcome home their loved ones, a chunk of souvenir iceberg was broken up to cool wardroom drinks.

During her ninth season in Antarctica the ice patrol ship carried on the survey work there and took the Minister of State at the Foreign Office, Mr. Ted Rowlands, to the Falkland Islands for political talks.

She also aided the successful expedition to the Elephant Islands led by Cdr. Chris Furse.

The Endurance is due to be refitted at Chatham during the summer.

ing the summer.

H.M.S. GLAMORGAN

Another Portsmouth homecoming was celebrated on May 25 by the guided missile destroyer H.M.S. Glamorgan, which is due to take part in the Silver Jubilee Review of the Fleet on June 28.

During her four months in the mediterranean she visited Gibraltar, Toulon, Villefranche, Malta and Sicily, took part in the NATO Exercise Dawn Patrol and test-fired her Seaslug and Exocet missile systems.

BATTLEAXE LAUNCHED

Second of the Royal Navy's Type 22 frigates, H.M.S. Battleaxe was launched by Mrs. Audrey Callaghan, wife of the Prime Minister, at the Scotstoun yard of Yarrow (Shipbuilders) Ltd., on May 18.

Like her sister ship, H.M.S. Broadsword, launched last year, the Battleaxe is a general-purpose frigate with standard displacement of 3,500 tons.

LYNX

Powered by Rolls-Royce marine gas turbine engines, she will be armed with Exocet and Seawolf missile systems and will operate the Lynx helicopter.

The Type 22s are the first all metric warships to be designed and built for the Royal Navy.

The Battleaxe is the second R.N. ship to bear the name. The first, a 1,980-ton destroyer, was built by Yarrow in 1948 and withdrawn from service in 1964.



Sue's a must on any Preference Card!



Make a mental note for your next Drafting Preference Card! Pretty Sue Mackay, a civil servant in the punchroom at H.M.S. Centurion, was selected from 500 girls who work in the establishment as the Centurion Jubilee

Queen — then went on to become Gosport's Silver Jubilee Queen on May 11. She is pictured being crowned at the Centurion contest by Mrs. P. Awmack, wife of Commodore C. M. Awmack of H.M.S. Centurion.

Picture: Keeling and Freemantle, Gosport.

ANYONE FOR CAMPING?

The camp site on the north side of Southwick Park is open for use throughout the summer. Situated in a quiet wooded area, it is an ideal spot to "get away from it all."

Close at hand there are excellent facilities, including a toilet, showers, and hot and cold water. And a short walk away is the Park's beautiful new golf course, a lake for the angler and stables for the family keen on horseriding.

Reservations or details can be obtained from the Manager, Southwick Park, H.M.S. Dryad, Southwick, Fareham, Hants PO17 6EJ. Telephone: Cosham 80131.

Sir Peter Kirk

Following his sudden death, the ashes of Sir Peter Kirk, M.P., former Under-Secretary of State for the Navy, were scattered in the English Channel, in May, from H.M.S. Berwick.

Postage to cost more

With increased inland postal rates coming into force on June 13, Forces overseas concessionary rates go up from the same day.

The main effect will be: **Airmail:** Letters, BFPO Ships, Gibraltar, Malta and Hong Kong, 9p (instead of 8½p). **Parcels:** BFPO Ships, £3.10 first half kg (from £2.70); Gibraltar, £2.70 (£2.30); Malta, £3.20 (£2.75); Hong Kong £2.95 (£2.55).

Surface mail: Letters, all addresses 7p (6½p). **Parcels,** £0.66 first 1 kg (£0.55). **Forces Air Letter Forms,** 7p (6½p). **Postcards,** 9p (8½p). **Printed papers,** 5p for 20 gm (4p), 6p for 50 gm (5p).

SWOP DRAFTS

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

PO(R). M. K. Antcliff, 2E Mess, H.M.S. Rhyt. Due to deploy. Will swap for any Devonport or Portland ship.
LREM. M. Beckhurst, 3 Mess, H.M.S. Hecate (Devonport). Will swap for any Portsmouth ship. Anything considered. Must be T.P. trained.
MEMI. J. Bowman, H.M.S. Sultan, Gosport. Drafted to H.M.S. Ajax (Devonport), November 7. Will swap for any Portsmouth ship, preferably a Leander-class frigate.
LS. K. Bradley, c/o M.A.C.C., H.M.S. Dryad (ext. 448). Drafted to H.M.S. Aurora (Devonport), July 4. Will swap for any Portsmouth ship.
AB(M). G. E. Buffon, H.M.S. Dittisham. Drafted to H.M.S. Fearless (Plymouth), July 18. Will swap for any Chatham ship.
LOEM. P. I. Carson, Saumarez Block, H.M.S. Nelson, Portsmouth. Drafted H.M.S. Rooka, Gibraltar, October 3. Married accompanied or unaccompanied. Will swap for any Portsmouth ship.
SA. P. Chapman, 4K3 Mess, H.M.S. Hermes. Due to deploy to U.S.A. Will swap for any Chatham or Portsmouth ship or establishment.
RO1(G). A. Coote, 38 Mess, H.M.S. Fearless (Plymouth). Will swap for H.M.S. Zulu or any other Rosyth ship.
PO(S). D. D. Creese, H.M.S. Vernon. Drafted to H.M.S. Charybdis (Devonport), July. Will exchange for any Portsmouth ship.
MEMI. K. Deber, 7-32 Saumarez Block, H.M.S. Nelson, Portsmouth. Drafted H.M.S. Lewiston (Portsmouth), June 27. Refit until September. Will swap for any foreign shore base or small ship going foreign.
RO2(G). P. Davis, 2E Mess, H.M.S. Kent.

Will swap for any Portsmouth or Chatham ship or Portsmouth shore establishment.
CK. A. Dodds, 24 Mess, H.M.S. Zulu (Rosyth). Due to deploy to Far East in autumn. Will swap for Rosyth shore base or H.M.S. Eastbourne.
AB(S). K. Edwards, 155 Cunningham Road, Tammerton Foliot, Plymouth, Devon. Drafted to H.M.S. Victory. Will exchange for any Devonport shore base or ship in refit.
AB(R). A. Fernandez, 5 Mess, H.M.S. Alacrity (Devonport). Will swap for any ship, preferably frigate, going Far East.
MEMI. SO JBD, T. G. Foreman, 3K Mess, H.M.S. Phoebe (Devonport). Will exchange for any Chatham ship.
PO(S). N. Grant, 90's Mess, H.M.S. Vernon. Drafted H.M.S. Rhyt (Devonport), June. Will swap for any Portland Squadron ship.
LHO (W). C. M. Gwin, 3 Lima Mess, H.M.S. Eurysalus (Devonport). Will swap for any ship anywhere due to go foreign in near future.
ALMEM. D. W. Henry, 3P2 Mess, H.M.S. Torquay. Drafted H.M.S. Ark Royal, August 30. Will swap for any Portsmouth draft, sea or shore.
RO1(T). J. Hewitt, 11 Mess, H.M.S. Achilles. Due to join CINCPACHOME, Portsmouth, September 5. Will swap for any billet in Plymouth area or Yeovilton.
LMEM. A. Hick, 3D2 Mess, H.M.S. Tiger. Due Far East in autumn. Will exchange for any Portsmouth ship on home sea service.
LWTR. J. L. Hitchcock, H.M.S. Bulldog. Drafted H.M.S. Nelson, August 30. Will swap for any other Portsmouth shore job. Anything considered.
LHO. R. D. Howells, 11 Mess, H.M.S.

Danae. Drafted to H.M.S. Juno (Chatham), September 7. Will swap for any Devonport ship or shore base.
MEMI. M. James, H.M.S. Defiance. Drafted H.M.S. Dido, in Devonport refit. Will swap for any ship going foreign, the further the better.
LMA. P. W. Jarvis, Sick Bay, H.M.S. Plymouth (Chatham). Will swap for any Devonport establishment or ship not going on deployment.
CK. J. Larson, 2H Mess, H.M.S. Zulu. Due Far East trip in autumn. Will swap for any Rosyth port sea service ship.
LOEM. M. S. Lawrence, 30 Mess, Hawkins Block, H.M.S. Drake, Plymouth. Serving with Plymouth F.M.G. Will swap for any Portsmouth shore base or ship.
AB(M). — McIntosh, 5 Mess, H.M.S. Alacrity (Devonport). Will swap for any Rosyth ship.
MEMI. AMC, I. K. Mills, 3K Mess, H.M.S. Phoebe (Chatham). Will swap for any Portsmouth frigate or G.M.D.
MEMI. AMC, J. Mothershead, 3M Mess, H.M.S. Berwick. Due Plymouth refit. Will swap for any sea-going ship, preferably based at Portsmouth.

MA. A. Murphy, Sick Bay, H.M.S. Norfolk (Portsmouth). Will swap for any Plymouth-area shore establishment.
CEMZ. T. O'Leary, Matapan 3H, H.M.S. Collingwood. Drafted H.M.S. Dolphin, July 4, for submarine service. Any alternative draft considered.
AB(R). — Parker, 3M Mess, H.M.S. Arethusa (Portsmouth). Will swap for any Devonport ship. Anything considered.
LS(M). K. I. Pratt, 5 Mess, H.M.S. Alacrity (Devonport). Will swap for any Portsmouth frigate, preferably Rothsay-class.
LOEM. G. P. Price, 12 Court, 19 Howe Road, Gosport, Hants. Drafted to H.M.S. Hermione (Devonport), October. Will exchange for any Portsmouth ship.
LCK. M. G. Reading, 2G1 Mess, H.M.S. Tiger. Due to deploy in autumn. Will exchange for any Portsmouth ship.
MEMI. AMC. Passed for leading hand. P. Roberts, 3D Mess, H.M.S. Bristol. Drafted H.M.S. Fearless (Devonport), August 30. Will swap for any Portsmouth ship.
LS. D. Robinson, 3D2 Mess, H.M.S. Amazon. Due to deploy Far East in autumn. Will swap for any Portsmouth ship.
MEMI. JBD ship's diver, D. A. Sloan, H.M.S. Bulwark or 2-32 Mess, Saumarez Block, H.M.S. Nelson. Drafted H.M.S. Antrim, November 28. Due Portsmouth refit. Will swap for frigate or minesweeper based in Scotland.
AB(M). B. Smith, S/C Mess, H.M.S. Rame Head, c/o H.M.S. Excellent. Due to join H.M.S. Ark Royal, October 16. Will swap for any Portsmouth sea or shore draft.

ALOEM. D. Squire, 10 Mess, H.M.S. Norfolk. Drafted H.M.S. Collingwood, ship's company billet, July 6. Will swap for H.M.S. Cochrane or any ship in Rosyth refit.
STD. A. Taylor, H.M.S. Phoebe (Plymouth). Will exchange for any Rosyth ship.
ALAM(AE). G. Taylor, 3, St James Street, South Petherton, Yeovil. Will swap for any Portland draft.
RO1(T). M. J. Temple, 5 Mess, H.M.S. Tartar (Portsmouth). Due refit. Will exchange for any Devonport ship.
AB(N). A. Tennant, 5 Mess, H.M.S. Alacrity (Devonport). Will swap for H.M.S. Ark Royal or any other big ship based at Devonport.
AB(S). R. J. Tomlinson, Mail Office, H.M.S. Vernon, Portsmouth. Drafted H.M.S. Eskimo (Chatham), August 8. Will swap for any Plymouth frigate.
OEAL(O). B. G. Van Daal, F/CPO's Mess, H.M.S. Excellent. Drafted H.M.S. Nubian (Rosyth), October. Will exchange for any Portsmouth, Plymouth or Chatham ship.
JS(S). P. Wheeler, 3m Mess, H.M.S. Arethusa (Portsmouth). Will swap for H.M.S. Bristol.
MEMI. AMC, N. Wright, Keppel 2-20, H.M.S. Nelson, Portsmouth. Drafted H.M.S. Norfolk, in refit until November. Will swap for any sea-going G.M.D. or frigate based at Portsmouth or Plymouth.
AB(S). — Waddy, 3P Mess, H.M.S. Rhyt. Due to deploy Far East. Will swap for any Portsmouth-based frigate, preferably 2nd Frigate Squadron.

Drafty's Corner is in Page 12.

Queen's Jubilee appeal

As a guide for people in the Service who may wish to give voluntary support to the Queen's Silver Jubilee Appeal, the Admiralty Board has suggested that subscriptions should not exceed 20p a head for ratings, and 50p for officers.

By the Queen's wish, the appeal is dedicated to young people, through giving them greater opportunity and encouragement to serve the communities in which they live.

Sports associations are among the bodies authorized by the Service to arrange events in support of the appeal.

DCI (RN) 240

FILMS FOR THE FLEET

Plenty of yo-ho-ho!

RETURN OF SALTY PIRATE YARN



With a clash of cutlasses, a creek of timbers and a cry of "Yo-ho-ho me hearties!" the good old swashbuckling pirate adventure yarn is back on our cinema screens.

Robert Shaw returns to his role as a latter-day Errol Flynn in "The Scarlet Buccaneer," one of the latest list of releases to the Fleet by the Royal Naval Film Corporation.

Adding to the salty flavour are a hoard of treasure, a horde of pirates (in one sequence disguised as sailors of the Royal Navy), and a pirate ship called The Blarney Cock — which is really the replica of Sir Francis Drake's Golden Hinde.

Two of the current vogue of "monster" films make their appearance in the list — the remake of "King Kong" and another in similar vein called "Grizzly."

Here is the full list:
The Scarlet Buccaneer (A) — Robert Shaw, James Earl Jones. Swashbuckling adventure tale of pirates who overthrow the sadistic acting Governor of Jamaica. CIC. No. 467.

King Kong (A) — Jessica Lange, Jeff Bridges. Sailing to a remote island expecting to find rich oil deposits, a secret expeditionary force discovers a giant ape instead. EMI. No. 468.

The Big Bus (A) — Joseph Bologna, Stockard Channing. A send-up of disaster movies of recent years, this film tells of events on the maiden journey of the world's first nuclear-powered long distance bus. CIC. No. 469.

Grizzly (A) — Christopher George, Andrew Prine. The beauty and serenity of a national park is rudely shattered by the appearance of a huge grizzly bear which attacks young campers. Columbia-Warner. No. 470.

The Enforcer (X) — Clint Eastwood, Harry Guardino. Inspector (Dirty Harry) Callahan, partnered now by a policewoman, pursuing the villains in his usual ruthless, quick-thinking style. Columbia-Warner. No. 471.



Dressed to kill

Right: Armed with a pirate's sword, Genevieve Bujold is a perfect foil to Robert Shaw in the "The Scarlet Buccaneer." Inset: The Golden Hinde, alias "The Blarney Cock."



SOUL MATES . . .

Of the two fellows wearing trilbies in the picture below, the lower is perhaps more recognizable — he's actor-singer David Soul.

The other is CCY Donald Maclean, of Longroom Signal Station, Plymouth, who was one of 35 sailors and Wrens from the Devonport area who spent five days working as extras in "Mud," being filmed on Dartmoor.

David and Donald were among a crowd watching a mudfight — which accounts for the amused expressions. But filming was not all a bundle of laughs: on the last day, particularly, the weather was cold and there was a lot of waiting about for the extras.

Donald's verdict: "It's not my idea of a glamorous life!"



Winged Wilf gets airborne

Wilf, the ventriloquist's dummy who achieved national fame when he appeared attired in a mini sailor's uniform in the television series, "Sailor," has had his first flight after being presented with his wings.

Well, to be honest it was the man who works him — now Leading Aircrewman John Pooley — who earned the wings on completion of his course at the R.N. Aircrewman School at R.N. air station Culdrose.

Not unnaturally, having undergone the rigours of the course, Wilf was also presented with his wings by Capt. Stan Leonard, commanding officer of Culdrose.

John "invented" Wilf four years ago and they shot to TV fame while serving in H.M.S. Ark Royal. Selection for aircrewman training took both to Culdrose in March.

Now they are attached to 703 Squadron at R.N. air station Portland to specialize as missile aimers (dummy warheads?) in Wasp helicopters.

As LA(Phot) Keith Sturge's picture shows, LACMN Pooley took Wilf for his first flight in a 703 Squadron Wasp at Lee-on-Solent.

Capt. Leonard also presented aircrewman wings to LACMN John Chrossan, LACMN Chris Folland and LACMN Roy Wilson.

CHARYBDIS KEEPS A LOW PROFILE

Soviet ships are always on the scene when Western navies are being put through their paces, so it's obviously only fair that we should keep an eye on their goings-on.

One of H.M. ships involved in the surveillance of the Soviet Spring Exercise was H.M.S. Charybdis, which was deployed as the most northerly surface unit. She earned her "Blue Nose" award by steaming as far as 72 degrees north, in the vicinity of North Cape.

As you can see (right), she kept a very low profile... The picture was taken during a three-hour refuelling stop at Hammerfest in Northern Norway. On the far right is MEM1 Royston (Taff) Duckett, seen assisting with the refuelling operation.



SPLATMAN



DON'T DRIVE TIRED! - DRIVE SAFE!



Look out Hermes, it's him!

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Splatmen, Batmen, Chinamen, Firemen... You name them, the Hermes grand kitemen parade had them, as can be seen from our picture. The kite competition was judged by the First Sea Lord, Admiral Sir Terence Lewin, who spent two days in April on board the ship he commanded during the time she was a fixed wing carrier.

H.M.S. Hermes had several opportunities to put the "booties" in during a series of exercises in the Mediterranean. While the ship was in Malta for an assisted maintenance period, the four-aircraft detachment of 845 Naval Air Squadron disembarked to R.A.F. Luqa to train with elements of 41 Commando Group R.M. based at St Andrew's Barracks.

This was a forerunner to a two-day commando assault exercise codenamed Sea Aster during which the Royal Marines were transported from ship to shore and recovered in a night phase. Two Sea King helicopters of 814 Naval Air Squadron assisted with the heavy external loads, and the exercise gave the ship a good work-out in her new secondary role of amphibious assault.

Next opportunity for the Hermes and 845 Squadron to work with the Royals was during Exercise Dawn patrol in the first weeks of May. This involved air, land, naval and amphibious forces of seven countries in a test of NATO's plans for defending its southern flank. Included in the "battle" was an amphibious landing on Sardinia.

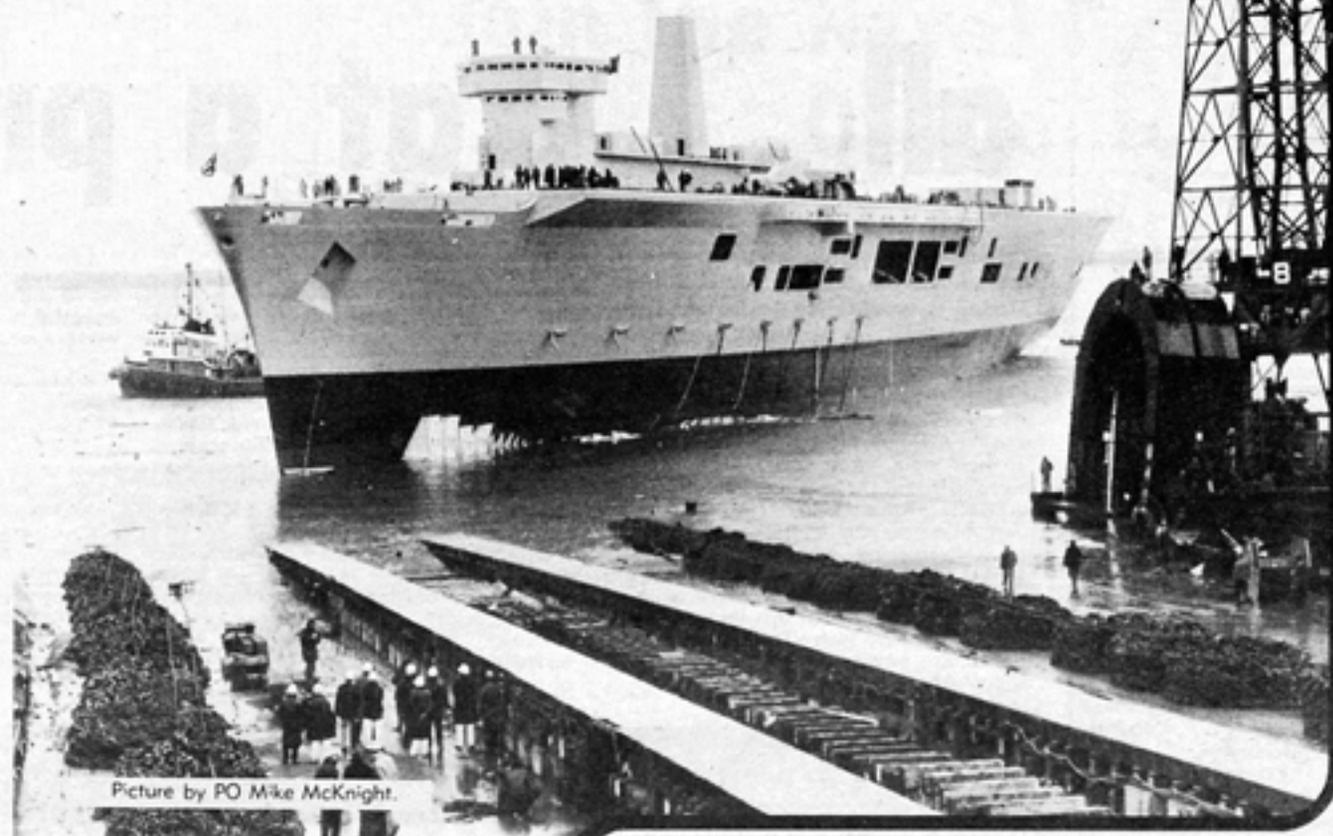
While the Hermes was in Malta her volunteer band played for handicapped children at the Villa Papa Giovanni Hospital. A special visitor to the ship was Mrs. Winifred Harcourt who in 1974 was evacuated from Cyprus by helicopter from the Hermes.



CML THE Colonial Mutual Life ASSURANCE SOCIETY LIMITED (Incorporated in Australia 1873)

INVINCIBLE

First of a new class of



Picture by PO Mike McKnight.

Many thousands waited in heavy rain at Barrow-in-Furness to see the launch by the Queen of H.M.S. Invincible, the largest warship built for the Royal Navy since the 1950s.

First of the new class of anti-submarine cruisers, the Invincible slid smoothly down the slip at Vicker's Barrow yard on May 3, sent on her way with the breaking over her bows of a bottle of home-made wine provided by MOD staff at Bath.

The ship entered the water with a roar, was quickly pulled up by the tons of drag chains and soon tugs were manoeuvring her into position.

An appropriate feature of the launch was a fly-past by a Hawker Harrier, plus three Sea King helicopters each streaming a White Ensign. The Sea Kings came from 819 Squadron, based at H.M.S. Gannet, Prestwick Airport. The new cruisers are being designed to operate both the Sea King anti-submarine helicopters and the Sea Harrier, the first of which is well advanced in construction at Kingston. Twenty-four Sea Harriers have been ordered for the Royal Navy.

At the fly-past the "jump-jet" demonstrates some of its versatility, piloted by Mr. John Farley, chief test pilot of Hawker Siddeley Aviation.

The service at the launching ceremony, during which the Queen named the ship, was conducted by the Rev. E Knotman, vicar of St John's, Barrow.

Of 16,000 tons standard displacement, the Invincible

will provide command and control facilities and carry the Sea Dart air defence system. She will have latest communications and navigation equipment and will be powered by Rolls-Royce Olympus marine gas turbine engines.

Her overall length is about 206 metres and her beam almost 32 metres, and there will be high-standard accommodation for about 1,000.

She is the sixth Royal Navy warship to bear the name Invincible, the last being the 17,250 ton battle cruiser which saw action at the Battle of the Falkland Islands and at Jutland.



H.M.S. BIRMINGHAM

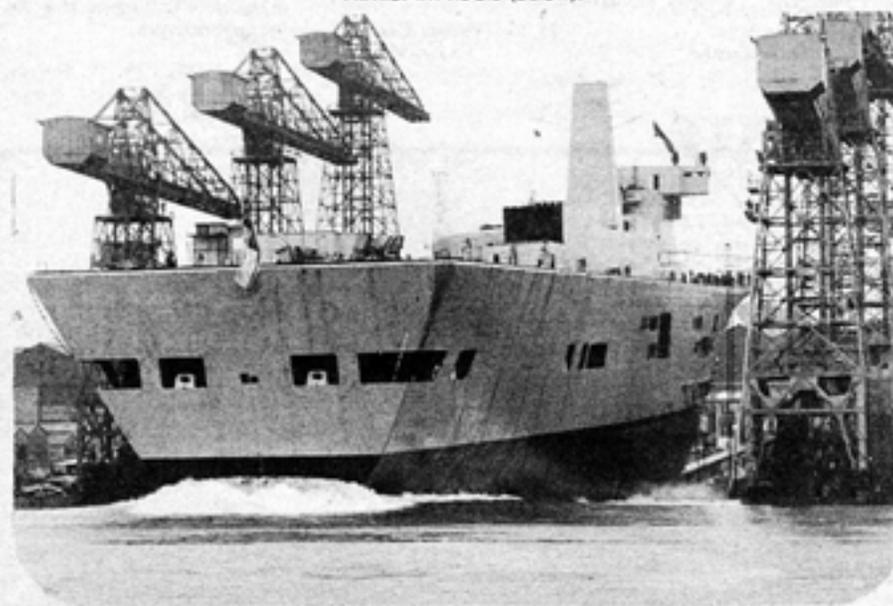
— IN FULL COLOUR —

IS No. 259 IN THIS

POPULAR SERIES. SEE PAGE 13.



PO Les Warr's views of the fly-past by Sea King helicopters (above) and the launch of H.M.S. Invincible (below).



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Why not medals for all . . . at a price?



208 Squadron's shield

I have been asked if I can help trace the original heraldic shield of 208 R.A.F. Buccaneer Squadron who serve, with the Royal Navy, at Honington. It is believed that the original might have been "acquired" by a ship visiting Aden in the early 1960s and when 208 Squadron were serving at Khormaksar. The original cannot be replaced and its return would be much appreciated. The picture should help with identification.

A. M. D. de Labilliere
Cdr, R.N.

R.A.F. Honington,
Bury St Edmunds,
Suffolk.

Following your excellent report on the allocation of the Silver Jubilee Medal, I would like to forward my observations on a quick survey I carried out.

Assuming there are no real criteria for the award, would it not be possible for serving members to purchase the medal at their own expense? Of 20 people asked, 19 said they would be more than happy. Those asked ranged from lieutenant-commander to junior ratings. It is also strongly felt that the "Tot fund" should have been used to ensure that all ratings were automatically issued with a medal. It is appreciated that the other Services do not have such a fund, therefore the former idea would have been far better for all concerned.

In this day and age, people have to pay for what would appear to be their right. Please allow all to take pride in the fact that they served the Queen during her Silver Jubilee.

H.M.S. Vernon
I wonder why pensioners are not mentioned in the allocation of the Silver Jubilee Medal. I retired from the Royal Marines after 30 years' service, having served throughout the entire reign of Queen Elizabeth II.

R.M. Retired
Tavistock, Devon.
If sufficient medals cannot be made so that every single member of the serving forces gets one, it would be better if no medals were awarded at all.
I spent 20 years in the Royal Navy, including six years war service and a couple of wounds.

Twice in the past I missed out on Jubilee and Coronation medals. I am now getting on for 70 and it is when I look back that I feel resentful to think that my loyalty was not worth a medal.

G. F. Seymour
Waltham Abbey
Essex.
The tri-Service "ground rules" approved for the award of the Silver Jubilee Medal were based on the selection process described in last month's Navy News.
The view is taken, we understand, that the issue of medals "on repayment" would be incompatible with the principle of selection by merit and would devalue the award.
Pensioners now re-employed in a civilian capacity connected with the Services may qualify for consideration in that respect, but there is no special allocation for pensioners in general — Editor.

The happy ■ Torquay

As an old Torquay from her first commission in 1956, I am reminded that May this year saw the 21st birthday of the ship. The Torquay was the first of a new generation of frigates, and was the happiest ship I served in during 29 good years in the Navy.

She took part in the Suez operation, as well as Cyprus patrol, and visited many parts of the Med. Those were the days of manoeuvring stern first at high speed up Sliema Creek to secure among the rows of destroyers and frigates berthed there, piping to both sides as we passed the others, then spreading all awnings, laying out booms, lowering ladders and boats, with the "g" once the picking-up rope was fast at each end.

Best wishes to the Torquay on her birthday and to her present ship's company for continued happy service.

M. R. Healy
Lieut-Cdr, R.N. (retd.)

International Hydrographic Bureau, Monte Carlo.

LETTERS TO THE EDITOR

K boat ■ memories

Regarding the sinking of the K13, my old comrade Stanley Bishop is perfectly correct that the K13 was raised and became K22, and there were no 13s after that.
I met two survivors at different times, one being Oscar Moth, who was her coxswain. The last time I was in contact with him was in January, 1921, when he was regulating coxswain of the spare crew in the parent ship Pandora. I was serving as spare crew signalman and, due to K5's signalman being on the sick list, should have automatically taken his place.
However, we had a signalman from K11 (which was in refit at Chatham). He was unhappy in the Pandora and suggested he took my place. After an interview with Oscar

he agreed — and that is why I am able to write this instead of being at the bottom of the Atlantic.

John Sparks
Alverstoke,
Hants.

Hotel wants ■ R.N. relics

As the Hotel for the Royal Navy at Weymouth is just finishing a short refit, we are looking around for material to decorate our new bar and public rooms.
Many regular and ex-Navy personnel will have relics, badges, cap tallies, crests, photographs and other material which would be suitable for display at the hotel, and if anyone feels inclined to donate them we shall be grateful, assuring donors the items will be found a permanent home.

It is not the intention to turn the hotel into a museum, but to try to create a nautical atmosphere for our nautical guests.

G. Ashton-Rickardt,
Resident manager
Hotel for the Royal Navy,
Greenhill,
Weymouth

At Easter my wife and I spent a week at the Hotel for the Royal Navy at Weymouth, and we have nothing but praise for the service, food and accommodation.

I met naval types both serving and ex-Service, including R.N.A. members, and within a day we were all mates, chatting about old ships and other matters.
Some of the visitors return year after year — and I am certainly booking for next year.

R. B. Furneaux,
Ex-LSA

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R.N.A., Hanworth,
Middlesex.

Life as a ■ Wren

At the W.R.N.S. reunion on April 23, we learnt something of the "new look" Wrens.

It prompts me to recall how in 1942 at H.M.S. Cabbala, Lancs, when under training as a visual signaller, we were not allowed to speak to the sailors on camp except when attending camp cinema. But they were not allowed to take us back to our barracks.

We also had to muster at the main gate when going ashore at Secure (one day in four) — and the sailors were always ahead of us.

No plain clothes or alcohol were allowed at dances, just a cup of Naafi tea or coffee if we were lucky. And dancing was in pusser's shoes on planks of wood laid on the grass. Music was by radio, records or the occasional musician.

We enjoyed every minute.
W. Robinson (Mrs.),
Ex-CWren Reg.

Emsworth,
Hants.

Bluejacket ■ Band

Is there any chance of recreating the Bluejacket Band at Pompey? I remember the thrill and pride with which I used to watch them leave Barracks playing "Heart of Oak," with the drum major (who seemed to be about nine-foot high) hurling his mace over the gate arch.
In answer to the letter

What became of kitbag P/053280?

Who's got an ex-submariner's kitbag, last seen in 1970? Writing from Roddymoor, Crook, County Durham, Mr. G. Hughes relates the sad tale of the loss and of what, he says, appears the impossible task of tracing it.
"I left the Forces in July, 1970, being discharged from R.N.B. Portsmouth. Previously, I was at Faslane S.M.U. unit and, before that, in H.M.S. Dolphin.
"The last time I saw the kitbag was in February 1970, just before I came back from Singapore. I was serving in H.M. submarine Finwhale and, having to fly back, the bag was to be sent by sea. But by the time I left the Navy, it had not arrived.
"Since then I have written to the baggage store in H.M.S. Dolphin, who advised me to contact Faslane, but with no luck.
"I know it was well-labelled and padlocked, and my name and number — P/053280 — were clearly on the bottom."

(May) suggesting there should be a signature tune for the Silver Jubilee Review of the Fleet, what's wrong with "Heart of Oak?"

R. F. Bromage,
Ex-A/CPO Tel.
East Molesey,
Surrey.

Vice-Admiral ■ Seccombe

I am endeavouring to find details about an ancestor of mine who served in the Navy during the 1880s. His name was Vice-Admiral John Seccombe, and I believe one of his ships was the Duke of Wellington.

I would be grateful to hear from anyone who can help.
G. D. Seccombe
14 Nelson Road,
Corby, Northants.

Death of ■ Ma Brad

Many matelots past and present will be sad to learn of the death of Mrs. M. Bradbury, who for many years kept "Old Brad's cafe," just off Guildhall Square, Portsmouth, and was affectionately known as "Ma Brad."

Ma, who was 83, insisted on her title to the last. Legion are the sailors with good cause to remember her cooking and homely welcome.

Her final efforts were her preparations — all complete — for the Silver Jubilee. A grand old lady and great character.

M. G. (Yorky) Coates,
Ex/OEMechl.
North End,
Portsmouth.

Plugged-up ■ Peppercot

The announcement of the death of Rear-Admiral A. Nicholl, of H.M.S. (Peppercot) Penelope fame, reminds me of the time I saw the Penelope in dry dock at Gibraltar in 1942. Apart from the hundreds of wooden plugs in the sides, the main armament had been fired until red hot and some barrels were split from the muzzle backward. It was a sight I have never forgotten.

S. H. Holmewood,
Ex-ERA
Chessington,
Surrey.

One ship, five ■ admirals

Mr. G. W. Johnson (March) asked if anyone knew of any Royal Navy ships which wore the flags of five admirals together at sea.

While serving in the 15,000-ton battleship Implacable during the combined 1914 Fleet manoeuvres after dispersal from the Spithead Review, I remember seeing five admirals' flags, one being the Union flag flown by an Admiral of the Fleet, worn by the 12,000-ton armoured cruiser Euryalus which was doing duty as umpire ship for the manoeuvres.

A. W. Rogers,
Ex-Sen. Com. Bosun,
Wherstead, Suffolk.



H.M.S. Ardent, latest of the Type 21 frigates, is pictured on builder's trials off Arran. The 2,500-ton warship is armed with an automatic rapid fire 4.5in. gun, Sea Cat and Exocet missile systems, and she operates a Wasp helicopter which will be replaced by the Lynx.
Photo: LA Jim Ferguson.

A bit of Vanguard lives on

Bridge windows which were originally in H.M.S. Vanguard, last of the Royal Navy's battleships, are still at sea, I believe.

I have two photographs (see right) of M.V. Tourmaline, of Glasgow, one showing her arriving in Dublin and the other taken in the wheelhouse and showing the bridge windows. The window frames are brass and, I believe, came from the Vanguard.

The Tourmaline people assured me that this was a long-standing belief aboard, which was confirmed when some glass was being replaced and the name H.M.S. Vanguard was found stamped on the inner part of a frame.

The Vanguard was scrapped at Faslane about 1961, and the Tourmaline built at Troon in 1963.



It is interesting to think that a part of the Vanguard still goes to sea and that the windows through which the Queen must have looked when, as Princess Elizabeth, she made the voyage to South Africa, still look out over salt water.

Walter Kennedy
Dublin 8.

PEAL OF TWO MALAYA BELLS

Each correspondent who has written about the H.M.S. Malaya Bell is correct as there were at least two silver bells in the ship, both presented by residents of the Federated Malay States either when the ship was built in 1915 or visited the Malay States in 1921.

The main bell, which also contained a number of gold sovereigns which were deposited in the crucible on casting, was returned to the Federated Malay States on May 23, 1950 and now resides at one of their shore bases. The second silver bell, mentioned by your correspondent Cdr. J. E. C. Stoy, resides in the London club to which it was presented when the ship was broken up in the early '50s. The club numbers among its members many rubber planters who at one time lived in Malaya.

Cdr. Stoy is also correct about the Malayan Jack taking preference over other ensigns when flown at the main mast on various occasions.

As related by our president, Vice-Admiral Sir John F.

Stevens, at a recent H.M.S. Malaya Association reunion, the most prominent person to serve in the Malaya during her whole career was King George VI; who in 1917 was a lieutenant on board.

A. H. Trigell,
Founder and hon. sec.,
H.M.S. Malaya Association
Lymington,
Hants.

I served in H.M.S. Malaya in 1937-38, and Cdr. Stoy's letter about her privilege Malayan Jack was of great interest.

She always wore the Malayan flag at the main on Jutland Day (May 31) in honour of her name country, the people of which had contributed to the cost of her building.

Eric G. Culley
Rowner, Gosport.

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

M.Q. RENT RISE 'BITES' DEEPLY

I am a scale A leading hand, married with two children. Income tax takes a large bite of my £3.37 per week pay rise, but the biggest bite of £1.19 comes in the form of increased Married Quarters charges, which is surely worthy of investigation.

Local councils do not put up their rents every time a tenant gets a rise, even if that tenant is an employee.

When the cost of living rises 14.3 per cent, more than a man's wage, this situation can only lead to domestic hardship for the man and his family.

As a result of the percentage structure, the higher paid get a bigger rise than the lower, which inevitably leads to bitterness and a widening in the social gap.

The members of the Board concerned are, no doubt, well intentioned, but I doubt if any of them are at present living on a junior rating's wage.

Neutralis
H.M.S. Falmouth.

Surely it is an abysmal situation when men of the Services are entitled to Family Income Supplement, rent rebates on a married quarter and other welfare benefits because their income is below

the official Government poverty line.

Does no one take any notice of the number of good highly trained men — some only a few years away from pension, others valuable experienced FCPOs — who are taking their 18 months option, and yet more who are not re-engaging from LS2 to LS3?

POCA
Chatham

Married quarter rents were increased by an average of 14 per cent, on April 1, based on evidence of civilian rent rises during the previous year. While it may be true that councils do not increase rents every time a tenant gets a rise, civilian rents have in some cases increased more than once a year, and the effect is just as severely felt. Mortgages, too, have been increased.

It should also be remembered that only 34 per cent of naval married men live in married quarters.

As far as the overall pay award is concerned, the more highly paid receive only a gross maximum increase of £4 a week so, far from widening the gap, differentials become increasingly compressed.

On rebates and supplements, the fact is that if a man marries young and has children quickly, it is always easy for expenditure to outpace income however much he is

paid. His personal life style is, of course, his own affair.

It is the Government (not the Services) which offers help by paying rent and rate rebates and Family Income Supplement, when justified. Some may feel hurt pride and think they should be paid more by the Navy, but this would mean artificially increasing the pay of every Serviceman to compensate.

The problem is set in context by figures which show that only about 30 ratings today receive rent and rate rebates. Family Income Supplement is dealt with by the Department of Health and Social Security and figures relating specifically to the Navy are not so readily available.

Notice is always taken of why men leave the Service. At present, statistics for the half year ended March, 1977, are being analysed to assess the impact of the introduction of Notice engagements and also to see at what career points men are choosing to leave, together with their reasons.

So far the evidence points to fewer men leaving, as was indicated on the front page of Navy News in March, when it was reported that the Service retention rate had improved enormously.

Editor.
(See Newsview, Page 18)

Who's Hero's hoister?

Throughout several series of the B.B.C. TV "Warship" programme, the title shots included a rating hoisting an ensign.

For some time a correspondent named Linda, who writes from Surrey, has been trying to obtain a picture of the scene or the sailor, with-

out any luck. The only real information is that the scene was filmed about four years ago when H.M.S. Phoebe was playing the role of "H.M.S. Hero."

If any matelot would like to "own up" to being the sailor concerned, write a little of how he came to be in the film shots, or send a picture, we would be happy to pass it on to the correspondent.

For perfection Piper gets the rating

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The stoker's 'tache'

reading the letters about sailors and moustaches, reminded me that when I was based on the old H.M.S. Pekin (ex-Arethusa) in Chatham dockyard in 1943-44 we had on board as ship's company an old three-badge stoker who sported a luxurious moustache. He had, I believe, been a bus driver and came from Southend-on-Sea.

He refused to shave off the moustache and, to my recollection, was allowed to keep it.

C. A. Caswell,
Ex-SBA.
London W12 0PE.

ASSISTANCE TO AUTHORS

A. E. Wightman of 44, Brockenhurst Close, Rainham, Gillingham, Kent ME8 0HG, appeals for anecdotes and reminiscences about the Training Ship Arethusa. He hopes to include in his book information about the Arethusa of the Royal and Merchant navies, and any foreign vessels to have borne the name.

Jim Lloyd is collecting material, historical and otherwise, on two appointments of the warrant rank, in particular Boatman of the Yard and Master Rigger. He is investigating the extent of their responsibilities and their dress. He is also researching a treatise on the Salmaker. Replies to Hamdon House, Hamdon, Peter Tavy, Tavistock, Devon.

Lieut. F. M. Kennedy is seeking stories and pictures of Admirals of the Fleet Sir Henry Francis Oliver (1865-1965) for a display at H.M.S. Raleigh, where one of the new accommodation blocks is named Oliver Block. Also wanted are stories about the ships in which Admiral Oliver served — Agincourt (1880); Majestic (1900); Thunderer (1913); Repulse (1918) and King George V (1919).

Replies to Troutbridge Division, H.M.S. Raleigh, Torpoint, East Cornwall.

R. D. Pankhurst of 42, Vellwell Road, Exeter, is compiling a list of Royal Navy, Royal Marine, W.R.N.S. and Q.A.R.N.S. officers who were lost in the period 3.9.39 to 31.12.47. The list is virtually complete, and Mr. Pankhurst now wishes to add details of how the losses occurred. This is simple in regard to ships lost, but not so easy in cases of individual deaths or accidents. He also wishes information of small ships in Combined Operations and Coastal Forces where only the parent ship was officially mentioned, and which Fleet Air Arm squadrons were involved in losses of aircrew, including ratings. All replies acknowledged.

Basil Ripley is collecting material on the history of Horsea Island, Portsmouth, and the Royal Navy's steam picket boats, and would like to contact anyone who served in one or both. Material will be cared for and returned with postage costs. Replies to Steamboat Cottage, Stubbington, Fareham, Hants PO14 2PP.

Nice one, Hecate!

"At 0800 the Hydrographer's flag was raised and half an hour later the Hecate headed towards the narrow entrance of one of Europe's most picturesque little harbours, with its beautiful late 15th Century palace perched on a 200ft. high rocky headland which, together with the sunlit backdrop of the French Alps, cups the tiny 370-acre Principality against the sea."

So reads H.M.S. Hecate's report to Navy News of her five-day visit to Monaco. And very nice too . . .

The Hecate interrupted a lengthy period of surveying in the Mediterranean to act as flagship to the Hydrographer of the Navy (Rear-Admiral D. W. Haslam) while he led the U.K. delegation to the 11th International Hydrographic Conference in Monte Carlo.

After parading a guard and proudly firing a national 21-gun salute, the Hecate berthed right alongside one of the few fast straights of the Monaco Grand Prix circuit. Preparations for the race were in full swing, but unfortunately the Hecate had to leave before the ship's company could enjoy a grandstand view of the event!

Cdr. Geoffrey Hope, the Hecate's commanding officer, presented a paper — "The present state of automated hydrography in the Royal Navy" — to the conference and many of the delegates from the 47 member states went on board to see some of the latest equipment carried by the Hecate.

V.I.P. VISITORS

The list of V.I.P. visitors welcomed on board was headed by two Admirals of the Fleet — the Duke of Edinburgh and Earl Mountbatten, both of whom were in Monte Carlo for the International Variety Club convention.

Almost everyone on board was able to meet the guests who paid separate visits to the ship, and Earl Mountbatten delighted the communications staff by "having a go" on a Morse key. One of the junior radio operators, obviously unaware that Earl Mountbatten was a highly competent communications officer, was clearly amazed by his speed! Other hospitality included an open-air

dinner party given by Rear-Admiral Haslam for 47 guests, and a reception on the flight deck for 200 delegates and their wives. On behalf of the Royal Naval Hydrographic Service, Rear-Admiral Haslam presented to the International Hydrographic Bureau a copper printing plate engraved in 1867.

BACK TO WORK

It was certainly a good run ashore for the ship's company, with the Principality of Monaco granting free admission to many places of interest, ranging from the famous Oceanographic Museum to the excellent open-air heated swimming pool by the harbour. A few sailors could not resist trying to break the bank by visiting the Casino, while most preferred the

slightly cheaper delights of Rosie's Bar, the nearest thing in Monte Carlo to a typically English pub.

Then it was back to work — and it's said that after such a hectic time ashore everyone on board was actually quite pleased to return to the more relaxing tasks on the survey ground . . .

It has just been announced that Rear-Admiral D. W. Haslam, who has been Hydrographer of the Navy since 1975, has been elected President of The Hydrographic Society in succession to Rear-Admiral van Weelde, Hydrographer of the Royal Netherlands Navy.



Left: The survey ship H.M.S. Hecate sparkles in the Mediterranean sunshine in Monaco harbour, with the roads and buildings of Monte Carlo forming a spectacular backdrop. Above: Prince Philip and Rear-Admiral D. W. Haslam (Hydrographer of the Navy) take a close look at the computer-linked automatic plotting table being described by the commanding officer of H.M.S. Hecate, Cdr. G. L. Hope.



DIAMOND YEAR DATE FOR W.R.N.S

A reception for serving and former officers of the W.R.N.S., W.R.A.C., and W.R.A.F. is to be held in St James's Palace on Thursday, October 27 as part of the diamond jubilee celebrations of the Women's Services. There is accommodation for 650, of whom 50 will be V.I.P.s, so each Service will get only 200 tickets to cover past and present personnel, so allocation may be by ballot.

Application for tickets (£5) should be sent by August 31 to the Office of the Director W.R.N.S., Room 309, Archway Block South, Old Admiralty Building, Spring Gardens, London SW1A 2BE. Cheques should be made payable to the Director W.R.N.S.

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NAAFI EXCLUSIVELY FOR YOU

Didn't they do well...

Jersey is a small island (45 square miles, population about 73,000) and H.M.S. Jersey is a small ship (1,250 tons, complement about 40), but the gift from the islanders to "their" ship is by no means small — a generous £10,000.

When the Island-class patrol vessel visited Jersey for the first time part of the States' gift was used to provide lavish entertainment for the ship's company. It also paid the air fares and for the hotel accommodation of five wives who joined their sailor husbands, representing all parts of ship, during the visit.

In addition the ship has received a silver bell, a water ski boat, a sailing dinghy, two canoes, two tents, two bicycles, and pictures for the wardroom and ratings' messes. "The remainder of the money (thought to be about £5,000) is to be invested in a trust fund, the income from which will be available to the ship to be spent

as decided by the trustees," the commanding officer, Lieut.-Cdr. B. E. Seath, told Navy News.

"Naturally, all in H.M.S. Jersey are overwhelmed by the generosity of the islanders and extremely grateful for all that has been done for us."

On Monday May 9 the Jersey began a five-day visit to London, berthing alongside H.M.S. Belfast in the Pool. Although not open to the public, the ship was visited by several official groups, including parties of school children.

KING ARTHUR!

The Royal Navy's chess champion, 1977, is a civilian, Mr. Arthur Brameld, who won the title in 1975. A change of rules has dashed Mr. Brameld's hopes of claiming the trophy for a third time: any civilian who wins the contest in future will be named Victory Ludorum and the title of champion will go to the highest placed Service player.

Mr. Brameld, a staff author at H.M.S. Dryad, won six out of seven games. His only draw was a tactical one after seven moves in the fifth round, when his opponent was Lieut.-Cdr. Roderick Addison (R.N.E.C. Manadon), who was runner-up in the championships, with 5½ points. There were 23 entrants.

The choice of venue for this year's tournament — H.M.S. Dryad — was most appropriate, as the badge of the Maritime Tactical School in the establishment contains a chess board. Prize for the most improved player in the tournament went to AOEA2 Bernard Halls (Newcastle).



Left: Arthur Brameld, the Royal Navy's chess champion, takes it easy after winning the title. On the extreme right is Lieut.-Cdr. R. Addison (runner-up) and second from the left is Capt. J. F. Cadell, captain of H.M.S. Dryad. The other competitors in the picture include AOEA2 Bernard Halls, holding the book he won for being the most improved player. He was seventh, with 4½ points.

HOME AGAIN

After four months away from home the ships of the Group Five Transatlantic Deployment returned to the U.K. on May 23 and 24. Fresh in the minds of the men on board will be the memories of visits to the Caribbean islands, Brazil, and — on the way home — to various parts on the West coast of Africa.

They will also remember the many hours of hard work, of course, including the days spent on exercises. Brazex, a combined British/Brazilian exercise took place off Rio de Janeiro and the picture (left) was taken by LA(Phot) R. Dobson as the participants sailed into Rio, past the famous Sugar Loaf mountain. In the lead, followed by H.M.S. Tiger, is the Brazilian ship Barros.



During the combined exercise, Brazex, off the coast of Rio de Janeiro, Wasp helicopters from the Brazilian ships found no difficulty in cross-operating with the British frigates. Because the Brazilian aircraft carrier Minas Gerais (formerly H.M.S. Vengeance) was in refit, however, there was no suitable Brazilian vessel from which to operate their SH3D helicopters, so it was agreed that two Sea Kings of 826 Squadron should land at the naval base at Sao Pedro and be replaced on

board by two SH3Ds. After the pilots had adjusted to the techniques of operating from a small deck, the operations went smoothly.

On completion of the exercise the Group re-entered Rio for what was voted a most popular run ashore. H.M. ships Jupiter and Aurora, with R.F.A. Green Rover, visited Salvadore, while H.M.S. Antelope had ventured south to Buenos Aires.

On the long passage back across the Atlantic there was a full programme of

exercises, but the force stopped several times to allow "Hands to Bathe".

The Group then split once again, with H.M. ships Tiger and Antelope and R.F.A. Green Rover going to Dakar; Ariadne, Danae, and Tarbatness to Banjul; Jupiter, Aurora, Euryalus, and Tidepool to Funchal. The visit to Dakar gave several young sailors their first taste of Africa and a steady flow of miniature dug-out canoes and grotesque facemasks came over the brows!



Seen below the statue of Christ the Redeemer on the Corcovado mountain overlooking Rio de Janeiro are (from the left): WTR Jammy Hartley, LSA Barry Melia, and SA Peter Cook, all from H.M.S. Jupiter.

Picture: LA(Phot) Jim Miller

ANTELOPE GOES SOUTH

H.M.S. Antelope, the first Type 21 frigate to go on a Group Deployment, did not take part in the joint British/Brazilian exercise. Instead, she turned south from Rio de Janeiro and made a high-speed passage to Buenos Aires for a visit which turned out to be one of the best of the Deployment.

The ship's company found the

Argentinian hospitality to be "second to none" and during the four-day visit they returned the friendship by entertaining hundreds of guests on board. The Antelope was a popular attraction, being floodlit each night.

APPOINTMENTS

Rear-Admiral J. S. C. Lea, who became Assistant Chief of Fleet Support in January 1976, is to be Director General Naval Manpower and Training in December.

Rear-Admiral Lea served as engineering officer in a number of ships, and later appointments included Staff Engineering Officer and Deputy Superintendent, Clyde submarine base. In 1970 he became Director of Naval Administrative Planning and, before taking up the appointment of Assistant Chief of Fleet Support, was Commodore of H.M.S. Nelson.

Rear-Admiral W. T. Pillar, who became Port Admiral Rosyth early last year, succeeds Rear-Admiral Lea as Assistant Chief of Fleet Support in November. His former appointments include Assistant Director Engineering on the staff of Director General Ships, and he has commanded R.N. Engineering College Manadon.

Capt. E. J. Horlick is to be Director of Project Team Submarines/Polaris in May in the acting rank of rear-admiral. He is to be promoted rear-admiral on July 7. An engineering specialist, his appointments have included squadron engineering officer, 2nd Frigate Squadron; Assistant Director Submarines, based at Bath; and chief marine engineering officer on the staff of C.-in-C. Fleet.

Other appointments recently announced include:

Capt. J. H. Cartill, Drake in command and Area Co-ordinator (NIPFS) on Staff of Flag Officer Plymouth, October 4. (To serve as commodore).

Capt. J. R. Hill, Director of Defence Policy (C Division), October 18. (To serve as commodore).

Commodore J. R. Grindle, Captain of the Port and Queen's Harbourmaster, Portsmouth, October 11.

Capt. D. N. O'Sullivan, London in command, August 9.

Capt. W. R. S. Thomas, Fearless in command, August 23.

Capt. G. T. J. O. Dalton, Jupiter in command and as Capt. F7, September 14.

Capt. J. S. Grove, Fisgard in command, October 18.

Capt. B. J. Williams, Heron in command and as Flag Capt. to FONAC, October 27.

Cdr. P. B. Rows, Antelope, September 20, and in command.

Cdr. J. C. Appleyard-List, Aurora, September 8, and in command.

Lieut-Cdr. P. Willsted, Woodlark in command, July 11.

Lieut. D. G. Wildgery, Wotton in command on commissioning, October 25.



NEW FROM AIRFIX

DEFENDER TO THE ATTACK!

Based on the highly successful Islander Light Transport, the Britten Norman Defender has been developed as much for attack as for defence.

Armed with machine guns and bombs, the Defender is used by the Philippine Navy to hunt down smugglers and insurgents. But an endurance of 15 hours makes it ideal for air-sea rescue operations. While Air Liberia use the Islander to carry passengers.

Now faithfully reproduced in a superb Airfix 1/72 scale kit, the Britten Norman Defender can be made as either the Philippine Navy or Air Liberia Islander version. The kit features moveable propellers, underwing fuel tanks and bombs and both civil and military pilots, as well as markings for Air Liberia and the Philippine Navy.

Technical details

Fuel Load:	2 x 56 gal drop tanks
	Endurance of 15 hours
Engines:	Two Lycoming 10-540
Cruising speed:	160mph
Wing Span:	53ft
Length:	35ft 8ins
Height:	13ft 8ins

BRITTEN-NORMAN DEFENDER
1/72nd Scale



IN MEMORIAM

- I. R. Sell, CEM2, H.M.S. Collingwood, April 18.
- C. E. Rose, Lieut.-Cdr., H.M.S. Daedalus, April 25.
- S. W. Morrey, A/LSA, H.M.S. Heron, April 27.
- R. C. Mace, MEM1, H.M.S. Dolphin (Spare crew), April 30.
- J. J. McKewen, POCK, H.M.S. Pembroke, May 15.

TWO PAGES ...

Youngsters soon in the swim

There is a way to take the worry out of teaching your offspring to swim, as the parents of the young swimmers on the right discovered. Their children were among 30 from naval families who took advantage of a course of ten swimming lessons offered by two physical training instructors at H.M.S. Temeraire during the Easter leave period.

At the start of the course all 30 children — aged between four and 12 — needed arm bands. After CPOPT Harry Pimblett and POPT Alan Carlisle had finished with them, 22 had swum a length or breadth without swimming aids.

The success of the venture has persuaded the two PTIs to hold another course for non-swimmers during their summer leave, Monday August 15 to Friday August 26. Interested naval parents should contact CPOPT Pimblett at Temeraire (Portsmouth 22351, ext. 5851).

For R.N.L.I.

A cheque for £150 was presented to the R.N.L.I. club following a bazaar organized at Plymouth by the R.N. Wives' Association. The presentation was made by the association's port treasurer-secretary (Mrs. M. Buzzo) and the money will be used towards purchase of a boat radio. The local lifeboat coxswain and crew attended the ceremony.



How to plan a roof-to-roof move

The Admiralty Board's policy of providing sufficient married quarters so that roof-to-roof moves are possible has been a practicable proposition within the U.K. for some time — with one or two very minor exceptions — although some naval families may not realise this.

It should not be necessary to stay with the in-laws or friends or seek private temporary accommodation while on a married quarter waiting list. All that is needed is a bit

of careful forward planning and a knowledge of the married quarter rules.

This article outlines some of these rules and explains how to plan a roof-to-roof move between U.K. married quarters. Those wanting to study the detailed MQ rules should check with their married quarters office or divisional officer.

There's no priority for pets

Latest contribution to the "dogs and MQs" saga comes in the form of a letter from an Eastney reader who asks why people with pets and no children are given priority for houses with gardens. "Surely people with children living in flats and upstairs maisonettes should be given first refusal," she says.

In fact, there is no policy that people with pets, but without children, receive priority for houses with gardens. When MQs are allocated several factors are considered, including number in family, people's views on what they would like and where, and what is available at any particular time. And once installed in a quarter, transfers are not normally allowed unless there is an increase in family and they want to move, or if there are strong medical or welfare reasons.

The acquisition of a dog at this stage would certainly not be regarded as grounds for a move.

So while it is realized that to some people their dogs are highly important, these animals — and any pets for that matter — play no part in staking a claim for any particular accommodation.

In Portsmouth and Gosport, for example, only a few of the quarters have enclosed gardens suitable for dogs, and if a quarter happens to be vacant it goes to the family with prior claim, whether they have a pet or not.

If such a quarter is not available, a dog owner can opt to go elsewhere and part with his pet — or can wait until one becomes available.

area, you can stay in it for the remainder of your Service career, should you wish.

From these points it follows that in nearly every instance — if you apply early enough and are prepared to move house up to two months after your job transfer — then you can expect to be able to move your family from one married quarter to another married quarter.

Remember to give your local married quarter officer at least a month's notice of the date you intend to move out of your present married quarter.

To help you plan your move, why not use the services of your local SAFAB (Sailors and Families Advice Bureau) — details of which were recently sent to all naval next-of-kin and were also published in DCI(RN) 209/77.

Fact Sheets

The SAFABs have some excellent Fact Sheets covering married quarters, furnished hirings, excess rent allowances, rent and rebates scheme, disturbance allowance, removal expenses, refund of furniture and caravan storage charges, family fares and subsistence allowances, preliminary visit to new place of duty and how to loan packing cases.

The first point to be made is that you should try to find out well in advance the waiting list requirements in your new location — take action as soon as you get your draft order / appointment. The figures printed below are updated to mid-May and when reading them it should be remembered that the waiting list times refer to families who do not insist on a particular married quarter estate or type of house (for example, a flat may be the only immediate choice in some places).

Families with particular requirements or preferences may have to wait longer than others.

Apply early

Another point is to remember to apply early for a quarter. You can join a roster two months before your date of joining. Make sure that your application for a MQ arrives on or before this two-month deadline, otherwise you may lose your place on the waiting list.

Those staying in the Service are normally allowed to keep their families in the old MQ for two months after transfer to a new location (and for longer periods in most cases — see DCI(RN) S82/76 for details). However, if you are occupying a MQ in a port

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Present Ship/Establishment.....

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QUICK CHECK OF THE MQ WAITING LISTS

The waiting lists summary by establishments / areas as at mid-May was as follows: (Classification key is — Officers: Type III, captains and commanders; IV, lieutenant commanders; V, lieutenants and below. Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, no waiting. Ratings, B, 2 months; C, no waiting; D, variable.

Gosport: Officers, 2 to 3 months. Ratings, no waiting.

H.M.S. Mercury: Officers, no waiting. Ratings, B and C, no waiting; D, variable.

H.M.S. Dryad: Officers, minimal. Ratings, B, 1½ months; C, 1 month.

R.M. Poole: Officers, no waiting. Ratings, 1 to 1½ months.

R.N.A.S. Culdrose: Officers, III, no waiting; IV and V, 4 weeks. Ratings, B and C, 8 weeks.

Plymouth: Officers, III and IV, 2 to 4 weeks; V, 4 to 6 weeks. Ratings, furnished, B and C, 10 to 12 weeks; D variable: unfurnished, 3 months.

B.R.N.C. Dartmouth: Officers, 4 months. Ratings, B and C, 4 months.

C.T.C.R.M. Lympstone: Officers, no waiting. Ratings, all types, 4 months.

Chatham: Officers, no waiting. Ratings, furnished, 3 months; unfurnished, variable.

H.M.S. Warrior: Officers, no waiting. Ratings, 1½ to 2 months.

H.M.S. Osprey: Officers, 2 months. Ratings, 2½ months.

H.M.S. Cochrane: Officers, no waiting. Ratings, 1½ months.

H.M.S. Neptune: Officers, houses, IV and V, 3 to 4 months; maisonettes, IV and V, no waiting. Ratings, furnished, no waiting; unfurnished, B, C and D, 1 month.

Greenock: Officers, IV and V, 2 to 3 weeks. Ratings, C, 1 to 2 weeks.

There are currently no waiting lists for officers or ratings at RM Deal; R.N.A.S. Yeovilton; H.M.S. Gannet; H.M.S. Royal Arthur; H.M.S. Inskip; H.M.S. Vulcan; H.M.S. Forest Moor; R.M. Base, Condon; RNW/T New Waltham; Birkenhead; Barrow-in-Furness; C.S.C.B.S. Newcastle.

... FOR FAMILIES

Navy News

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Proud of her 'Royal' twins

After reading last month's feature "It's one big happy family in the Navy," Mrs. Peggy Van Biene — "a very proud mum" from Milton Abbot, Tavistock — wrote to tell us about her twin sons Robert and Michael, both MEMS in H.M.Y. Britannia.
 "After serving for three years, they began to serve together last August when Robert received his posting to the Royal Yacht and joined his brother."

Arbroath event

About 500 men of 45 Commando Group R.M. marched past the Flag Officer Scotland and Northern Ireland (Vice-Admiral Sir Anthony Troup) at Arbroath during celebrations of R.M. families day.

DAD SUPPORTS A 'NUKESCRUB' AND AIDS THE SCOUTS

Scouts will tackle pretty well any task to earn money during Scout Job Week, but Anthony Watchman (14) must surely be the only one who has scrubbed the upper deck of a nuclear submarine!

Anthony's father is CPO John Watchman, coxswain of H.M.S. Sovereign, the hunter/attack submarine in which Anthony spent two days on passage from Devonport to Hull.

The crew were glad of an extra pair of hands because the submarine had to be spick and span for her five-day visit to Hull.

Anthony worked as hard as anyone on board and certainly earned his dad's donation (picture below right). On another occasion, the

Sovereign helped make another young lad's wish come true at Chatham. Seven-year-old Darren Germain, who is blind and lives at Lordswood, toured the submarine on a special visit

arranged by Medway Leas as part of their "I wish" campaign for children.

Darren was guided on his tour by Lieut. Paul Naish, and before he left was presented with a sailor's cap, a badge, and a tie pin.

The Sovereign arrived at Chatham in late April for refit.



Dependants helped by new scheme

The benefits of belonging to the new family assurance scheme N-TRUST have been amply demonstrated with the handling of the scheme's first claim since its inception last autumn.
 Sponsored by the Admiralty Board with the aim of protecting Service dependants, N-TRUST offers a continuing income for dependants in the event of the death of Servicemen members either on or off duty. The first claim shows exactly how the scheme will function in practice.
 A Royal Navy member who joined last October has now died at the age of 32,

leaving a widow and four young children. He had chosen to take out three units in the scheme on a basis to provide benefit until he would have reached the age of 55. Contributions amounted to less than £5 a month.
 The man's sad and sudden death means that benefit of £150 a month (tax free) is payable immediately, continuing with an increase of four per cent, a year until he would have been 55. By the time the last payment is due in November 1999, the monthly figure will have escalated to £355, and the total benefit paid out have passed the £60,000 mark.

While the stark figures themselves bring home the way in which the scheme can make life just that little easier for those who are left behind, the comments of the man's widow complete the picture. "It is a great relief to know that you have something like this behind you," she said, "and if the knowledge encourages anyone else to think the way my husband did, then some good will have been done."

"He told me when he joined the scheme that he thought it was a good thing and that it would help us if anything happened to him."

Thanks from a mother

Mrs. M. J. Brier has written to thank all concerned for the help given to her son John Brier when her husband died in March. "Everyone on board H.M.S. Hermes was so helpful and I would like to pass on my thanks.

"A special thank you, too, to the Joint Services management team as they picked up John in Gibraltar and had him home in Bridgwater in under five-and-half hours."

Malta visits to schools and hospital

When the First Sea Lord, Admiral Sir Terence Lewin, and his wife visited Malta, Lady Lewin's programme included calls to Services schools at Luqa and Tal-Handaq. At both she talked to teachers and pupils and watched activities which included pottery, art and domestic economy classes.

On a visit to R.N. Hospital Imtarfa she toured the children's, women's and maternity wards.
 Later at H.M.S. St. Angelo, Lady Lewin, herself an ex-Wren pilot, met members of the W.R.N.S. — in the picture below she talks to Chief Wren Julia Reynolds, PO Wren Podmore and PO Wren Jan Thompson.
 During the visit to Malta Admiral Lewin became the first Chief of Staff of one of the British Services to be received by the President of the Republic, Dr. Anton Buttigieg.
 He also called on the British High Commissioner, attended a briefing at the Lascaris HQ of the Commander British Forces Malta (Rear-Admiral O. N. A. Cecil), and visited St Angelo.
 On two days Admiral Lewin was at sea with H.M. ships Glamorgan and Hermes and their group before returning to the island for a reception on board H.M.Y. Britannia, which was also attended by Dr. and Mrs. Buttigieg.



DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this diary of shows, exhibitions, concerts, and other events at which you can "meet the Navy." The list of venues and dates is issued by the Director, Naval Careers Service.

- JUNE
- 1-2 Suffolk Show, Ipswich.
- 1-4 Bath and West Show, Summer visiting team, R.N. Historic Flight, R.N. display team.
- 1-15 Silver Jubilee, London, R.M. band.
- 2-3 Silver Jubilee, Depot R.M. R.M. motor-cycle team.
- 4 Hinckley Combined S.C.C. Tattoo, Gosport C.C.F. Tattoo, R.M. motor-cycle team (4 and 5).
- 4-5 Silver Jubilee, Beasley Heath, R.M. free-fall para club.
- 4 Sheffield Lord Mayor's Parade.
- 4-11 Birmingham Parks Tulp Festival, R.M. band (10 and 11), R.M. free-fall para club (10 and 11).
- 4-9 'Meet the Navy' ship visit, Holyhead.
- 5-6 East London Festival, Canal Fleet.
- 5-6 Thelma Memorial Parade, Liverpool, R.M. band.
- 6 Derbyshire County Show, Derby.
- 6-7 Surrey County Show, Guildford, R.M. motor-cycle team.
- 6 Hertford County Day, Summer visiting team, R.M. free-fall para club.
- 7 R.N. Hospital Plymouth Concert, R.M. band.
- 7 Portsmouth Jubilee Youth march, R.N. display team guard.
- 8-9 R.M. Poole Open Days, R.M. band, motor-cycle team, summer visiting team, R.M. free-fall para club.
- 9 Portland Families Day, R.N. Historic Flight.
- 10-13 Bournemouth Air Pageant, R.N. Historic Flight.
- 10-15 Windsor Water Carnival, Canal Fleet, R.M. band, R.N. display team.
- 10-17 Nottingham Festival, R.M. band.
- 11 R.N.A.Y. Fleetlands Open Day, R.M. band, R.N. Historic Flight.
- 11 Queen's Birthday Parade, Edinburgh, R.M. band.
- 11-18 T.T. Week, Isle of Man, R.M. motor-cycle team.
- 11-13 Scunthorpe Family Week-end, Summer visiting team.
- 11 R.A.F. Abingdon, R.N. Historic Flight.
- 12 Wolverhampton Cavalcade of Sport, R.M. band, free-fall para club.
- 13-17 'Meet the Navy' ship visit, Barrow.
- 14-16 Three-counties Show, Malvern, R.M. free-fall para club.
- 14-19 Coventry Carnival, Summer visiting team (14-16), R.M. free-fall para club (18).
- 15-16 Winchester Shipping Festival, R.M. band.
- 15-16 Portsmouth Spectacular, R.M. band.
- 16-22 'Meet the Navy' ship visit, Middlesbrough.
- 17-18 Essex Agricultural Show, Summer visiting team.
- 18 Roeyth Navy Fair, R.M. band.
- 18-19 Braunceston Junction, Canal Fleet.
- 18 H.M.S. Drake Fair, R.M. band.
- 18 R.N.A.Y. Wroughton Families Day, R.M. band.
- 18-19 Duxford Air Day, R.N. Historic Flight.
- 21-24 Royal Highland Show.
- 22-23 Lincolnshire Agricultural Show, Summer visiting team.
- 25 Woodford Air Day, R.N. Historic Flight.
- 25-26 Hillingdon Show, R.M. motor-cycle team.
- 25 Devon County Fair.
- 25-26 Nottingham Water Spectacular, Canal Fleet.
- 25 Earl of Dalhousie Silver Jubilee, R.M. band, summer visiting team, R.M. free-fall para club.
- 25-26 International Air Tattoo, Greenham Common, R.N. Historic Flight.
- 26-30 Wembley Musical Pageant, R.M. band.
- 26 Shoreham Air Day, R.N. Historic Flight.
- 27-28 Jubilee Celebrations, Splithed, R.M. band and R.N. display team.
- 29-30 Royal Norfolk Show, R.M. band.
- 30-July 6 'Meet the Navy' ship visit, Dover.
- 30-July 4 Henley Regatta, R.M. band.

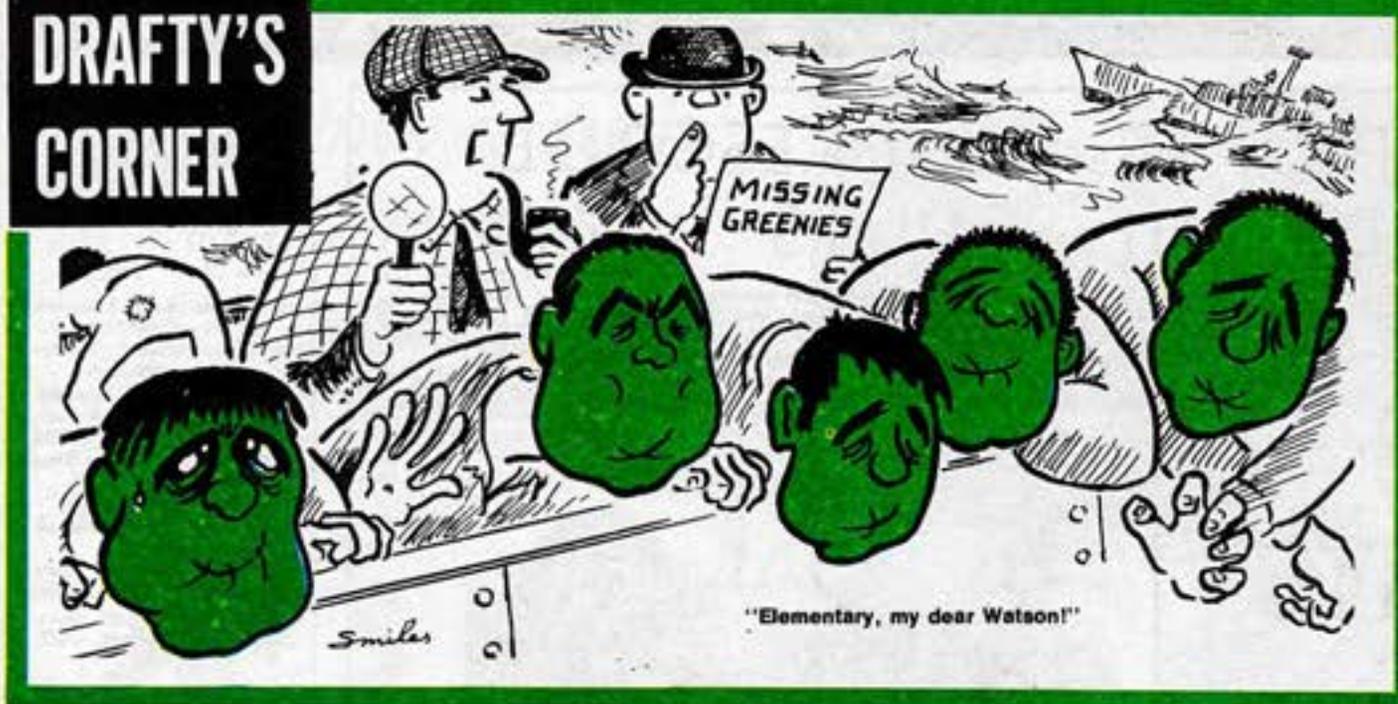
At many of the events listed above, the Royal Navy will be represented by mobile displays, exhibition trailers, or static helicopters.

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 - Yeovilton — Northover Cottage, Ilchester. Tel. 854

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DRAFTY'S CORNER



Although electrical engineering officers no longer wear green distinguishing stripes with the gold lace on their cuffs and shoulders, the term "Greenie" lives on — as a tag applied generally to members of the Weapons Electrical Branch. But this month Drafty poses what may seem a strange question: "Where have all the Greenies gone?"

Strange, that is, to any young electrical mechanic who has just completed training in H.M.S. Collingwood and is still awaiting his sea draft. Let Drafty explain...

The Weapons Electrical Branch is a strange contradiction with shortages of chief artificer mechanics and of ordnance and control electrical artificer mechanics, an overbearing of radio electrical artificer/mechanicians, shortages of petty officer electricians and leading electrical mechanics, but more young electrical mechanics

coming out of training than can be absorbed quickly into available sea billets.

SEA DRAFTS

Although there is still some way to go before ex-trainees can be drafted to sea straight from course, prospects of OEMs and CEMs are certainly brighter and they are now getting to sea within a couple of months of completing training. REMs, however, still have to wait about five months and are drafted out of Colling-

wood to other billets ashore for this period.

The first sea draft for all EMs remains at 18 months, but this can be extended to 27 months in the case of ratings with a good prospect of passing for leading hand in that time.

In those categories where there are shortages, however, it is not possible to fill all sea-going billets and at the same time give men a worthwhile spell of shore service between sea drafts, so the

Ministry of Defence has established minimum periods of shore service and authorized Reduced Manning Standards at sea in order to maintain them.

Reduced Manning Standards are applied in two ways: One is by "Dilution," that is by drafting to sea-going billets of ratings more junior than specified in scheme of complement. Billets which may be affected in this way include those for all categories of chief artificer/mechanicians, first and second class OE and CE artificer/mechanicians and all LEMs.

The other is by leaving billets empty where "Dilutees" are not available. Billets affected are OE and CE artificer/mechanicians, POELs and POCELs.

Shortages in the CEA/POCEL category are being partly offset by substitution of RE (and a few Fleet Air Arm) ratings in certain billets.

SHORE DRAFTS

The effect of shortages on men serving ashore is that their time ashore is reduced, but not below the minimum laid down by the Ministry of Defence. At present average times ashore for chief petty officers, petty officers, and leading hands in WE Branch shortage categories are 19, 15, and 13 months respectively. While the aim is that the spell of shore service between sea drafts should be served in one area, it is often necessary for rating to be drafted for qualifying courses or PJTs before their next sea draft.

Senior RE ratings, who are currently in surplus and enjoying longer periods ashore between sea drafts, are being used in some CEA and POCEL billets at sea. Some 40 billets will be so filled by August this year. Shore billets are also being manned by RE substitutes where appropriate.

Much of the shortage of OE and CE artificer/mechanicians has arisen through the build-up of the nuclear submarine force where the requirement for skilled technicians is far greater than it was in diesel submarines. During this build-up it has been necessary to draft first-class artificers and mechanics from General Service into submarines, but it is hoped that in the future it will be possible to provide the majority of the submarine intake from third-class artificers and mechanics completing course in Collingwood.

Steps have been taken — so far they have proved successful — in improving recruitment and the output of CEA apprentices. The Ministry of Defence is currently considering other measures to increase the numbers of CE mechanics.

It is appreciated that Reduced Manning Standards at sea and unfilled billets ashore mean more work for all to overcome lack of experience (or bodies) and also result in a heavy training burden, for the more experienced men. There are now definite signs that greater numbers are qualifying for LEM, so the situation should improve.

POINTS TO PONDER

- Did you know that although selected for WE mechanics course, you will not be drafted to course until you are qualified NAMED 3-3 or better? At present only 108 out of 334 candidates are at the required standard. So why not get qualified early!
- Numbers of men passing PPE for POEL and LEM have steadily improved over the past months. Men are now detailed to qualifying courses by drafts from rosters so there is no requirement to request a special draft to course by C240.
- Did you know Drafty wants more volunteers from REMs for LFS jobs? If you are interested send a C240.
- Want a shore draft to the Highlands of Scotland? The scenery is wonderful and the job is interesting. Volunteers are required for a new radio transmitting station at Crimond by Loch Strathbeg in Aberdeenshire, with married

and single accommodation provided at R.A.F. Buchan. Billets are for REA/REMNs and REMs. Unfortunately, successful applicants will not be eligible for LOA!

● There is a 37% shortage of chief weapons electrical artificers and mechanics in General Service.

● Did you know that advancement to chief is likely to increase your time ashore between sea drafts? Drafty aims to give chiefs up to six months longer ashore than first class ratings in the same category...

● The WE Branch is always short of volunteers for Submarine Service from artificers, mechanics, and junior mechanics. If you don't really know what it's like to be a submariner, why not find out? There are many advantages and those who join the Submarine Service seldom wish to leave it.

Where have all the Greenies gone?

KEEPING IN TOUCH WITH THE WORLD

Despite a spell of terrible radio propagation conditions, members of the Royal Naval Amateur Radio Society made more than 1,000 two-way contacts during a week-end of broadcasting from their station on board H.M.S. Belfast in the Pool of London. The places contacted included South Africa, Okinawa, Ascension Island, Trinidad, Australia, Hawaii, Alaska, U.S.A., Canada, Brazil, Israel, Curacao, Paraguay, and Pakistan.

At least 70 members of the Society, ranging from a 14-year-old sea cadet to a 73-year-old ex-R.N. telegraphist, kept two operating positions going for nearly 24 hours each day.

The call sign used in the Belfast is GBJRN (Great Britain Three Royal Navy), but the society is hoping to acquire an even more appropriate call sign — G4HMS — when it is issued, possibly next year.

Formed in 1960, the Society has its headquarters at the R.N. Signal School, H.M.S. Mercury, with a well-equipped amateur radio station (GJBZU) housed in the recreational block. The secretary is FCRS M. Matthews, of H.M.S. Mercury, who will be pleased to answer any queries about amateur radio or the R.N.A.R.S.

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PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Laender class, 1972), Apollo (1975), Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Arma, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadward, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Chrydis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra, Conqueror, Corinna (mod), Corinna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedea, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance,

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fleet Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Gardo Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Harland Point, Hecla (1967), Hecla (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperston, Yarron, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Julland, Kent (pre-mod), Kent (mod), Kenya, Kappel, Kingfisher, Layburn, Laender, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Lifford, Loch Fada, Loch Killybeg, Loch Lomond, Lolotea, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Nalad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Otmeda, Olympus, Orwen, Orlaugh, Orny, Opossum, Opportune, Oracle, Orpheus, Otis, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoenix, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyf, Roebuck, Torquay, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Soylia, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Siddeham, Sir Gerald, Sirius, Sovereign, Sovereign, Striker, Stromness, Swiftsure, Tacitus, Talbot, Tartar (pre-mod), Tartar (mod), Temacity, Tenby, Tidepool, Tidesurge, Thebes, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Vallant, Vanguard, Victorious, Vidi, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitty, Wilton, Woolaston, Yarmouth, Zeal, Zulu.



KEY SPITHEAD ROLE FOR H.M.S. BIRMINGHAM

Little more than six months after commissioning, H.M.S. Birmingham will play a key role in the Silver Jubilee Review of the Fleet this month.

Officially designated "The Admiralty Board Yacht," this gleaming new, 3,500-ton guided missile destroyer will follow H.M.Y. Britannia through the Review lines on June 28, carrying the Admiralty Board and their immediate guests.

On the following day she will act as the saluting base for the Chief of Defence Staff (Admiral of the Fleet Sir Edward Ashmore) as the rest of the Fleet steams past.

The Birmingham took over the Review role from her sister ship, H.M.S. Sheffield, because of the Sheffield's tight

schedule, although this ship will still be in the Review line-up.

As the second Type 42 — laid down in March, 1972, launched in July, 1973, by Lady Empson at Cammell Laird's, Birkenhead, and commissioned last December — the Birmingham is one of the world's most advanced warships containing a mass of complex electronic equipment.

Radar, sonar, operations room equipment and weapons are all integrated into an automatic data and weapons system which is co-ordinated by a powerful computer network.

This, fed by various types of radar and sonar sensors, controls three shipborne weapons systems and provides data for a weapon-carrying Lynx helicopter.



H.M.S. Birmingham, coated with anti-frost and ice during her visit to the Arctic earlier this year.

Facts and figures

Displacement: 3,500 tons. Length: 410ft. Beam: 47ft. Draught: 17ft.

Propulsion: COGOG using two 27,200 b.h.p. Rolls-Royce Olympus gas turbines for full power and two 4,250 b.h.p. Rolls-Royce Tyne gas turbines for cruising. Controllable pitch propellers on each of two shafts for manoeuvring. Speed in excess of 25 knots.

Armament: Sea Dart medium range surface-to-air (with surface-to-surface capability) guided missile with twin launcher. One 4.5in. Mk 8 automatic gun. One twin-engined Lynx helicopter carrying anti-submarine torpedoes will replace Wasp. Two 21in. torpedo mountings. Two 20mm Oerlikon guns.

Radar: Long-range air and surface warning radars, a navigational set and two fire-control systems all feeding a computerized action information system.

Communications: Fully-integrated high frequency and ultra high frequency system.

Electrical distribution: 4-16 cylinder Paxman Ventura Diesel engines driving 1,000 kw generators which feed a 440v, three-phase 60Hz distribution system.

Complement: 20 officers, 280 ratings.

Reliable

Main armaments are the versatile Sea Dart guided missile system and the 4.5in. gun system, with a new torpedo system completing the trio.

The ship is very reliable and its fire extremely accurate because the computer has full control of the weapons.

As well as the improved weapons and propulsion systems, the Birmingham and her sister ship have modern accommodation and domestic facilities. Full air-conditioning, panelled bunk spaces, cabins for senior ratings, and an integrated galley are among the innovations.

Recreation facilities, essential during long periods at sea, include a closed-circuit television system which feeds receivers in most accommodation areas.

Three Sea Cadet units in the Birmingham area — T.S. Stirling, T.S. Dolphin and T.S. Sherborne — all have links with H.M.S. Birmingham. The ship also has an unofficial liaison with Chelmsley Hospital School for handicapped children.



BATTLE HONOURS

- Heligoland 1914
- Dogger Bank 1915
- Jutland 1916
- Norway 1940
- Korea 1952-3



The sparkling new Birmingham — as she usually looks.

First ship to sink U-boat

H.M.S. Birmingham is the third ship to bear the name of the West Midlands industrial city.

The first, a second-class cruiser built at Elswick on Tyne by Armstrong Whitworth at a cost of £350,000, commissioned in 1914. Steam turbine-propelled, she was 430 ft. long, displaced 5,440 tons, could reach 25 knots, carried 400 officers and men and mounted nine six-inch guns as well as several of smaller calibre.

Operational throughout the First World War, she achieved fame early on when on August 9, 1914, she rammed and sank the German submarine U15 in the first action of its kind.

She took part in the actions at Heligoland Bight, Dogger Bank and Jutland, winning battle honours in all three, and after the war served as Flagship of the Commander-in-Chief South Atlantic Station

before returning home. She was sold for scrap in 1931.

Six years later the Royal Navy commissioned the second Birmingham — this time a cruiser of 9,000 tons, 600ft. long, built in Devonport Dockyard.

Her steam turbines drove four shafts and gave her a speed of 30 knots. More than 700 officers and men were required to operate and fight her and her impressive array of armament — 12 six-inch guns, eight four-inch guns and an assortment of light and anti-aircraft guns, plus six torpedo tubes — put her well into the heavy cruiser league.

TORPEDOED

During the Second World War, the Birmingham was active in a number of theatres. In the early days she operated regularly in Scandinavian and home waters, earning herself a further battle honour — Norway, 1940.

Later, in the Mediterranean, she was part of a convoy which sailed from Alexandria to relieve the hard-pressed garrison of Malta.

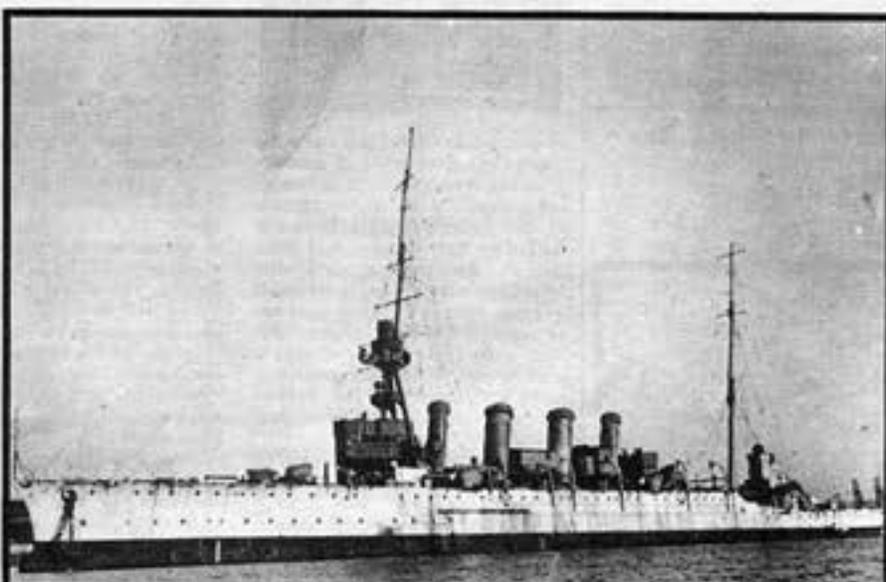
In 1943 she was torpedoed and badly damaged, but reached Alexandria under her own steam to be patched up before sailing to Norfolk, Virginia for permanent repairs. She returned to convoy duties and her final war-time operation was to supervise the German naval surrender in Copenhagen.

Although the war ended, there was still active service to come for the Birmingham — patrolling the west coast of Korea in support of the Commonwealth Division. She remained in active service until 1958, when she was sold for scrap.

Photo postcard list — Page 12.



The heavy cruiser Birmingham — Malta, late 1950s.



The famous First World War light cruiser Birmingham.

ABOUT BOOKS

FACT AND . . .

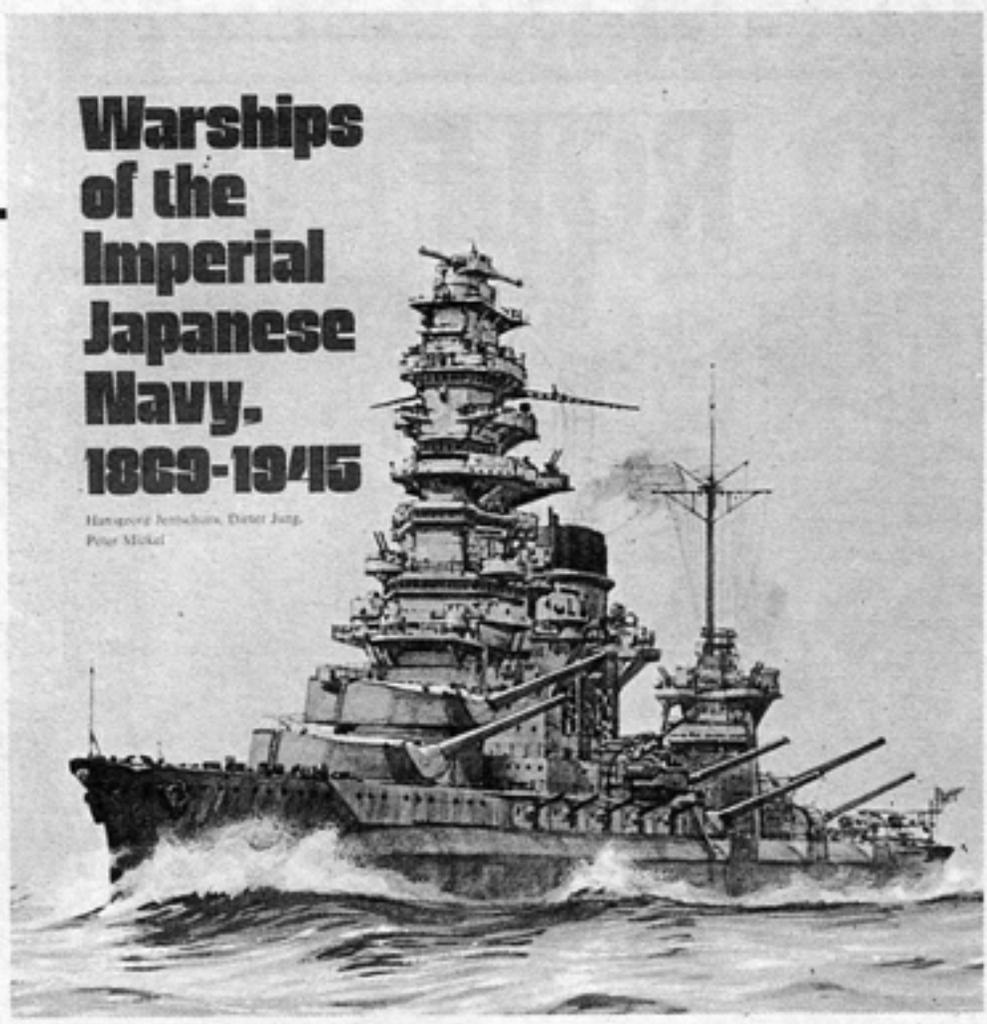
"Prologue to a War," by Ewart Brookes (price £5.75) is the story of the Royal Navy's part in the Narvik Campaign of April 1940, when Hitler ordered the invasion of Norway. He won the day, but the Royal Navy inflicted heavy losses in brilliant and dashing actions which gained three Victoria Crosses.

. . . FICTION

"All Stations to Malta," by Gilbert Hackforth-Jones (price £3.95) is a spot of fiction about the between-the-wars navy of rich aristocrats, power-drunk admirals, and the hilarity of Mediterranean cruises. A period piece. Both books are re-issues, published by White Lion.

Warships of the Imperial Japanese Navy, 1869-1945

Hansgeorg Jentschura, Dieter Jung, Peter Mickel



Close-up on the 'little maids' and Japanese giants

Two lavish and expensive books of reference are in this month's offering to enthusiasts whose interest in the detail of ships and war seems not only to be unabated, but to grow.

"Allied Escort Ships of World War II," by Peter Elliott, published by MacDonald and Jane's (price £15) is a complete survey in depth of all the classes built in the 1939-45 period, providing a rich field for study by historians, model-makers, and the like, in the United States, Canada, and Australia, as well as the United Kingdom.

These were the maids - of - all - work vessels which were seldom in the limelight of naval encounter, but which figured in all theatres of war to shepherd the convoys as the backbone of the Allied struggle and invasion, leading to a victory which came in the nick of time.

The volume contains a mass of information, photographs and plans, much of which is claimed to be previously unpublished. Each navy has its own section, with a chapter for each class, covering design evolution, major conversions, and war service. A special feature describes the guns, anti-submarine weapons, and radar sets fitted in the escorts.

Absorption with the Japanese fleet, after the emotions of war have subsided, is bound to continue, for history can never now oust them from the position of having

produced the biggest and most powerful battleships ever built.

They arrived when their day was already over - vast muscle men who were strangled in an aerial net before they had a chance to clench a fist. One of the giants gives a powerful pictorial jacket to "Warships of the Imperial Japanese Navy, 1869-1945," published by Arms and Armour Press (price £12.95).

The book is the work of three distinguished German naval researchers, Hansgeorg Jentschura, Dieter Jung, and Peter Mickel, who have produced a detailed guide to the meteoric rise of Japanese naval strength, including in their descriptions battleships, battlecruisers, cruisers, aircraft carriers, gunboats, torpedo boats, submarines and combatant auxiliaries.

Two hundred photographs and nearly 400 general-arrangement drawings illustrate the text, to form a major new reference work on one of the world's great navies.



Above: The corvette H.M.S. Dumbarton Castle features in the photograph on the back of the jacket of "Allied Escort Ships of World War II."

The creation of the Man Who Never Was

While the cloak-and-dagger deception of "The Man Who Never Was" remains in the memory of Second World War events, there is seldom reference to the reason for his existence - the first great thrust into the Fascist "homeland."

After all these years, Captain S. W. C. Pack, R.N., has drawn together official records and personal reminiscences to tell the story of that other D-Day in "Operation Husky, The Allied Invasion of Sicily," published by David and Charles (price £4.95).

At that time, the tide was turning against Germany and Italy, whose forces had been routed in North Africa, but there was still a long way to go for final victory. The fortress of Europe had to be cracked, the only point

so many headquarters being concerned.

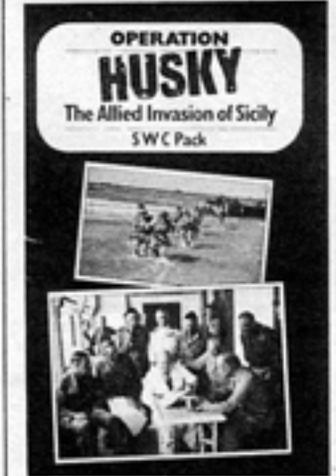
It was vital to mask Allied intentions from the enemy. To do so brought the ingenious creation of "The Man Who Never Was." A dead body in British uniform was put ashore on the coast of Spain as an apparent victim of an air crash.

Papers he carried indicated that the Allied objective would be Greece, with Sicily as a diversion. Generally, the bait was swallowed, though there were those on the other side who had suspicions. In any event, enemy defences were formidable, including many airfields, gun batteries, mined areas, and strong ground forces with a backbone of crack Nazi troops.

The naval plan to get the force ashore and support them there was a large and complicated operation involving 3,000 ships and major landing craft, the main covering force, under Vice-Admiral Sir Algernon Willis, comprising the battleships Nelson, Rodney, Warspite and Valiant, and the carriers Formidable and Indomitable.

In addition there were the cruisers Newfoundland, Orion, Mauritius, and Uganda, as well as attendant destroyers. Scores of other units, including the battleships Howe and King George V, as well as U.S. vessels were also involved in various ways.

While the planners moved their checks on the board, 66,000 Americans and 115,000 British soldiers waited for someone to blow the whistle. "Carry on" was ordered. Then hearts sank as convoys approaching their rendezvous ran into strong winds kicking up a rough sea. It was too late to turn back, and as it happened, the storm which was so nearly a disaster to the Allies, lulled the defenders into a sense of false security which was their undoing.



of interest to friend and foe alike being the actual point of attack.

Allied opinion was at variance, but eventually Sicily was chosen in the belief (eventually borne out) that Italy's heart had gone out of the fighting, and that Mussolini's days were numbered.

The decision was nerve-racking for the leadership. The later expertise of the Normandy armada had yet to come, and they knew for a start that they had to face a critical shortage of landing craft.

In less than six months of actual planning, the 300 miles of Sicilian coastline was photographed so that possible landing points could be agreed. The force began to assemble from such widely-dispersed places as the United States, the United Kingdom, the Middle East and North Africa, with all the problems of

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Don't miss this special Silver Jubilee issue!

Arethusa, Phoebe pack new punch

Two Leander-class frigates, H.M. ships Arethusa and Phoebe, have rejoined the Fleet packing far more powerful punches than when they went into long refits.

Back in an anti-submarine role with her newly-installed Ikara missile system, the Arethusa recommissioned at Portsmouth in April. Her conversion lasted three years and was the first of its kind to be undertaken at Portsmouth.

At the recommissioning a celebratory cake was cut by 16-year-old JS T. Barker and Mrs. Susan Conder, wife of the Arethusa's commanding officer, Cdr. John Conder. Also recommissioned in April was H.M.S. Phoebe. After two and a half

years in refit at Devonport, she emerged with Exocet missiles, ship-launched torpedoes and a Lynx helicopter capability. Her cake-cutting ceremony is pictured below.

Altogether, four frigates and a guided missile destroyer have in recent weeks rededicated or recommissioned after periods in refit.

H.M.S. ESKIMO

H.M.S. Kent and H.M.S. Eskimo both rededicated during April, the Kent in the presence of the Duchess of Kent, the Eskimo at Chatham.

The Eskimo's ship-side rededication service after an eight-month refit was hit by rain and adjourned to a nearby storehouse.

A guest at the Eskimo service was Mr. T. C. Shearsmith, who served on board the previous Eskimo and who is to form an Association of Old Eskimo. His address is 34, The Willows, Newington, Sittingbourne, Kent (telephone Newington 842838).

H.M.S. SCYLLA

When H.M.S. Scylla recommissioned at Gibraltar, JMEM Karl Eykyn, at 16 the youngest member of the ship's company, cut the cake with Mrs. Cilla Lowden, wife of the commanding officer, Capt. G. W. Lowden.

After trials at Portland, the Scylla was due to visit Aberdeen, the city which in 1939 adopted and paid for the last ship of the name.



The Duchess of Kent inspects a Royal Guard during the rededication of H.M.S. Kent at Portsmouth. Accompanying the Duchess are the ship's gunnery officer, Lieut. Richard Twitchen, and Capt. J. C. K. Slater, commanding officer of the guided missile destroyer.

The Duchess helped to cut the ship's rededication cake and also went on board to meet sailors and their families. The 84lb. cake was later presented to a local charity.

Photo: LWREN (PHOT) V. Evans.

Cleaned-up Eskimo



While the frigate H.M.S. Eskimo was refitting at Chatham, the furs traditionally worn by a member of the ship's company on ceremonial occasions were at the cleaners. Trying them on for size in preparation for the ship's rededication ceremony on April 29 was AB Paul Harrison, pictured here with the ship's acting first lieutenant, Lieut. P. Stone, and Mr. J. R. Dawes, London secretary of the Hudson Bay Company, with which the Eskimo has a close liaison.

Photo: LWREN (PHOT) Joan Roberts.

Slice for Phoebe



Mrs. Sheila Balfour, wife of commanding officer Capt. Hugh Balfour, and JS Ian Drakeley, youngest member of H.M.S. Phoebe's company, cut the cake at the ship's recommissioning ceremony at Devonport.

The Leander class frigate recently emerged from a two-and-a-half year refit equipped for the Exocet missile system, ship-launched torpedoes and a Lynx helicopter.

H.M.S. Phoebe was the first H.M.S. Hero of the B.B.C. "Warship" television series. All other frigates subsequently used in the series carried the Phoebe's number, F42.

Kent's Royal Guard



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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.



CASH FOR SCHEMES OF UNCONVENTIONAL ADVENTUROUS NATURE (Do 275)
 "Any scheme they have will be over-optimistic and amorous!"

★ **Adventure time**

"Schemes of an adventurous and unconventional nature" are encouraged by the availability of financial help through Cunningham Initiative Awards.

Recipients may be young officers or ratings of the Royal Navy, Royal Marines, or W.R.N.S., and the aim is that the "adventures" will result in them being more useful members of the Service.

DCI (RN) 279

★ **Advancing Wrens**

As a sequel to the new basic professional training for Wren writers (P) and (G), changes will be made later this year in the requirements for qualifying courses for leading Wrens. Existing advancement courses for petty officer Wrens are being re-designed for introduction in October.

DCI (RN) 242

Special Review cover issued

The Royal Navy is issuing a philatelic cover to commemorate the Silver Jubilee Review of the Fleet by the Queen at Spithead on June 28.

A composite design, from two of the winning entries in the competition run through the auspices of Navy News, depicts the Royal Standard, the Lord High Admiral's flag, and the white Ensign in colour. Alongside is a Royal Navy crest with "Spithead" on the nameplate, and the date "28 June 1977" on the scroll. The crest bears the words, "Silver Jubilee Review of the Fleet by Her Majesty Queen Elizabeth II."

Each cover will have a 10p Silver Jubilee postage stamp, cancelled with a special

handstamp using the Royal Cypher as its central motif. The handstamp has been allocated the number "British Forces Postal Service 5277," representing the period of the Queen's reign, 1952-1977.

HANDSTAMPED

The covers, measuring 110mm by 220mm, will be handstamped in Portsmouth at the Jubilee Review Fleet Mail Office, and will contain an insert which on one side carries details of all the Fleet Reviews held since the reign of Edward III, and on the other, an anchorage chart of all the major ships in this Review.

Fully serviced covers at 40p each (return postage paid) can

be ordered from the Philatelic Officer, Jubilee Review Staff, H.M. Naval Base, Portsmouth, PO1 3LT (last date June 21). All covers will be despatched under plain cover on the first post after June 28.

SIGNED COVERS

Signed covers will also be available at the following prices: admiral Sir Henry Leach, Commander-in-Chief Fleet, £1.50; Captain E. R. Anson, commanding officer H.M.S. Ark Royal, £1.25; and Captain G. F. Walwyn, Chief Staff Officer (Jubilee Review Staff), £1.

These covers are limited to 250 per signatory. If a particular cover is over-subscribed, payment will be returned unless instructions are given to the contrary.

A do-it-yourself cover is available for 10p. This can be stamped (minimum 7½p) and returned for reposting on the day. Covers to addresses outside the United Kingdom must bear the appropriate postage in force on June 28. The 10p covers carry a 20 per cent. discount for all orders of 100 or more.

Cheques and postal orders should be crossed, and made payable to the Philatelic Officer Jubilee Review.

DCI (RN) 238

★ **No acting**

Officers who joined the Royal Navy before April 30, 1972, will no longer have to serve a period as acting lieutenant prior to confirmation in the rank of lieutenant, but the rule concerning the acquisition of a bridge watchkeeping certificate will continue to apply to lieutenants (X) confirmed in rank as a result of this decision.

DCI (RN) 259



The great lick-in begins. Watched by Lieut. Larry Hammerton, Capt. Gordon Walwyn and Lieut.-Cdr. Jim Hansford, six Wrens get down to the task of sticking Silver Jubilee stamps on to the special naval philatelic covers which will be posted on the day of the Jubilee Fleet Review. Proceeds go to charity.

The Wrens are (left to right) Rosalind Torrance (Dolphin), Leo Buick (Vernon), Yvonne Harvey (Nelson), Jane Maddison (Excellent), Dawn Bowden (Dryad) and Caroline Winch (Dryad).
 Capt. Walwyn is the Chief Staff Officer on the Jubilee Review Staff, and Lieut.-Cdr. Hansford and Lieut. Hammerton are both members of the R.N.R. Postal Branch which is organizing the mails and philatelic services for the Review.

Photo: LA Jack Davis.

All change in ship offices at Bath

To provide a "more efficient management structure," the Ship department at Bath is being reorganized.

A Directorate of Ship Design and Engineering (DSDE) will be formed to bring together surface ship designs and the design and development of machinery, systems, and equipment at present undertaken by the Warship Design and Engineering directorates (DWD and D.Eng(S)). Both the latter are being disbanded.

The new directorate will include a much-strengthened Forward Design Group and a Contract Definition Group, which will take each ship design from conception to a stage of design definition at which a contract can be placed with a shipbuilder.

GROUPS

These groups will be aided by a Design Services Group and four System Engineering and Design Groups.

The directorate of Naval Ship Production (DNSP) will have responsibility for the overall management of procurement activities for surface ships and their machinery, systems and equipment. In particular it will

provide project management for first-of-class ships, from issue of the "invitation to tender."

DESIGN

A new Directorate of Post Design (Ships) (DPD(S)) will be responsible for design support for surface ships of the Fleet, for co-ordinating departmental policy on support matters, and for providing assistance and technical support for acceptance trials of ships about to enter the Fleet.

The present Directorates of Project Team Submarines/Polaris, Resources, and Programmes (Ships) and Naval Equipment and the Scientific Adviser will largely remain unaltered.

POSITION

Further consideration is being given to the position of the Contracts Directorates.

May 2, 1977, is the date given for the introduction of the new organization, which involves extensive accommodation changes at Foxhill, Bath.

DCI (RN) 252

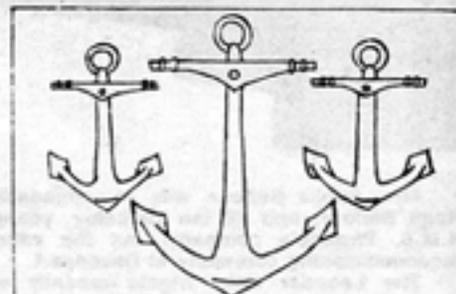
ADMIRALTY BOARD FLAG APPROVED

When the Board of Admiralty "died" in 1964, the flying of the Admiralty flag became the privilege of the Queen as Lord High Admiral.

The Admiralty Board, which came into being as successor to the Board of Admiralty, has thus been bereft for 13 years, but the body is now to have an officially-recognized emblem.

"The Queen has been graciously pleased" to approve that the flag of the old Navy Office of the 18th century should be forthwith adopted as the flag of the Admiralty Board.

It consists of three anchors in gold (one large, with a smaller one on either side) on a crimson field, and will be flown in H.M. ships and establishments when two or more members of the Admiralty Board (acting as a Board) are present, displacing other flags of rank or masthead pennant in accordance with practice.

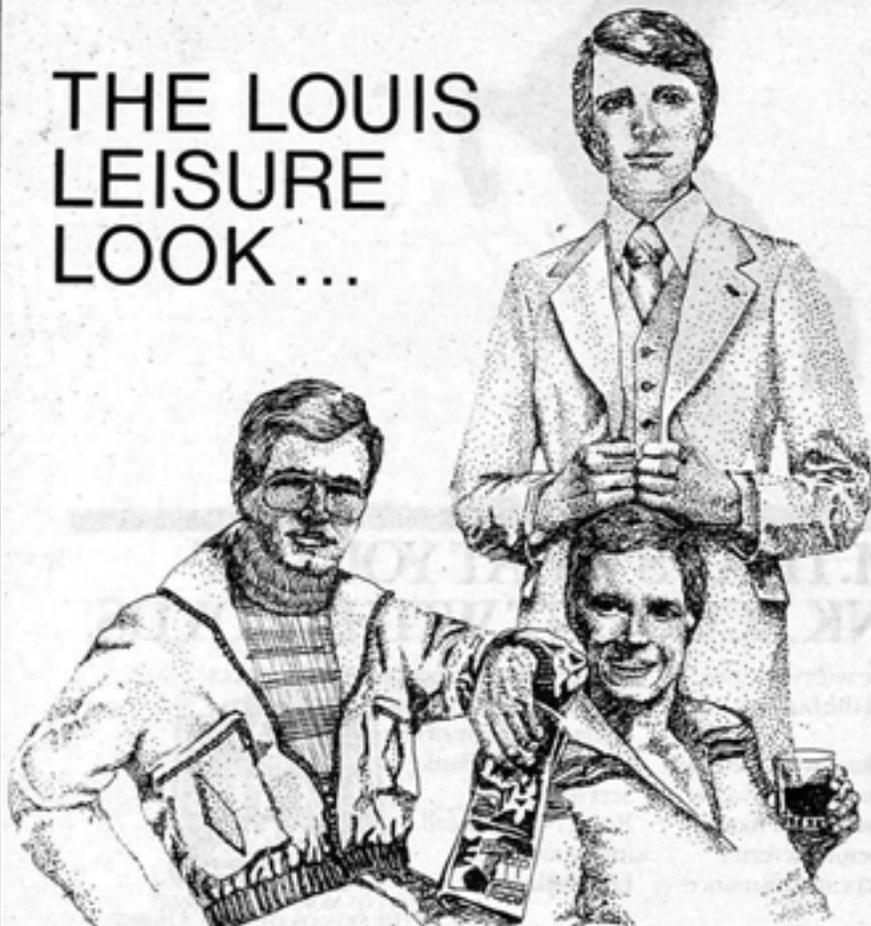


It will also be flown in boats, and naval aircraft, where practicable.

The use of the emblem as a car flag is under consideration.

DCI (RN) 292

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★ **Drake centre**

H.M.S. Drake's Fleet Accommodation Centre now has full facilities for both officers and ratings, and is able to make provision for inspecting teams, sports organizations, and casual visitors of all ranks.
DCI (RN) 277



"They don't want to move now — they've grown to like it!"

**SD List
O level
changes**

While safeguarding candidates already "in the pipeline," changes are being made in the academic requirements for ratings wishing to become SD officers.

According to an official announcement, anomalies are being "rationalized" and obsolescent educational standards are being phased out.

The basic educational qualification for promotion to the Special Duties List are: English language, mathematics, and two other acceptable and non-overlapping subjects at the O level of the General Certificate of Education at grades A, B, or C (or at passing grades on certificates issued before June 1975).

However, other qualifications may be accepted in lieu of the GCE, and these are all listed.

An example of over-lapping subjects is "Physics," and "Physics - with - Chemistry."

The rules offer a wide field in which to enable a candidate to demonstrate his experience and ability. They should be studied carefully by everyone with the ambition to attain wardroom status.

DCI (RN) 296

★ **SD inclusion**

Because the shortage of candidates for the Special Duties List in (G) and (TAS) sub-specialisations is expected to continue, it is intended to extend further the scheme to permit the inclusion of up to ten serving Control Electrical and Ordnance Electrical ratings who have had relevant experience in surface and underwater weapon systems for SD (G) and (TAS) respectively.
DCI (RN) 280

★ **Caprice money**

Salvage money is to be paid out now for the services rendered by H.M.S. Caprice to the motor vessel Island Sea, on December 8 and 9, 1972.
DCI (RN) 297

★ **FCPOs in white**

In keeping with their status, and as an aid to recognition, all technical fleet chief petty officers are in future to wear white overall suits in place of the blue coveralls currently provided.
DCI (RN) 299

**All-in-one form
for Navy voters**

Once-for-all registration of Service voters was re-introduced earlier this year, but further details are now announced with particular reference to the Royal Navy.

Commanding officers are to afford personnel, and their wives (or husbands), who wish to be placed on the Register of Electors, every facility and assistance for the completion of the forms.

The form (a "declaration") is also available for every person on entry, or re-entry, to the Service. If the person is married, then the wife (or husband) will also be invited to complete the form.

SECOND CHANCE

Personnel who decide not to bother will have an opportunity before September in each year to change their minds, complete the form, and acquire their entitlement to vote.

Personnel under 18 (the minimum age for voting) can still fill in, and forward, the form, which will be held "in suspense" until they come of age. Their names will then automatically be placed on the Register of Electors.

NOT INCLUDED

Two points to remember are that dependants (other than spouses) of Service personnel are not included in the arrangements, and that wives (or husbands) of Service personnel should not be included on the civil declaration sent to householders every year.

In the event of a move from one area to another, Service personnel and their spouses may complete fresh forms for the constituency to which they have moved. In certain circumstances they can be treated as "absent voters."

Every effort is being made to help Service families to understand the procedure, and to "make their mark" in the formulation of their future.
DCI (RN) 290

★ **June Appeal**

The Flag Officer Naval Air Command will be launching (as chairman) the 1977 First of June Appeal, by which serving officers raise money which is allocated to 13 different charities. In their turn, the charities provide help for officers and their families in emergencies, for retired officers in difficulties, and for widows and families of deceased officers.

The total amount received by the appeal in 1976 was £12,409 (including income tax recovered from deeds of covenant, and income from invested funds). Direct subscriptions from officers totalled £3,674.
DCI (RN) 276

**Survey may affect
Operations Branch**

The future working of the Operations Branch may be affected significantly as a result of a large questionnaire compiled by the Naval Manpower Utilization Unit in consultation with the authorities and training establishments concerned, and after interview of a representative sample of ratings of each sub-branch.

Distribution is taking place to all ships, submarines and establishments where Operations Branch ratings are borne. There are three different versions — one for submarines, one for minesweepers, minehunters and diving units, and one for all other ships and shore establishments.

Time and facilities are to be given to ratings for its careful completion. The computer "bank" formed from their views will be a basis for future planning of the Operations Branch.
DCI (RN) 258

★ **Early release**

Commanding officers now have delegated authority to approve applications for premature discharge for ratings within three months of completing 22 years' pensionable service.

To qualify for the award of an immediate pension, applicants will thus have completed a minimum of 21 years and nine months of fully reckonable service.
DCI (RN) 260

★ **Nurses' hats**

Junior ratings of the Queen Alexandra's Royal Naval Nursing Service are to have their "pill-box" pattern hats replaced.

The new hat is of navy blue felt with a brim turned up at the back and down at the front. The crown has a white plastic cover, and scarlet hat band trimmed with blue along its upper edge. The existing hat badge is to be sewn to the centre front of the band.

★ **New shirts**

New light blue shirts in easy-care polyester / cotton material are being introduced for W.R.N.S. ratings, to replace the collar-attached cotton shirts issued at present.

The new garments, which are to the same basic specification as uniform shirts worn by the three Services, are in an extended size range, thus enabling a better fit to be obtained.
DCI (RN) 281

★ **Voluntary transfer**

Details are announced of the branches and categories affected by the policy of controlling voluntary transfers into branches which are in surplus, and out of branches which are in shortage.

With regard to the W.R.N.S. there is a note which says that "the future requirement for welfare workers in the Naval Personal and Family Service has yet to be determined. Information on the possibility for transfer will be published as soon as it is known."
DCI (RN) 254

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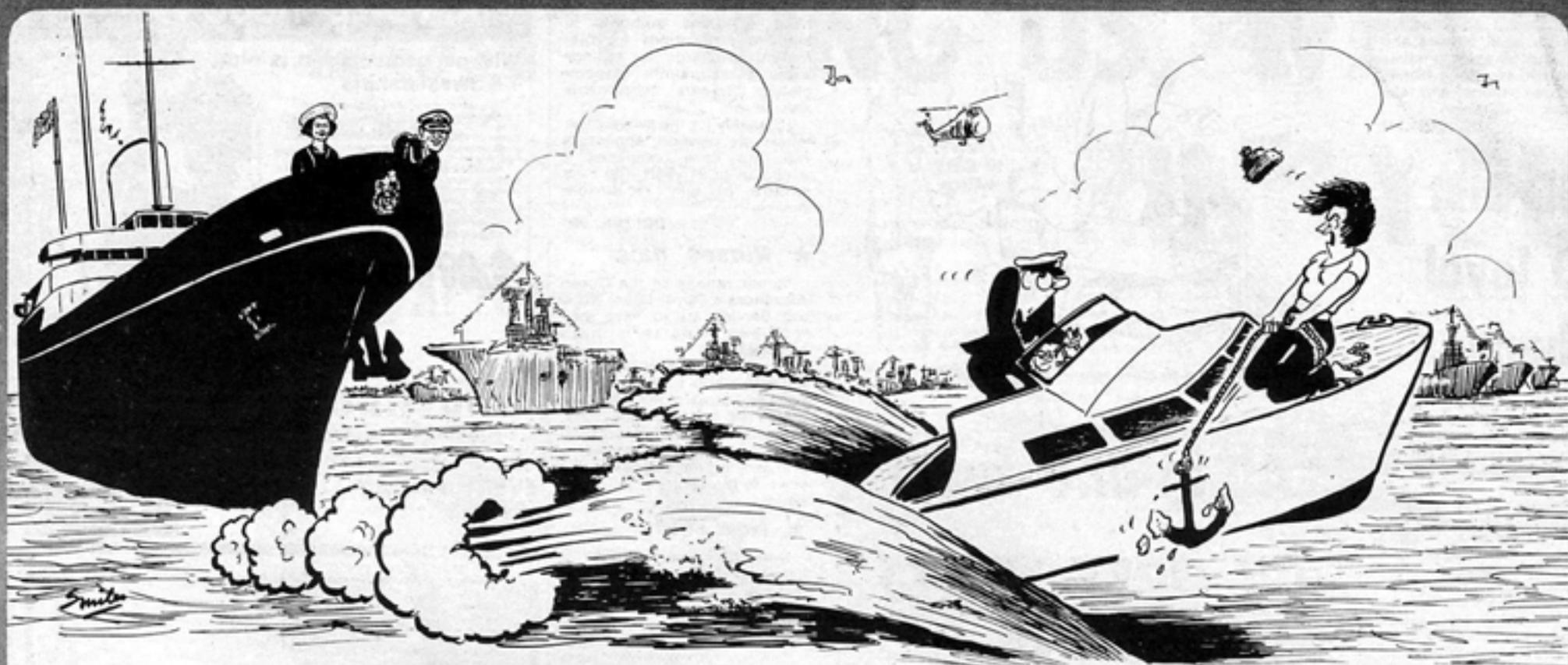
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NEWSVIEW

Better luck next time?

Little gleeful hand rubbing was anticipated over the Services pay award, which in the event proved what the majority must have expected — no more and no less.

Inevitable, too, was a wide measure of "clawing back", one aspect being married quarters charges, mentioned by a correspondent on our letters pages. The fact, however, is that those in Service accommodation have been enjoying a measure of protection, while many families in private accommodation are continually subject to market levels of rent, rates and mortgages. Service owner-occupiers (and many civilians too) may well feel envious of a system under which rent increases are delayed until pay is increased.

The Secretary of State for Defence said he knew the net result of the award would disappoint the Forces, while the AFPRB made it clear that it knew all about the distortions and anomalies which had arisen.

If it is any consolation, the award was no less than that obtained by any representative body. Some have had to settle for less than the maximum.

One suggestion which has been heard was that the Serviceman was "let down" by his representatives. While all can be assured that the Service view was firmly represented, it should perhaps also be appreciated that no amount of drum banging could have altered the outcome. However, machinery exists for action across a whole field on comparability, differentials and allowances when the time is ripe.

One final thought. The Navy's service conditions negotiating team, many of whom have recent sea time, suffer as much as anyone when the going is rough. It is hardly likely they would allow to go by default any issue worth arguing.

Britannia Rules — O.K.

After centuries of Royal Reviews at Spithead, their appeal to seadog and landlubber alike remains undiminished.

The memory men will reminisce over the days when lines of mighty battlewagons obliterated the prospect of the Isle of Wight for mainland viewers. If today's Fleet is a scaled-down version, let no one discount its powerful punch, the continuing expertise and fierce pride of its men, and their loyalty to a Queen and Royal Family whose links with the Service could not be closer.

Enjoy the Spithead Review as participant, spectator or television viewer. Quite unashamedly, Rule Britannia!

Who was Lord Nuffield? Many Service people today have little idea, beyond a vague knowledge that in one way or another he was connected with cars, and perhaps with British Leyland. Few, probably, know that he was the architect — and sole benefactor — of a trust which has provided more than £1 million worth of amenities to enrich Navy life.

Baptised William Richard Morris, he left school in 1892 at the age 15 to become an apprentice cycle repairer and a year later started his own business in Oxford, with a working capital of four golden sovereigns.

He produced his first motor-cycle in 1900 and his first car — a two-seater 8.9 h.p. Morris Oxford (retailing at £165) — in 1912. With great energy he built up the business of Morris Motors, at the same time introducing for his work force many of the "fringe benefits" which are taken for granted in today's larger organizations.

Before he died in 1963 Lord Nuffield had given away more than £30 million, much of it to medicine.

Just before the Second World War, he founded the Nuffield Trust for the Forces of the Crown, with a gift of a million shares in Morris Motors, then worth £1,650. He foresaw that with the advent of conscription the many thousands of young men and women who would be called up, and possibly be leaving home for the first time, would need more welfare services than were then provided for the regular soldier, sailor or airman.

The Trust was established to promote welfare and efficiency of the Forces "by provision of facilities for recreation or by other means." Over the years it has made grants to the Services of more than £8 million. Of this total the Royal Navy's share has been over £1 million, while £3 million is accounted for by grants to clubs, inter-service projects, the Women's Services, and a number of wartime schemes.

The aim has been to provide items which will be fully used and will either benefit a large number, or

personnel stationed in isolated units with few local amenities. But Lord Nuffield was firmly opposed to grants for football, hockey, and cricket pitches and similar facilities, which he regarded as being the responsibility of the Government to provide.

The variety of things given is huge, ranging from provision of cushions and pictures for the Women's Services and to paying for the hire of TV sets for patients in Service hospitals, to financial help for the Clipper race to Australia and back, and the successful expedition to conquer Mount Everest.

Popular request

Among the most popular requests for grants are those for sailing craft and boats of all kinds, from small dinghies to ski boats and yachts, for sub-aqua equipment, and for mini-buses. Many of the golf courses run by the Services have been provided with equipment and machinery by the Trust, and Services saddle clubs have been helped. Perhaps one of the most worthwhile grants has been for

archery equipment at the Joint Services Rehabilitation Centre at Chessington.

In the past two years more than £45,000 has been granted to improve the welfare and recreational facilities of those serving in Northern Ireland.

At different times many clubs have been financed in part or been completely run by the Trust. Now only one remains — the Nuffield Centre for other ranks in John Adam Street, London, near Charing Cross main line station.

The Trust is controlled by Ordinary Trustees, who are prominent businessmen and supervise the investment, and by Governing Trustees consisting of one senior retired officer from each Service, who draw up the annual list of grants with the help of the principal personnel officer of each Service.

For last year the Trust's total expenditure was more than £340,000. Since inception, administrative expenses have been kept down to less than 1.4 per cent. of total income — a figure of which, the Trust believes, many charities would be proud.

THANKS A MILLION!



A yacht, Safari Land Rover, minibuses, a rowing four, glider, sailing dinghies — these are just a selection of items for which the Royal Navy received help from the Nuffield Trust in one year. The variety in recent years goes even wider, involving grants towards facilities including closed circuit television equipment for ships, documentary films, stage lighting systems, bobsleighs, a sportsground spectator stand, and recreational centre clubhouse restaurant.

In action in the picture (below) is one of the water ski boats for use at Gibraltar, where recreational facilities are, inevitably, limited. For those who like to get their feet off the ground, there are the sleek lines of the Cobra 15 sailplane (above). This high-performance aircraft joined Heron Gliding Club following a grant from the Trust to the R.N. Gliding and Soaring Association.



COUNTDOWN TO THE FLEET SPECTACULAR



In Queen Victoria's old waiting room on South Railway Jetty in Portsmouth Naval Base, a team of officers, ratings and Wrens has worked with increasing pace and urgency since September, 1976, on the mammoth task of organizing the Silver Jubilee Review of the Fleet.

With more than 170 vessels taking part, the administrative problems are vast — and perhaps can be best gauged by

considering the assembled Fleet in terms of men rather than ships.

The ships' companies total more than 30,000 — about the same as the population of Winchester. About half that number will want to be landed each day as libertymen.

Although most ships will arrive as near fully stored as possible, some ships will probably run out of something. Fuel and water are bound to be needed and arrangements for supplying urgent and essential spares has to be made.

Protocol

Control of the ships "as one" for the important ceremonial events of the Review is another task — and not an easy one when considering the varying sizes, types and nations of the ships involved.

In charge of the Review planning staff is Capt. Gordon Walwyn, who set out to produce an Operation Order which met all the requirements of Commander-in-Chief Fleet, took into account the special requirements of other Fleet Flag Officers, complied with the dictates of protocol and was within the capabilities of Flag Officer Portsmouth's resources.

Capt. Walwyn's team is divided into sections ranging from navigation and communications to Press liaison and printing.

The detailed Review orders, sent out to all ships and authorities involved, had a combined weight of 1½ tons.



H.M.Y. Britannia entering Grand Harbour, Malta, on her way home from the Pacific for the Silver Jubilee celebrations.

YOU HAVE BEEN WARNED!

To avoid unnecessary difficulties and possible disappointment, members of the public wishing to see the Review or the rehearsal on June 27 are strongly advised to check travel and accommodation requirements well in advance.

To help motorists and coach operators obtain up-to-date details of traffic, transport and parking arrangements, Hampshire Police have set up a traffic inquiry office (telephone Portsmouth 699122) staffed Monday to Friday from 9 a.m. to 5 p.m.

SHARE

A comprehensive traffic and parking leaflet, with maps, is available from police stations. The Review traffic build-up will start very early on June 28 and guests and spectators are asked to share transport where possible.

Motorists — and yachtsmen — are advised to tune to Radio Solent (301 metres or 96.1 MHz VHF) or Radio Victory (257 metres or 96 MHz VHF). Both stations will broadcast traffic

reports and their commentaries of the Review may include information helpful to yachtsmen.

For those unable to be present for the Fleet Review, there will, of course, be no shortage of coverage by the media.

Television cameras will relay live coverage to B.B.C. and I.T.V. from several ships — including the Britannia — and there will be national as well as local radio broadcasts.

About 500 "media people" will be afloat or airborne — including 25 in the two Ameri-

can vessels alone.

● Relatives of officers and men serving in the Review ships who are lucky enough to have been allocated guest tickets for the event will receive their tickets through the ships, and are asked not to apply to the Jubilee Review Staff office.



The Queen and the Duke of Edinburgh on board the Royal Yacht in Suva, Fiji, during the Jubilee Tour.

Picture: LA(Phot) Tom Suddes

MIGHTY ARK



Biggest warship in the Review — H.M.S. Ark Royal — with one of the guided missile destroyers on view, H.M.S. Antrim.



H.M.S. ANTELOPE

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SPITHEAD'S GLORY DAYS



AIR-SEA POWER — 1914 STYLE

Although aerial warfare of the First World War had a touch of comedy as the flyers lobbed hand grenades at each other in combat, the terror from the air was very real for the folks at home. For the first time the battlefield was not only in faraway places, but in the streets, where bombs were dropped by huge zeppelins gliding in across the coast.

This striking postcard was of the 1914 review, with two airships and a seaplane over the lines of ships — 40 miles of them in 12 long columns. The postcard (and another showing H.M.S. Victory afloat at Portsmouth in 1914) was lent to Navy News for reproduction by Mr. W. Wilson, a member of the Chatham Committee of the Royal Naval Benevolent Trust.

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- When 12 Portsmouth women 'manned' George III's barge
- When Queen Victoria drank rum from a mess basin

Article based on a "potted" history of Fleet reviews compiled by Lieut. John Parsons.

Milestones along the road of warship development, the naval reviews at Spithead have been opportunities for national rejoicing, sometimes grim prologues to war, and occasionally having moments of humour.

As long ago as 1346 more than 1,000 ships of the day assembled at Spithead to await the arrival of King Edward III at Portchester, and three weeks later he sailed against France.

The importance of the waterway, however, dates back much farther than that. From the time the Romans sailed down from Portchester and from Chichester to gather before proceeding to the French coast, Spithead has figured prominently in our maritime history.

Henry V inspected his "car-racks, barges, and ballingers" in 1415, before they sailed on an expedition which resulted in victory at Agincourt, and six years before the arrival of Spain's Armada, Elizabeth I inspected a considerable squadron at Spithead—the first time that yards were manned and salutes fired.

Sham fights were in vogue when Peter the Great of Russia was a visitor to the review of 1700.

Salute

In June, 1773, George III travelled from Kew to Spithead for the first recognised Royal Review of the navy, his arrival being saluted by a "triple discharge of cannon."

From a feminine point of view, the review was notable because 12 ladies of Portsmouth asked the honour of rowing the King from the Dockyard to a man-of-war, and he afterwards said that his barge had been "manned" by 12 of the finest women in Portsmouth.

Queen Victoria, in the 1842 review, displayed a youthful and friendly zest far removed from her later image when she drank rum from a mess basin and tasted soup with one of the iron spoons used in the mess. The sailors' vociferous cheer brought a tear to her eye.

Three years later, although there was only one steam warship among those for the review, the Queen used her new yacht, Victoria and Albert, a steam paddler.

Shape

By 1853 a dozen major vessels were fitted with propellers, followed three years later by a memorable occasion on St George's Day when the Fleet at Spithead mustered 254 ships of all classes, manned by more than 50,000 men, and carrying 1,132 guns.

At the review of 1867, every ship present flew the White Ensign for the first time, the old Red, White, and Blue squadrons being no more.

By 1873 ships no longer had masts for the spectacular "manning the yards," and the present-day style of manning ship came into being.

The real shape of things to

come was shown at the golden jubilee review four years later, when a Nordenfolt submarine was present, along with vessels armed with torpedoes. After dark, the 136 assembled ships were all illuminated with coloured lights.

A paddle steamer leaving "The New Pier, South Parade," charged spectators no less than £1 a head, suggesting another review record—in profiteering.

The naval gun grew in power at succeeding reviews, and in 1912 "aerial craft" made their

first appearance, one of them making an ascent from the deck of H.M.S. London.

Spectacle

Days before the outbreak of the First World War, the world's greatest fleet assembled at Spithead in July, 1914, but reduced to a shadow of its former glory when the 1924 review showed the effects of disarmament under the Washington Treaty.

The one aircraft carrier in 1924 had grown to three for the 1935 review, and five for 1937.

Veterans of the Second World War and Korean War lined up for the Coronation Review of Queen Elizabeth II in 1953, when there was only one battleship but eight modern carriers and hundreds of aircraft.

And what of tomorrow. Will there ever be another review?

Tiny missile boats now have a fire power to beat a former battleship, and a few submarines beneath the sea are capable of devastating vast areas.

The days of spectacle and grandeur afloat may be numbered.

AIR-SEA POWER — 1977 STYLE



Above: An anti-submarine Sea King helicopter of 814 Squadron prepares to dip her sonar. In the background is H.M.S. Hermes, which provided a floating "test-bed" for the new Harrier jump-jet when the picture on the left was taken.



A measure of the esteem in which Britain holds one of her former Prime Ministers is reflected in the fact that three of the 174 vessels in the Review bear his name—the nuclear-powered submarine H.M.S. Churchill, the Trinity House vessel Winston Churchill and the Sail Training Association schooner Sir Winston Churchill.



VISITING STARS INCLUDE 'KOJAK'



Top: Formerly H.M.S. Majestic, the Australian aircraft carrier H.M.A.S. Melbourne.

Far left: H.M.A.S. Brisbane, American-built guided missile destroyer.

Left: The Dutch guided-missile frigate Tromp, nicknamed "Kojak" because of her huge radome.

AMERICANS SEND 'NUKES'

An aircraft carrier originally ordered for the Royal Navy and two nuclear-powered vessels are among the visiting contingent of 20 foreign and Commonwealth warships.

Major role for the other 'fleet'

Largest and smallest vessels to be reviewed by the Queen are both non-military — the 270,000 ton B.P. tanker *British Respect* and an inflatable inshore rescue craft of the Royal National Lifeboat Institution.

They are among 30 vessels of certain British maritime organizations invited to take part.

The Elder Brethren of Trinity House embarked on the *Patricia* will exercise the traditional right of leading the Sovereign through the Review lines. Another Trinity House vessel, the *Winston Churchill*, will be moored in the lines.

The Royal National Lifeboat Institution has been allocated five places in the lines and is sending three classes of lifeboat as well as two inflatable craft.

Various aspects of sea trading are represented by the six ships nominated by the General Council of British Shipping. All are big and the largest *British Respect*, has steamed more than 250,000 miles in three years, moving 2½ million tons of crude oil.

The Post Office is represented by the world's most advanced cable-repair ship, the *Iris*.

The world of sail has not been forgotten, with four representatives in the lines — the Sail Training Association schooners *Sir Winston Churchill* and *Malcolm Miller*, the Sea Cadet Association brig *Royalist* and *Gordonstoun School's Sea Spirit*.

Other organizations represented include H.M. Coastguard, the Northern Lighthouse Board, the Commissioners of Irish Lights, H.M. Customs and Excise, the Ministry of Agriculture and Fisheries, the Scottish Department of Agriculture and Fisheries, the National Environmental Research Council, the Fishing Fleet and British Rail.

● The Cunard liner *Queen Elizabeth II* is due to sail through Spithead on June 27, the rehearsal day, after leaving Southampton at noon.

Largest and oldest visiting warship — and the only visiting aircraft carrier — is H.M.A.S. Melbourne, launched at Barrow-in-Furness in 1945, as H.M.S. *Majestic* and re-named when she was transferred later to the Royal Australian Navy.

She is accompanied by the American-built guided missile destroyer H.M.A.S. Brisbane, while completing the visiting contingent from "Down Under" is the Royal New Zealand Navy's Clyde-built Leander-class frigate H.M.N.Z.S. *Canterbury*, launched by Princess Anne in 1970.

'Kojak'

The Americans are sending the Review's only nuclear-powered surface warship — the cruiser U.S.S. *California* — with the nuclear-powered submarine U.S.S. *Billfish*.

One of the smallest warships in the line-up is K.D.B. *Pahlawan*, a 57-knot missile attack craft built in Portsmouth by Vosper-Thornycroft in 1967 and manned by 20 officers and men of the Royal Brunei Malay Regiment.

One of the more recognizable frigates in the Review is HNMS *Tromp*, named after a famous Dutch admiral. She is nicknamed "Kojak" because of the huge radome above her bridge.

More than 5,000 officers and men will be embarked on the Commonwealth and foreign warships, eight of which will be flying the flag of a national senior officer.



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SIR WILLIAM BOREMAN FOUNDATION 1672

ON THE OCCASION OF THE SILVER JUBILEE, WE, THE OLD BOYS OF **THE ROYAL HOSPITAL SCHOOL**, WOULD LIKE TO SEND OUR CONGRATULATIONS TO HER MAJESTY THE QUEEN

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PORTSMOUTH BRANCH SECRETARY

E. WRIGHT,
258, ALLAWAY AVE.,
PAULSGROVE, PORTSMOUTH

CHATHAM BRANCH SECRETARY

T. LEWING,
6, CHELMSFORD RD.,
STROOD, KENT

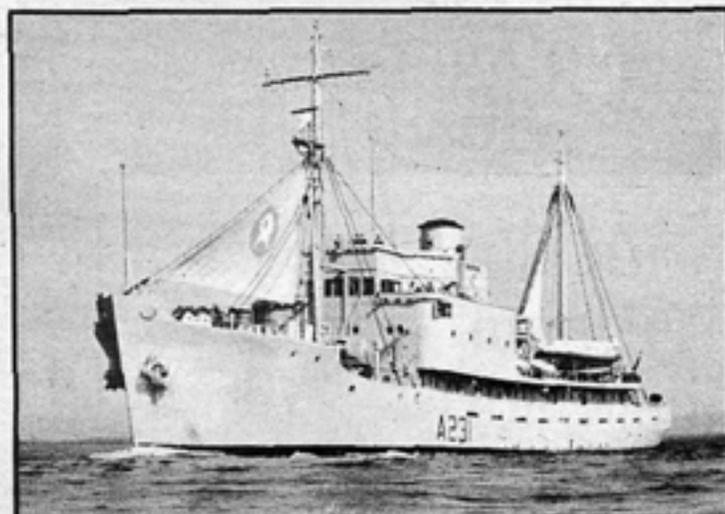
ALL SHIP-SHAPE AND



H.M.S. Fearless, the assault ship in which about 200 young officers from Britannia Royal Naval College, Dartmouth, will be embarked.



H.M.S. Fawn, coastal survey ship.



H.M.S. Reclaim, diving trials ship, with steadying sail. She is the only ship also present at the 1953 Review.

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H.M.Y. Britannia (Rear-Admiral H. P. Janion, Flag Officer Royal Yachts)

AIRCRAFT CARRIERS AND AMPHIBIOUS SHIPS

R09 Ark Royal, aircraft carrier. (Flagship of Admiral Sir Henry Leach, Commander-in-Chief Fleet).

R12 Hermes, anti-submarine and amphibious assault ship. (Flagship of Rear-Admiral W. D. M. Staveley, Flag Officer Carriers and Amphibious Ships).

L10 Fearless assault ship.

FIRST FLOTILLA

D16 London, destroyer (Flagship of Rear-Admiral R. R. Squires, Flag Officer First Flotilla)

D18 Antrim, destroyer.

C99 Blake, helicopter cruiser.

D02 Devonshire, destroyer.

First Frigate Squadron

F18 Galatea (Captain D. B. Nolan, Captain First Frigate Squadron)

F42 Phoebe

F174 Alacrity

F133 Tartar

F122 Gurkha

F32 Salisbury

Second Frigate Squadron

F70 Apollo (Capt. G. M. F. Vallings, Captain Second Frigate Squadron)

F54 Hardy

F43 Torquay

F48 Dundas

Fifth Frigate Squadron

F58 Hermione (Capt. J. A. B. Thomas, Captain Fifth Frigate Squadron)

D86 Birmingham, destroyer.

F131 Nubian

Sixth Frigate Squadron

F57 Andromeda (Captain K. A. Low, Captain Sixth Frigate Squadron)

F39 Naiad

F106 Brighton

F75 Charybdis

SECOND FLOTILLA

C20 Tiger, helicopter cruiser. (Flagship of Rear-Admiral M. La T. Wemyss, Flag Officer Second Flotilla).

D19 Glamorgan, destroyer.

D20 Fife, destroyer.

D12 Kent, destroyer.

Third Frigate Squadron

F16 Diomedea (Capt. A. F. C. Wemyss, Captain Third Frigate Squadron)

D80 Sheffield, destroyer.

F173 Arrow

F38 Arethusa

Fourth Frigate Squadron

F28 Cleopatra (Capt. J. M. Webster, Captain Fourth Frigate Squadron)

F124 Zulu

F169 Amazon

Seventh Frigate Squadron

F60 Jupiter (Captain D. G. Armytage, Captain Seventh Frigate Squadron)

F72 Ariadne

F170 Antelope

F47 Danae

F15 Euryalus

Eighth Frigate Squadron

F71 Scylla (Capt. P. Cobb, Captain Eighth Frigate Squadron)

F115 Berwick

F126 Plymouth

F107 Rothesay

SURVEY SHIPS

A138 Herald (Flagship of Rear-Admiral D. W. Ham, Hydrographer of the Navy)

A133 Hecla

A137 Hecate

A335 Fawn

A70 Echo

A71 Enterprise

A317 Bulldog

A320 Fox

A72 Egeria

M2780 Woodlark

MISCELLANEOUS UNITS

Naval Hovercraft Trials Unit (BH7 and SRN6)

F27 Lynx, frigate.

M2010 Isis, MCMV.

F73 Eastbourne, frigate.

A231 Reclaim, diving trials ship.

M2628 Flintham, MCMV.

M1158 Laleston, MCMV.

M2621 Dittisham, MCMV.

SUBMARINE FLOTILLA

S109 Superb (Flagship of Rear-Admiral J. D. E. Fieldhouse, Flag Officer Submarines)

S102 Valiant (Capt. R. G. Heaslip, Captain Second Submarine Squadron)

S104 Churchill (Capt. P. F. Grenier, Captain Third Submarine Squadron)

S101 Dreadnought

S16 Oracle (Capt. C. E. T. Baker, Captain First Submarine Squadron)

S06 Cachalot

S08 Walrus

S07 Sealion

S13 Osiris

S11 Orpheus

S19 Opossum

S17 Ocelot

S20 Opportune

S18 Otus

FRIGATE TRIO

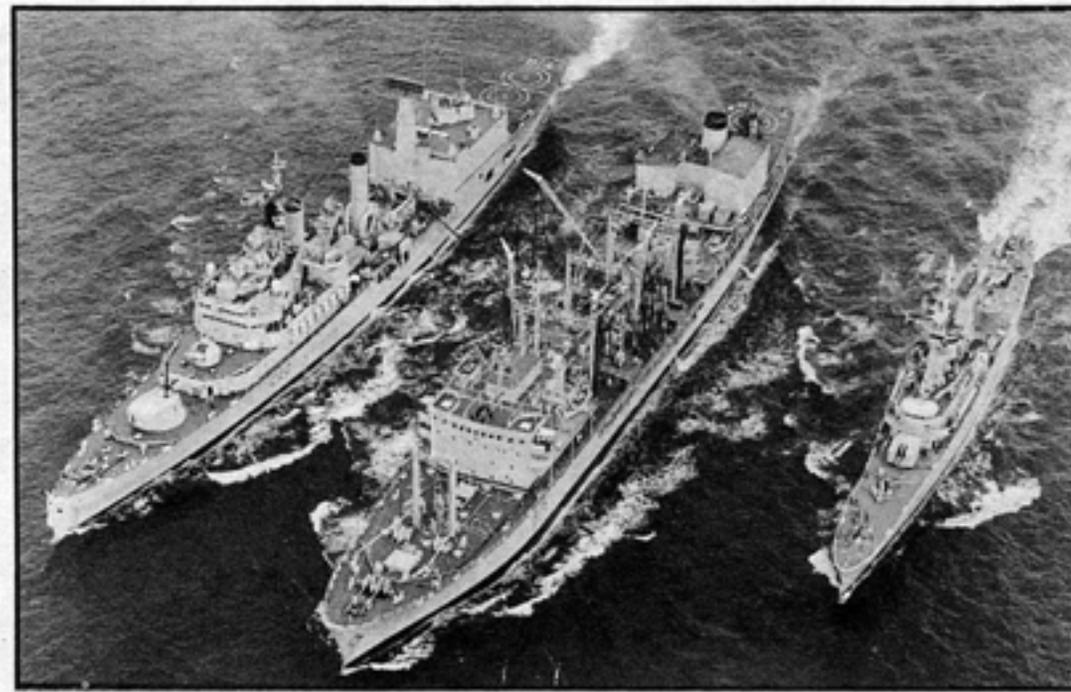


H.M. Ships Andromeda (F57), Charybdis and Brighton pictured in the Clyde.

POMPEY FASHION



H.M.S. Superb, newest nuclear-powered submarine in the Royal Navy.



LEFT: Refuelling at sea — left to right, H.M.S. Tiger, R.F.A. Tidespool (sister ship to R.F.A. Sir Tristram) and H.M.S. Ariadne.
Picture: LA(Phot) Jim Miller

The Navy's strong supporting cast . . .

Organizations which support ships of the Royal Navy wherever they go will be well represented and include eight vessels of the Royal Fleet Auxiliary.

Three of these — R.F.A.s Lyness, Sir Geraint and Sir Tristram — will carry official guests along the Review lines, while a fourth, the

helicopter support ship Engadine, will be a floating base for the Press.

The Royal Maritime Auxiliary Service's three representatives include Roysterer, one of the biggest and most powerful tugs built for the Royal Navy.

While the Royal Naval Auxiliary Service will have no vessels moored in the lines, nine

vessels — six ex-inshore minesweepers and three Fleet tenders — will act as anchorage patrols and dispatch boats.

Audemere, a Royal Corps of Transport tank landing craft, is in the Review lines. In addition, six small craft of 20 Maritime Regiment R.C.T. will be the Fleet's mail boats for the whole Review period.

VESSELS TAKING PART IN THE REVIEW

- MINE COUNTER-MEASURES VESSELS**
Fishery Protection Squadron
 M1125 Cuxton (Capt. P. G. V. Dingemans, Captain Fishery Protection).
 M1114 Brinton
 M1103 Alfriston
 M1180 Shavington
- Second MCM Squadron**
 M1133 Bossington (Capt. D. F. Watts, Captain Mine Countermeasures).
 M1116 Wilton (Cdr. R. S. Stenlake, Senior Officer Second Mine Countermeasures Squadron).
 M1151 Iveston
- First MCM Squadron**
 M1140 Gavinton (Cdr. R. A. Smith, Senior Officer First Mine Countermeasures Squadron).
 M1165 Maxton
 M1110 Bildeston
- Third MCM Squadron**
 M1182 Shoulton (Lieut-Cdr. M. Goodman, Senior Officer Third Mine Countermeasures Squadron).
 M1141 Glasserton
- Fast Training Boats**
 P274 Cutlass (Lieut-Cdr. J. R. Jameson, Senior Officer First Fast Training Boat Squadron).
 P271 Scimitar
 P275 Sabre
- Tenth MCM Squadron (Royal Naval Reserve)**
 M1154 Kellington (Commodore B. K. Perrin R.N.R., Commodore List 3 R.N.R.).
 M1216 Crofton (Cdr. G. R. Hill, R.N.R., Senior Officer Tenth Mine Countermeasures Squadron).
 M1153 Kedleston
 M1146 Hodgeston
 M1205 Wlston
 P252 Peterel
 M1187 Upton

- FOREIGN AND COMMONWEALTH WARSHIPS**
- Australia**
 21 Melbourne, aircraft carrier. (Flagship of Rear-Admiral G. V. Gladstone R.A.N.).
 41 Brisbane, destroyer.
- Belgium**
 A960 Godetia, support ship. (Flagship of Vice-Admiral J. P. L. Van Dyck B.N. — Chief of Naval Staff)
- Brunei**
 P01 Pahlawan, fast attack craft.
- Canada**
 281 Huron, destroyer. (Flying Broad Pennant of Commodore W. A. Hughes, CD CF — Chief of Staff (Sea) to Commander, Maritime Command).
- Denmark**
 N82 Moen, minelayer.
- France**
 D603 Duquesne, destroyer. (Flagship of Vice-Admiral J. M. A. Wacrenier, F.N. — Prefect Maritime, Premier Region).
- Federal German Republic**
 D181 Hamburg, destroyer. (Flagship of Rear-Admiral K. Thater, F.G.N. — Commander, Destroyer Flotilla).
- Greece**
 P52 Lieutenant Troupakis, patrol craft.
- India**
 F35 Udaygiri, frigate.
- Iran**
 P221 Kaman, fast attack craft.
- Italy**
 D550 Ardito, destroyer.
- The Netherlands**
 F801 Tromp, frigate. (Flagship of Rear-Admiral J. H. B. Hulshof, R.N.L.N. — Commander, Netherlands Task Group).
- New Zealand**
 F421 Canterbury, frigate.
- Norway**
 F304 Narvik, frigate.
- Portugal**
 F474 Almirante Magalhaes Correa, frigate.
- Turkey**
 D358 Berk, frigate. (Flagship of Rear-Admiral Emin Goksan, T.N. — Commander Surface Action Group).
- United States**
 36 California, nuclear-powered cruiser. (Flagship of Rear-Admiral John C. Dixon, Jr. U.S.N. — Commander Sixth Carrier Group)
 676 Billfish, nuclear-powered submarine.

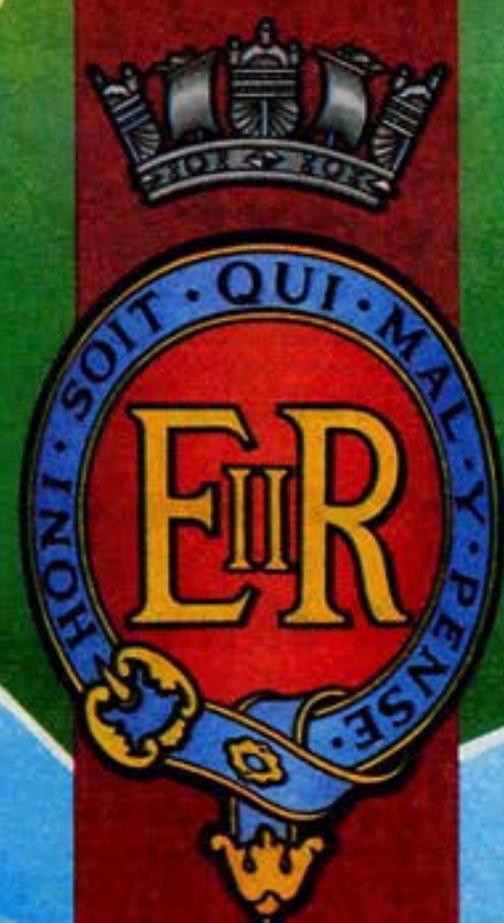
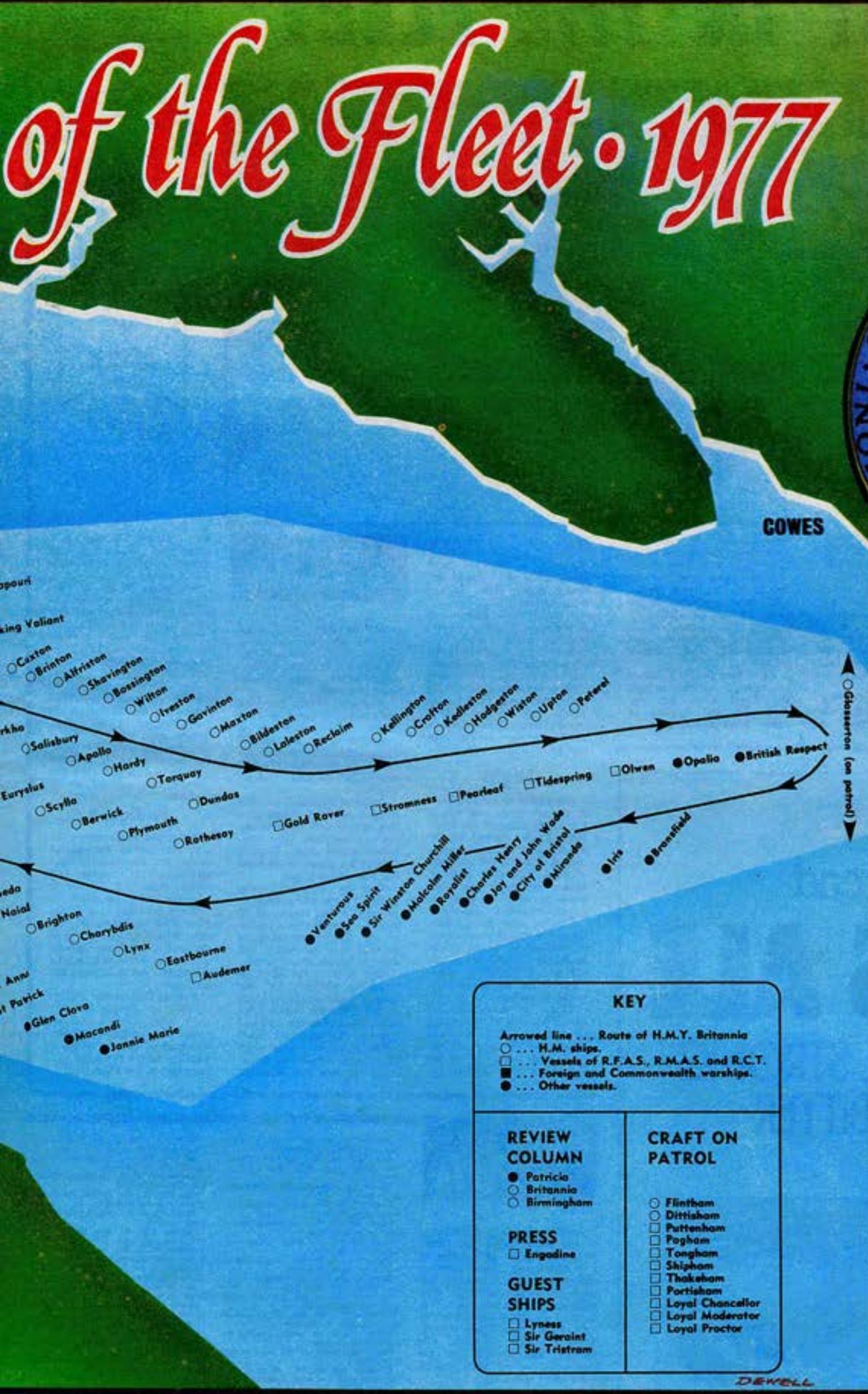
- OTHER SHIPS**
- Royal Fleet Auxiliaries**
 A271 Gold Rover
 A339 Lyness
 A75 Tidespring
 A122 Otwen
 K08 Engadine
 A344 Stromness
 L3027 Sir Geraint
 A77 Pearleaf
 L3595 Sir Tristram
Royal Maritime Auxiliary Service
 A367 Newton
 A361 Roysterer
 A164 Goosander
 M2720 Waterwitch
Royal Naval Auxiliary Service
 M2781 Portisham (Lieut-Cdr. W. C. Harding, Senior R.N.X.S. Officer Afloat)
 M2726 Shipham
 A1771 Loyal Proctor
 M2784 Putterham
 A1770 Loyal Chancellor
 M2735 Tongham
 A220 Loyal Moderator
 M2716 Pagham
 M2733 Thakeham
Royal Corps of Transport
 L4061 Audemer, landing craft (tank).
Corporation of Trinity House
 Patricia (Elder Brethren of Trinity House, Deputy Master Captain M. B. Wingate)
 Winston Churchill
Commissioners of Northern Lighthouse Board
 Pharos
Commissioners of Irish Lights
 Granuaile
 HM Customs and Excise
 Venturous, cutter
 HM Coastguard
 Miranda
Royal National Lifeboat Institution
 City of Bristol (Clovelly).
 Joy and John Wade (Yarmouth, I.O.W.).
 Charles Henry (Selsey).
- General Council of British Shipping**
 British Respect (BP).
 Opalia (Shell Tankers (U.K.) Ltd).
 Manapouri (P. and O. Steam Navigation Company).
 Ferring (Stephenson Clarke Shipping Ltd).
 Fred Everard (F. T. Everard and Sons Ltd.)
 Viking Valiant (European Ferries).
- Ministry of Agriculture, Fisheries and Food**
 Cirolana, research ship.
Department of Agriculture and Fisheries, Scotland
 Norna, fishery protection vessel.
Fishing Vessels
 Princess Anne (Boston Deep Sea Fisheries Ltd).
 St Patrick (Colne Fishing Company Ltd).
 Glen Clova (J. Marr and Sons Ltd).
 Macandi (Delga Fish Co. Ltd).
 Jannie Marie (Brixham & Torbay Trawlers Ltd).
Natural Environment Research Council
 Bransfield, polar research ship.
The Post Office
 Iris, cable ship.
 British Rail
 Sarnia, Channel Islands ferry.
British Tug Owners Association
 Lady Vera (Humber Tugs Ltd).
Sail Training Association
 Sir Winston Churchill, schooner.
 Malcolm Miller, schooner.
Sea Cadet Corps
 Royalist, brig.
 Gordonstoun School
 Sea Spirit

BIGGEST SHIP



Biggest ship on show — BP Tanker Company's 270,000-ton British Respect.

of the Fleet · 1977



KEY

Arrowed line ... Routes of H.M.Y. Britannia
 ○ ... H.M. ships.
 □ ... Vessels of R.F.A.S., R.M.A.S. and R.C.T.
 ■ ... Foreign and Commonwealth warships.
 ● ... Other vessels.

<p>REVIEW COLUMN</p> <ul style="list-style-type: none"> ● Patricia ○ Britannia ○ Birmingham <p>PRESS</p> <ul style="list-style-type: none"> □ Engadine <p>GUEST SHIPS</p> <ul style="list-style-type: none"> □ Lyness □ Sir Geraint □ Sir Tristram 	<p>CRAFT ON PATROL</p> <ul style="list-style-type: none"> ○ Flintham ○ Dittisham □ Putterham □ Paghams □ Tongham □ Shiphams □ Thakeham □ Portisham □ Loyal Chancellor □ Loyal Moderator □ Loyal Proctor
--	---

DEWELL

TUESDAY, JUNE 28

0900 Britannia sails from South Railway Jetty with the Queen and members of the Royal Family embarked, led by THY Patricia and followed by H.M.S. Birmingham with Admiralty Board embarked

0930 Royal Salute fired by the Fleet

1000 Review of the Fleet by the Queen

1630 Britannia anchors at head of the lines

1645 Flypast by Fleet Air Arm

1745 Reception for ratings of the Fleet in Britannia

2000 Queen, Admiral of the Fleet the Duke of Edinburgh and members of Royal Family dine on board Ark Royal

WEDNESDAY, JUNE 29

0935 Britannia enters harbour. Royal salute fired by Fleet

1030 Fleet disperses

1045 Queen disembarks at South Railway Jetty to start her visit to City of Portsmouth

1100 p.m. Foreign and Commonwealth ships disperse

FASTEST IN THE FLEET



H.M.S. Sabre (foreground and right), H.M.S. Cutlass and H.M.S. Scimitar, which are taking part in the Jubilee Review of the Fleet, are the Navy's fast training boats, providing anti-fast patrol craft training for ships and helicopters. Each has a crew of two officers, three senior and seven junior rates.



'Swords' sharpen NATO efficiency

For passengers on the Weymouth ferry, returning from holiday in the Channel Islands, the crossing is almost over. The rocky headland of Portland is clearly visible to the west, with the naval base nestling below.

Suddenly the passengers see a vessel approaching from astern, overtaking the ferry as though it was stationary. One of the Royal Navy's three fast training boats — the fastest craft in the present-day Fleet — is returning to harbour after a Channel exercise.

H.M. ships Cutlass, Sabre and Scimitar, all based at

operational effectiveness, undergoing training that would help them meet emergencies they may have to face in war or peace — from giving assistance to a town devastated by an earthquake to beating off a simultaneous attack by submarines and missile-firing coastal attack boats.

From here the FTB Squadron operates not only to train the Royal Navy but also destroyers and frigates of other NATO countries —

Dutch and West Germany warships regularly work-up there — as well as from members of the Central and South East Asia Treaty organisations.

Boats of the squadron aim to simulate the tactics of any potential enemy of the NATO Alliance, and to make exercises more realistic they rarely sail from Portland. Depending on where the exercise is taking place, they leave from Poole, Torquay or Alderney. At a speed of approaching 40 knots all three places are less than two hours from Portland.

Story by Michael Hill

is that the target's radar picks up more sea clutter from that direction than any other, and the attacker is more likely to come within range without being observed.

Alternatively the attacking craft can drift along on a set course at ten or 15 knots, aiming to appear on radar as a small coaster. It would hope not to be detected before it accelerated to carry out its attack.

ship's company, the helicopter crew need to be taught and experienced in combating attack craft.

The early phases of helicopter training exercises follow a routine pattern with the training boats acting as "clockwork mice". Only when the boat is certain it has been identified does the exercise start in earnest.

The three boats aim to provide realistic high-speed targets for the missile aimers being trained in helicopters. Many missiles are aimed visually and then steered to the target by wire, and the training craft try to make the aimer's task as difficult as possible.

Night

Objectives of a light missile or torpedo-firing boat are to get within range of the target without being spotted, fire the weapon with the best possible chance of a hit, and get away without suffering damage. Wherever possible attacks are made at night to give the greatest chance of success.

That is what the Cutlass, Sabre, and Scimitar aim to do. As the senior officer of the squadron, Lieut.-Cdr. J. R. ("Jamie") Jameson says, "Our boats are the professional opposition."

There are basic rules for successful attacks. One of the aims of any patrol boat commander is to approach the target with the set of the sea behind the ship. The reason

Angle of approach also has to be considered. Although a ship armed with missiles can fire its weapons from anywhere within range, torpedo attacks are ideally made from the bow of the vessel.

Then the combined closing speed of target and torpedo — perhaps in the region of 70 knots — gives the commander of the target the minimum possible time to decide and execute his course of action.

One of the main offensive weapons available for use against small attacking ships is the helicopter which, correctly deployed, can find and destroy the attacking craft before it comes within range of its own missiles or torpedoes. No less than with the

Pedigree

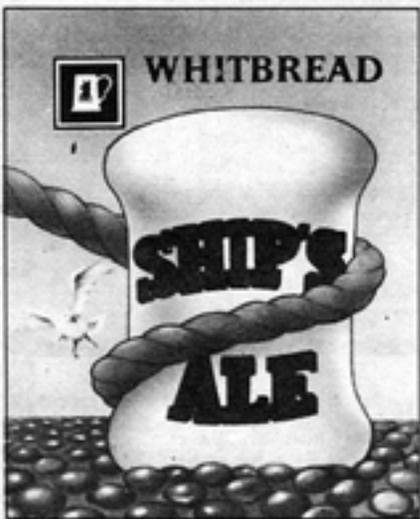
The craft make smoke so that they cannot be spotted easily, and also execute rapid alterations of course and speed, making it difficult to keep the missile on target.

While the three craft of the First FTB Squadron are used only in a training role, their pedigree and their connections make them direct descendants of wartime motor torpedo and gun boats.

Built at Portchester, Hants, in 1970 by Vosper Thornycroft, they have a cruising speed of more than 35 knots, which in all but the roughest weather makes them the fastest craft in the Fleet.

Whitbread SHIP'S ALE

TRADITIONAL STRONG ENGLISH BITTER



Specially brewed for seafarers

A Whitbread beer

Pen Pals

Readers seeking penfriends in the Royal Navy are listed here. 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 follow —

Amber (24), 5ft. 4in., single, red hair, brown eyes, Aldershot.
 Ann (44), single, dark brown hair, blue eyes, Lockmaben.
 Angela (18), 5ft. 5in., single, brown hair, brown eyes, Dudley, W. Midlands.
 Ann (17), single, dark hair, blue eyes, slim, London.
 Anne (19), 5ft. 2in., single, brown hair, blue-green eyes, Portsmouth.
 Allison (16), 5ft., single, fair hair, hazel eyes, Derby.
 Bernadette (18), 5ft. 4in., single, blue eyes, Hull.
 Barbara (30), 5ft. 3in., single, brunette, brown eyes, London.

- Beatrice (28), 5ft. 7in., divorce pending, slim, one daughter, Banbury.
- Carol (24), 5ft. 5in., separated, blonde hair, green eyes, slim, three children, Bristol.
- Carole (19), single, fair hair, brown eyes, Bournemouth.
- Carol (19), 5ft. 7in., single, auburn hair, brown eyes, Ballater.
- Carol (23), 5ft. 4in., separated, brown hair, green eyes, London.
- Carol (23), 5ft. 3in., single, brown hair, brown eyes, Spalding.
- Catherine (16), 5ft. 6in., single, brown hair, green eyes, Liverpool.
- Christine (30), 5ft. 8in., single, brown hair, green eyes, slim, Bath.
- Christine (23), single, fair hair, blue eyes, East Twickenham.
- Christine (17), 5ft. 4in., single, brown hair, blue eyes, Portsmouth.
- Cheryl (17), 5ft. 4in., single, brown hair, brown eyes, Leicester.
- Caesi (34), divorced, fair hair, brown eyes, Rugby.
- Christine (29), 5ft. 8in., divorced, fair hair, blue eyes, two sons, Gosport.
- Christine (20), 5ft. 6in., single, fair hair, blue eyes, Liverpool.
- Christine (19), 5ft. 5in., single, brown hair, hazel eyes, Dartford.
- Debra (17), 5ft. 3in., single, dark hair, blue eyes, Hull.
- Diane (21), single, brown hair, green eyes, Derby.
- Bue (22), single, brown hair, brown eyes, Derby.
- Dee (15), 5ft. 5in., brown hair, blue eyes, Bristol.
- Denise (15), 5ft. 2in., blonde hair, blue eyes, Liverpool.
- Diane (24), 5ft. 3in., divorced, brown hair, brown eyes, two children, Peterborough.
- Dawn (18), 5ft. 4in., single, brown hair, blue eyes, Sheffield.
- Miss D. (17), 5ft. 2in., single, brown hair, blue eyes, York.
- Liz (16), 5ft. 5in., single, brown hair, green eyes, Portsmouth.
- Jackie (19), 5ft. 9in., single, brown hair, brown eyes, London.
- Kim (16), 5ft. 3in., single, brown hair, green eyes, Folkestone.
- Karen (16), 5ft. 5in., single, red hair, blue eyes, London.
- Heather (17), 5ft. 2in., single, brown hair, blue-green eyes, Ermsworth, Hants.
- Helen (16), 5ft. 2in., single, brown hair, brown eyes, Manchester.
- Lynne (17), 5ft. 3in., single, brown hair, hazel eyes, Newport I.O.W.
- Jenny (15), 5ft. 3in., brown hair, brown eyes, Plymouth.
- Linda (21), 5ft. 4in., single, brown hair, brown eyes, Epping.
- Linda (19), 5ft. 4in., single, brunette, brown eyes, Great Yarmouth.
- Helen (17), 5ft. 6in., single, brown hair, hazel eyes, Leeds.
- Jane (20), 5ft., single, auburn hair, brown eyes, Fareham, Hants.
- Karen (19), 5ft. 4in., divorced, auburn hair, green eyes, one daughter, Shrewsbury.
- Jocelyn (22), 5ft. 3in., single, brown hair, grey-green eyes, Poole.
- Barbara (27), 5ft. 4in., single, brown hair, blue eyes, Poole.
- Miss J. (22), 5ft. 2in., single, brown hair, blue eyes, Newark.
- Jane (20), 5ft. 4in., single, brown hair, brown eyes, Oxford.
- Karen (18), single, brown hair, brown eyes, Liverpool.
- Linda (22), 5ft. 1in., single, brown hair, blue eyes, London.
- Janet (28), 5ft. 2in., divorced, brown hair, hazel eyes, one daughter (five), Portsmouth.
- Jackie (21), 5ft. 6in., single, brown hair, hazel eyes, Hayes.

JACK

by TUGS



'JACK OF ALL TRADES'

An unusual exhibition which uses campaign medals to illustrate the role of the Royal Navy in the Victorian period is the Portsmouth Royal Naval Museum's contribution to Silver Jubilee year.

After opening the Portsmouth Royal Naval Museum's Silver Jubilee exhibition, Admiral of the Fleet Earl Mountbatten discusses one of the exhibits in the Modern Navy display — a model of the helicopter carrier H.M.S. Hermes — with the First Sea Lord, Admiral Sir Terence Lewin.

The 450 medals on display come from the collection of about 3,000 medals, orders, and decorations gathered together since 1964 by Capt. Kenneth Douglas-Morris, whose aim is to collect one medal for each ship engaged in every naval action between 1793 and 1900.

"Jack of All Trades" is the title of the exhibition, which captures some of the atmosphere of a fascinating and colourful period in which Britain's sailors seemed to be capable of performing any task, on land as well as at sea. Jack could dig trenches, man-handle guns over difficult country, march 72

Portsmouth Royal Naval Museum's contribution to Silver Jubilee year

miles across India in three days under scorching sun, man a rocket battery 400 miles inland in Ethiopia, "board" an enemy fort in the Crimea, ferry a full-scale expedition up the cataracts of the Nile, and even run an armoured train in Egypt.

The exhibition provides a vital link, in terms of time, between the Nelsonian period — which is so fully covered by the museum — and the modern Navy. When walking through the museum's buildings, visitors will discover that it also physically fills the "gap" between the H.M.S. Victory / Battle of Trafalgar / Nelson displays and the Ministry of Defence presentation featuring today's Navy.

'NOT JUST PRETTY'

As Admiral of the Fleet Earl Mountbatten said when opening the Jack of All Trades exhibition on April 25, "Some people seem to think that naval history stops at Trafalgar and only begins again in 1914. In fact, there was scarcely a year during the reign of Queen Victoria when her sailors were not involved in fighting somewhere in the world."

The overall picture of the men and the campaigns is built up by using personal items and photographs to support the medals. This is therefore more than just a cold medal display. "Medals are more than pieces of metal with pretty ribbons," said Earl Mountbatten. "They provide visual records of a man's service and it is on the men that this exhibition concentrates. A great deal of careful research has been done on the Service record of the recipient of each medal."

RELICS WANTED

This is the first step in a long-term development of the museum and Earl Mountbatten concluded his speech with an appeal to the public — "It is the Director's earnest hope that the Royal Naval Museum will come to be looked upon as an honourable repository for all naval medals, however recent. And, above all, the museum needs supporting items of all descriptions. "There must be many naval relics of the Victorian period and later which are gathering dust in attics because their owners think that no one else wants them. They are wanted and, if you have any, you will be doing the Navy a great service, if you present them to its museum here in Portsmouth."



Kathy (20), single, brown hair, blue eyes, Uttoxeter.
 Gaynor (16), 5ft. 2in., single, fair hair, blue eyes, Swansea.
 Lynne (19), 5ft., single, black hair, blue eyes, Birmingham.
 Jenny (20), 5ft. 7in., single, chestnut hair, brown eyes, London.
 Janette (17), 5ft. 9in., single, brown hair, brown eyes, Stockton.
 Marion (16), 5ft. 4in., single, brown hair, blue eyes, Bristol.
 Patricia (20), 5ft. 5in., single, auburn hair, slim, Wigan.
 Mary-Rose (16), 5ft. 3in., single, brown hair, hazel eyes, Malta.
 Mary (19), 5ft. 6in., unattached, brown hair, green eyes, Smethwick.
 Pam (15), 5ft. 7in., brown hair, green eyes, Newport, Gwent.
 Margaret (20), 5ft. 1in., single, brown hair, green eyes, Redcar.
 Michelle (16), 5ft. 6in., single, brown hair, blue-grey eyes, Perranporth.
 Maureen (27), 5ft. 4in., single, fair hair, blue eyes, London.
 Sandra (31), 5ft. 5in., divorced, blonde hair, blue eyes, slim, Hempsall, Norfolk.
 Maureen (22), 5ft. 4in., single, brown hair, blue eyes, Frome.
 Pam (16), 5ft. 2in., single, brown hair, brown eyes, Taunton.
 Margaret (17), 5ft. 5in., single, brown hair, brown eyes, Portsmouth.
 Pippa (41), 5ft., divorced, red hair, brown eyes, Portsmouth.
 Pat (26), 5ft. 4in., single, dark hair, Liverpool.
 Moira (17), 5ft. 5in., single, brown hair, blue eyes, Liverpool.
 Mary (27), separated, blonde hair, blue eyes, two children, Catterick.
 Sally (27), 5ft. 4in., single, brown hair, brown eyes, Lapworth, W. Midlands.

Sylvia (25), 5ft. 2in., single, dark hair, blue eyes, Portsmouth.
 Sue (21), 5ft. 2in., single, brown hair, hazel eyes, Grimsby.
 Ruth (15), 5ft. 6in., brown hair, blue eyes, Norwich.
 Rosemary (32), 5ft. 7in., single, blonde hair, blue-grey eyes, Camborne.
 Valerie (19), 5ft. 1in., single, brown hair, brown eyes, Newcastle.
 Stella (28), single, brown hair, brown eyes, East Twickenham.
 Yvonne (16), 5ft. 5in., single, brown hair, blue eyes, Plymouth.
 Sue (15), 5ft. 3in., blonde hair, blue eyes, Bristol.
 Tina (17), single, brown hair, blue eyes, Liverpool.
 Yvonne (21), 5ft. 8in., single, fair hair, blue eyes, Harrow.
 Sharon (16), 5ft. 5in., single, brown hair, blue eyes, Wimbome.
 Ruth (16), 5ft. 4in., single, brown hair, green eyes, Wimbome.
 Debbie (16), 5ft. 8in., single, brown hair, blue eyes, Wimbome.
 Cathy (16), 5ft. 2in., single, fair hair, blue eyes, slim, Haverhill.
 Mandy (17), 5ft. 2in., single, brown hair, green eyes, Bristol.
 Wendy (17), single, brown hair, green eyes, Thetford.
 Margaret (29), 5ft., divorced, brown hair, blue eyes, Caerphilly.
 Pam (24), 5ft. 7in., divorced, grey-green eyes, Felixstowe.
 Jackie (26), 5ft. 3in., single, brown hair, hazel eyes, Edinburgh.
 Joan (21), 5ft. 3in., single, auburn hair, blue eyes, Edinburgh.
 Christine (22), 5ft. 7in., single, brown hair, blue eyes, Edinburgh.
 Maureen K. (30), 5ft. 2in., single, red hair, green eyes, slim, London.

Dianne (26), 5ft. 2in., divorced, brown hair, blue eyes, one daughter (eight), Burnage, Lancs.
 Rachel (44), 5ft. 6in., divorced, brown hair, brown eyes, slim, three children, Gosport.
 Shelley (37), 5ft. 5in., divorced, fair hair, blue eyes, two teenage children, Preston.
 Angela (15), 5ft. 2in., fair hair, blue-grey eyes, Launceston.
 Veronica (27), 5ft. 6in., divorced, brown hair, one son (five), Yeovil.
 Lyn (17), 5ft. 4in., single, brown hair, hazel eyes, Portland.
 Margaret (38), 5ft. 2in., divorced, auburn hair, blue eyes, Bognor Regis.
 Helena (31), 4ft. 11in., divorced, brown hair, blue eyes, one son (nine), Gosport.
 Beverley (22), 5ft. 4in., single, brown hair, blue eyes, slim, Bolton.
 Jeanette (16), 5ft. 3in., single, brown hair, brown eyes, Portsmouth.
 Sharon (16), 5ft. 1in., single, brunette, hazel eyes, Portsmouth.
 Beverley (15), 5ft., blonde hair, blue eyes, Bristol.
 Heather (21), 5ft., single, brown hair, Peterborough.
 Diane B. (19), 5ft. 4in., single, blonde hair, Peterborough.
 Irene (55), widow, fair hair, blue eyes, Bridgend, Glam.
 Tina (20), 5ft. 5in., single, brown hair, hazel eyes, Harrow.
 Margaret (40), 5ft. 8in., divorced, brown hair, blue eyes, Stanmore.
 Barbara (25), 5ft. 2in., divorced, fair hair, blue eyes, Northolt, Middx.
 June (29), 5ft. 3in., divorced, brown hair, brown eyes, Harrow Weald.
 Eve (30), 5ft. 7in., single, dark hair, green eyes, Wealdstone, Middx.
 Sonya (15), 5ft. 2in., brown hair, blue eyes, Bristol.

Jacky (18), 5ft. 5in., single, brown hair, hazel eyes, Portsmouth.
 Janette (16), 5ft. 7in., single, brown hair, blue eyes, Portsmouth.
 Carol (15), 5ft. 3in., fair hair, hazel eyes, Wigan.
 Kathryn (15), 5ft. 4in., brown hair, green eyes, Wigan.
 Jean (25), 5ft. 4in., divorce pending, brown hair, hazel eyes, Watford.
 Karen (16), 5ft. 4in., single, brown hair, brown eyes, Plymouth.
 Antonette (20), 5ft. 2in., single, brown hair, brown eyes, Brentford.
 Debbie (16), 5ft. 4in., single, brown hair, hazel eyes, Thornton Heath.
 Ellen (20), 5ft. 2in., single, brown hair, blue eyes, Thornton Heath.
 Margaret (20), 5ft. 2in., single, brown hair, blue eyes, Hull.
 Wendy (25), 5ft. 4in., single, brown hair, blue eyes, slim, Solihull.
 Katrina (24), separated, brown hair, hazel eyes, one son, Portsmouth.
 Lesley (17), 5ft. 6in., single, brown hair, green eyes, Bedford, Midds.
 Wendy (16), 5ft. 5in., single, auburn hair, blue eyes, Tunbridge.
 Verna (30), 5ft. 5in., single, sandy hair, St Helens, Merseyside.
 Janet (18), 5ft. 6in., single, brown hair, blue eyes, Plymouth.
 Loraine (24), 5ft. 1in., divorced, brown hair, brown eyes, one daughter (four), Plymouth.
 Patricia (29), 5ft. 8in., divorced, brown hair, brown eyes, one son (eight), Derby.

Promotions

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

- OPERATIONS BRANCH (SEAMAN GROUP)**
 - To CPO(M) — J. E. Stannard (H.M.S. Nelson), W. Rooms (Ambuscade).
 - To CPO(R) — K. J. Gates (RNO Greenock), R. E. P. Caswell (Achilles), C. J. Aris (London).
 - To CPO(D) — J. M. Quinn (Vernon).
- OPERATIONS BRANCH (COMMUNICATIONS)**
 - To CRS(W) — D. J. D. Drew (Warrior).
- REGULATING BRANCH**
 - To MAA — R. A. Fitzpatrick (Fearless).
- SUPPLY & SECRETARIAT**
 - To CPOWR — P. E. Frost (Centurion), M. F. Prior (Dartmouth).
 - To CPOSA — G. V. Archer (RNSS, Pembroke).
 - To CPOST — P. J. Owen (Drake).
- MAINE ENGINEERING**
 - To CEM — D. P. Quinn (Upton), W. J. I. Wright (Neptune), J. J. Haigh (Ashanti).
- To ACMEA(H) — M. A. Doyle (Caledonia).
- To ACMEA(P) — T. J. O'Neill (Salisbury), P. B. Lambert (Sultan), M. I. Crawford (Pembroke), J. R. Widdett (Sultan), R. Kenningale (Cochrane), B. Cooper (Sultan), R. J. Arthur (R.M. Poole), B. Harmsworth (Sultan), S. Wilson (Cochrane), J. Gullis (Frigate), W. G. B. Leitch (Repulse).
- To ACME(M) — D. M. Smith (Nelson, SMA), A. Kay (Vernon), D. Weaver (Neptune), S. Mault (Tiger), J. M. Burnett (Antrim).

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 "Int" rosters at 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 April.
- 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 HYG, and QA categories are placed on the rosters in seniority order and are not required to pass an examination.
- PO(EW)/RS(W) — Int (8.12.75), Nil; LS(EW)/LRO(W) — Dry, Nil; PO(M) — Int (29.3.75), 2; LS(M) — Dry, 7; PO(R) — Int (4.7.75), 3; LS(R) — Dry, 11; PO(S) — Int (11.12.75), Nil; LS(S) — Dry, 4; PO(D) — Dry, Nil; LS(D) — Dry, 1; PO(MW) — Int (21.3.75), Nil; LS(MW) — Dry, 2; PO(SR) — Dry, Nil; LS(SR) — Int (6.1.77), Nil; POPT — Int (21.3.75), Nil; RPO — 178, 2; RS — 212, 2; LRO(G) — Int (8.8.76), 12; CY — 271, Nil; LRO(T) — Int (7.9.76), 1; PO(SM) — Int (20.4.76), Nil; LS(SM) — Dry, 3; RS(SM) — Int (18.3.75), Nil; LRO(SM) — Dry, Nil; PO(UW)(SM) — Int (21.7.76), Nil; LS(UW)(SM) — Dry, 1.
- PO(MEM) — Dry, 15; LUEM — Dry, 47; POCEL — Dry, 10; LOEM — Int (25.2.77), 11; POEEL — Int (7.10.76), 4; LOEM — Dry, 21; POREL — Int (19.1.76), 12; LREM — Int (20.1.77), 17; POWTR — Int (8.1.75), 6; LWTR — Int (25.3.76), 5; POSA — 166, 3; LSA — Int (9.12.75), 3; LCA — Dry, Nil; POCK — 301, 7; LCK — Int (12.3.75), 10; POSTD — 218, 5; LSTD — Int (11.2.77), 11; POMA — 171, Nil; LMA — 146, 2; POAF/POAM(AE) — 87, 4; LAM(AE) — Int (2.5.75), 10; POEL(A) — 148, Nil; LEM(A) — Int (11.4.75), 5; POEL(A) — 65, 1; LREM(A) — Int (1.6.76), 4; POEL(AW) — Int (4.12.75), Nil; LEM(AW) — Int (21.7.76), Nil; PO(AH) — 188, Nil; LA(AH) — Int (1.10.75), 1; POA(SE) — 539, Nil; LA(SE) — Dry, 1; POA(PHOT) — 434, Nil; POA(MET) — Int (8.3.75), Nil; POACMN — 89, Nil.
- POWREN AF(AE) — Int (25.6.75), Nil; LWREN AM — 87, 1; POWREN CK — Int (13.10.76), Nil; LWREN CK — Int (5.11.76), 1; POWREN DSA — Int (6.6.75), Nil; LWREN DSA — Int (5.12.75), Nil; POWREN MET — Int (5.6.75), Nil; POWREN PHOT — Int (1.2.77), Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — Int (2.4.75), Nil; LWREN R — Int (6.8.75), Nil; POWREN RS — Int (9.12.75), Nil; LWREN RO — Int (16.9.75), Nil; POWREN STD(G) — 234, Nil; LWREN STD(G) — Int (20.2.75), Nil; POWREN STD(O) — Int (29.6.76), Nil; LWREN STD(O) — Int (4.3.76), Nil; POWREN SA — (1.9.76), Nil; LWREN SA — Int (7.4.76), 3; POWREN TSA — 225, Nil; LWREN TSA — 115, Nil; POWREN WA — Int (28.11.75), Nil; LWREN WA — Int (20.12.74), Nil; POWREN WTR(G) — Int (24.9.75), Nil; LWREN WTR(G) — Int (17.2.75), 2; POWREN WTR(P) — Int (26.6.75), Nil; LWREN WTR(P) — Int (16.6.75), 3; LWREN WTR(S) — dry, Nil; POWREN DH — Int (12.9.75), 1.

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Mon. 6th	8.0-11.30	DISCO	Dave Potter	30p
Thurs. 9th	8.0-12.00	BLACK ANGELS (Soul)	John Thompson	50p
Sun. 12th	8.0-11.30	DISCO	Guy Francis	30p
Mon. 13th	8.0-11.30	DISCO	Dave Potter	30p
Thurs. 15th	8.0-12.00	CHANTS (Soul)	John Thompson	60p
Sun. 19th	8.0-11.30	DISCO	Mick Davis	30p
Mon. 20th	8.0-11.30	COPPER KETTLE	Dave Potter	50p
Thurs. 23rd	8.0-12.00	SWEET SENSATION (Soul)	John Thompson	70p
Sun. 26th	8.0-12.00	DISCO	Peter Prince Road Show	30p
Mon. 27th	8.0-12.00	DISCO	Dave Potter	30p
Thurs. 30th	8.0-01.00	SILVER JUBILEE DANCE		Ticket Only
Sun. July 3rd	8.0-11.30	GINO WASHINGTON & THE RAM JAM BAND & RUBY JAMES	John Thompson	
Mon. July 4th	8.0-11.30	DISCO LINDA LEYTON & THE STATEMAN	Mick Davis Dave Potter	30p 50p

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Two Royal Navy lieutenant-commanders, pilot **DOUG HAMILTON** and bombardier-navigator **BRIAN JACKSON-DOOLEY**, have become the first R.N. fliers to qualify on carriers in the American A-6E all-weather attack aircraft.

They recorded ten days and six night arrested landings on U.S.S. Saragota with the U.S. Navy's Attack Squadron Forty Two. Lieut.-Cdr. Hamilton is on a two-year exchange with the squadron and Lieut.-Cdr. Jackson-Dooley is completing a very successful 27-month exchange. Both men have served with 809 Naval Air Squadron.

Confucius was right if he said "Two whites make a gong." During a farewell visit to the Ship Maintenance Authority at Portsmouth in March, Admiral Sir **PETER WHITE**, the Chief of Fleet Support, presented Long Service and Good Conduct medals to **REMNI DAVID WHITE**, who has recently joined the S.M.A.

LA JEREMY STANNARD has received a tankard in appreciation of his part in the rescue of 12 seamen from the M.S. Elisabeth Boye which went aground near Par in Cornwall in December 1975.

The tankard was presented by a firm of Scandinavian underwriters. At the time of the rescue, Jeremy was serving with the Search and Rescue Unit at R.N. air station Culdrose.



Cookery Instructor of the Year at H.M.S. Pembroke, PO **DAVID SCOTT** (right), receives the annually awarded Craft Skill Trophy from Lieut.-Cdr. **BRIAN NEWTON**, who presented the trophy to the R.N. Supply School at Chatham. Lieut.-Cdr. Newton, a former cookery training officer at the school, is now in the M.O.D. working for the Director of Fleet Supply Duties. His trophy is awarded to the instructor who has made the most progress and developed personal craft skills during the year.

Temeraire farewell



Friends and colleagues gathered at H.M.S. Temeraire to mark the retirement of Mr. **GEORGE WARD** after 49 years of service to the Royal Navy.

Mr. Ward (pictured above) joined the Navy in 1927 and left the Service in 1951 as a CPO PTL. Within a year he had "rejoined" the Physical Training Branch as storekeeper at Temeraire.

Since then he has been friend and father figure to hundreds of young men passing through the Navy's School of Physical Training. Earlier this year he was awarded the British Empire Medal.



A caged, winged sub?

A winged submarine in a cage? You might well be asking yourself why Cdr. **WILLIAM STEWART** (left) should be presented with such an odd object. Actually, it's all highly symbolic and links Cdr. Stewart's ties with the Fleet Air Arm, Submarine Command and the R.N. Detention Quarters. The model was presented by H.M.S. Dolphin's Wardroom members as Cdr. Stewart relinquished his post of commander of Dolphin to become commanding officer of the R.N. Detention Quarters at H.M.S. Nelson. A boy entrant at H.M.S. Ganges in 1945, Cdr. Stewart was commissioned in 1953 and served in various front line Fleet Air Arm squadrons as an observer.

Photo: CPO Eric Thompson

Our man in Bolingen

The visit of a German village choir to Portsmouth in March was co-ordinated by a former Royal Navy Officer, Cdr. **W. E. GRENFELL**, who has lived in Germany since 1961.

He is one of the 55 singers in the Bolingen Gesangverein, who completed a busy and popular programme in Portsmouth, including a "massed bands spectacular" concert in the Guildhall.

BIGGEST CHOIR

While serving at H.M.S. Collingwood from 1959 to 1961, Cdr. Grenfell formed 100 men into the Royal Navy's biggest choir.

He went to Germany as Assistant Naval Attache, Bonn, in 1961 and made his home at Bolingen — which is 20 minutes drive from the capital — when he left the Navy in 1966.

PEOPLE IN THE NEWS

The write prize

Two men serving in the Royal Navy have won cash prizes in the Royal Australian Navy's Peter Mitchell Trust essay competition for 1976.

In the officers' section, the first prize of A\$1,000 (about £636) went to Lieut.-Cdr. **A. A. MARTIENSSEN**, currently serving with the Director of Fleet Maintenance, M.O.D. Bath.

Second prize in the sailors' section earned A\$500 (about £318) for **POMEM J. A. MANN**, serving in H.M.S. Wasperton at Hong Kong. The essays dealt with the role of the submarine in future limited conflicts.

NEW SUPERB'S OLD SALVER

When **CHRISTOPHER WHINNEY** was born in Stockholm in 1947, his father (who was serving in the British Embassy there) discovered that it was essential to formalize the boy's British nationality to save him from becoming liable, in later years, for Swedish national service.

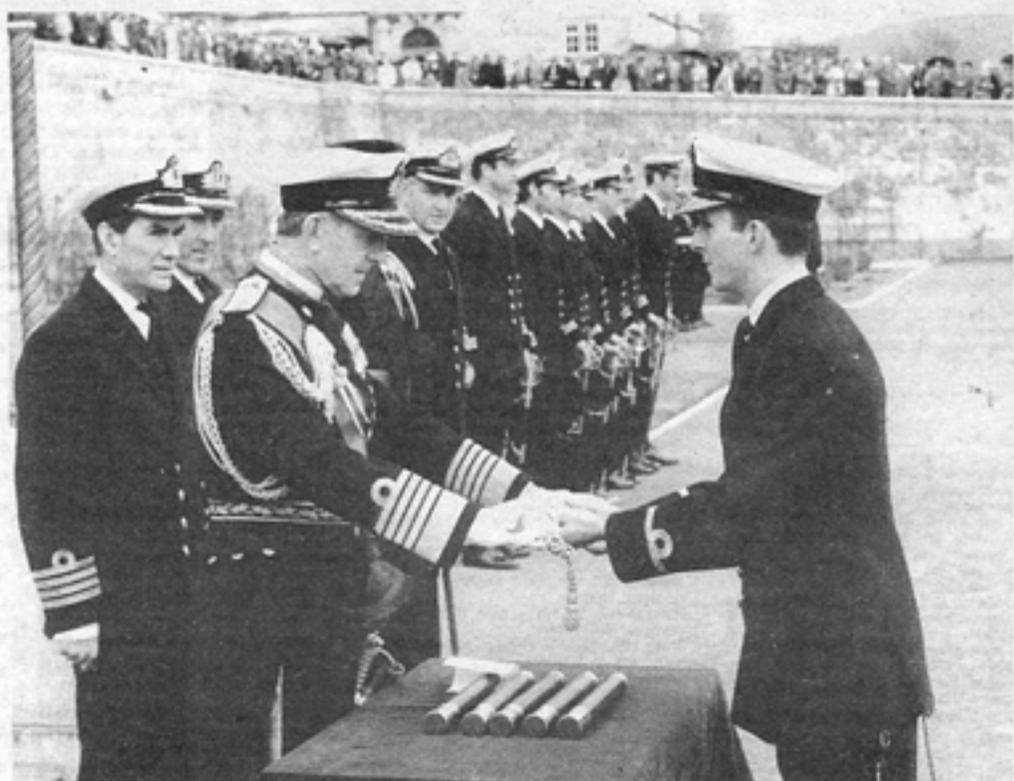
The Royal Navy solved Mr. Whinney's problem when the cruiser H.M.S. Superb arrived in the harbour on a court visit to Stockholm. Christopher and his twin sister, Patricia, were christened by the ship's chaplain on board the British warship — the next best thing to British soil.

Mr. Whinney commemorated the occasion by presenting a silver salver to the Superb. Several years later, when the old cruiser finally paid off (she was broken up in 1960), the salver went back to the Whinney family, but Mr. Whinney offered to return it to the Royal Navy if and when another Superb joined the Fleet.

His wish was fulfilled when the Royal Navy's latest nuclear-powered Fleet submarine arrived at her Devonport base for the first time. Mr. Christopher Whinney went aboard the new Superb and handed the salver to the commanding officer, Cdr. **D. I. RAMSAY**.

DAVID JONES and his dad, **BILL**, don't often meet at work. In fact, it has only happened once. That was when H.M.S. Walkerton, the Dartmouth navigational training ship closed with the South Goodwin light vessel for a transfer of mail.

David, an LMEM on the Walkerton, and Bill, first mate of the light vessel, got their chance for a five minute chat while the ship held steady 12ft. off the light vessel.



Sword of honour

Sub-Lieut. **CHARLES STYLE** is seen here receiving the Queen's Sword from Admiral of the Fleet Sir **EDWARD ASHMORE**, Chief of the Defence Staff, at Lord High Admiral's Divisions at Britannia Royal Naval College, Dartmouth on April 7. Behind the Admiral is Capt. **P. W. GREENING**, captain of the college, and next to him Cdr. **D. F. WATTS**, then commander of the college.

Queen's Telescopes, five of which can be seen on the table, were presented to Lieut. **C. J. BRYNING**, Sub-Lieut. **R. J. EDWARDS**, Acting Sub-Lieutenants **D. A. LORD**, and **I. P. G. TIBBETT** and Midshipmen **R. J. CRICK** and **O.M.C. DISMORE**.

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**Focus on a
photographer**



The many thousands of sailors photographed at H.M.S. Ganges by REG FISK will be interested to learn that he has donated his Ganges negatives to the National Maritime Museum.

The donation includes thousands of negatives taken by Mr. Fisk while he was official photographer at H.M.S. Ganges over a span of 40 years, copies of first world war photographs and one of H.M.S. Ganges at Falmouth.

Mr. Fisk (above), who has retired to a flat overlooking the Felixstowe and Harwich Harbour, has asked us to send greetings to the thousands of sailors he photographed for posterity.

**Portrait of
a deep thinker**

H.M.S. Superb has become a deep diving classroom for CMEM DAVID TULL, who is studying for an open University degree in history.

Pictured (right) in his study — a quiet corner of the torpedo compartment — CMEM Tull has already completed courses on the Arts Foundation, the Age of Revolution and War and Society. He is now hoping to obtain a fourth credit with studies on the Early Roman Empire and the Pre-Christian Era.

Although responsible for heavy stores and spares in the engineering department of the nuclear submarine, ship systems operations and divisional duties for engineering junior ratings, CMEM Tull still studies 25 hours each week in his spare time.



Caledonian Superbrain

It has been said (probably by a tiff) that the Navy's marine engineers know it all. Here's one who certainly seems to know most of it. Lieut.-Cdr. IAIN BLAIR, the Technical Training Officer, at H.M.S. Caledonia, has won the Scottish south-east regions' Mensa Superbrain 1977 competition.

He now meets other regional winners on a possible path to the British finals.

A native of Edinburgh, Lieut.-Cdr. Blair (pictured above) joined the Navy in 1959 and lives with his wife and two children at Dalgety Bay, Fife.



**PEOPLE IN
THE NEWS**

**Navy News
'father' gets
a top job**

The "founding father" of Navy News, the Rev. W. J. E. TREGENNA-PIGGOTT, is to be Plymouth's next Deputy Lord Mayor. He has been a member of the City Council for seven years.

Mr. Tregenna-Piggott began his ministry in 1932 as a chaplain in the Royal Navy. He was the founder editor of this newspaper and produced the first issue in June 1954.

In his final editorial, in August 1957, he wrote: "Navy News began as a venture of faith, for I felt there was a real need for news of the Navy which could be presented in an attractive form, free from officialdom, and without partiality, fear or favour. Its success was immediate..."

During his career in the Navy, Mr. Tregenna-Piggott served in many ships, and he was the first Englishman to enter the atom-bombed city of Nagasaki.

When he retired from the Navy it was to become minister of Embankment Road Methodist Church in Plymouth. Now retired, he is still Port Chaplain for the British Sailors Society and a member of a variety of national and local boards.

Cdr. JOHN STEEL honoured 30 years of tradition recently when he planted a tree to mark his 18-month appointment as executive commander to H.M.S. Collingwood. He used a spade kept exclusively for ceremonial tree-planting since 1947.

**Come
join U.S.**

ELMNI A. L. JOSOLYNE of 892 Naval Air Squadron based at R.A.F. Leuchars has been made an honorary CPO in the U.S. Navy. This unusual distinction was conferred on him by the chief petty officers of the U.S. Navy Security Group based at R.A.F. Edzell in Scotland. The initiation ceremony had a Bicentennial theme, with the Americans dressed as 18th Century British sailors, and ELMNI Josolyne dressed as an American sailor of the same period.

**So
this is
mixed
manning!**

Mixed manning in the Hong Kong Squadron took on a new meaning when WREN BRENDA TROUGHTON "joined" the patrol craft H.M.S. Yarnton. The Squadron is currently replacing some United Kingdom ratings with locally entered personnel, but the Yarnton was determined to go one better.

Brenda, who was serving at H.M.S. Tamar, got her chance on the Yarnton when she helped out on board while one of the ship's officers was ill. The effect was remarkable, as the next day she became a leading Wren, and shortly afterwards flew home.

The finishing touches



Chief Sailmaker JOHN AMIEL of H.M.S. Dolphin puts the finishing touches to a model of a French man-of-war gundeck. CPO Amiel has been refurbishing the model before it goes on display at the R.N. Submarine Museum at H.M.S.

Dolphin. The model was presented to the museum by the family of the late Sir Wilfred Woods, a former Commander-in-Chief Portsmouth and Flag Officer Submarines.

Photo: CPO Eric Thompson.

**Another bun
for widow's son**

As RPO PETER LAMB of H.M.S. Pembroke added an Easter hot cross bun to the historic collection in The Widow's Son public house in Bow, evidence was being produced that this East End legend is based on fact.

Tradition has it that a widow living in a cottage on the site expected her seaman son home on Good Friday and kept a bun for him. His ship, however, was lost at sea. Although he never did return, his mother each year added another bun to those hanging from a ceiling beam.

When the cottage was pulled down and a pub built in its place in 1846, the custom was continued, and there are now at least 150 hot cross buns above the

bar. While RPO Lamb was putting up the 1977 bun, Mr. John Brodey, a descendant of the man who built the pub, revealed that he had identified the widow of the legend as a Mrs. Margaret Hart, who had died about 1813. He was now trying to discover if she had a son lost at sea.

With RPO Lamb is PO GRAHAM BRAYSHAW, also serving at H.M.S. Pembroke.



RPO Peter Lamb (centre) adds a bun to the Widow's collection. PO Graham Brayshaw (right) looks on. Old documents suggest there really was a widow, and that her name was Hart.

Photo: LWREN(PHOT) Joan Roberts.

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Think Tank aid for Barry

Colleagues rallied round to bring cheer to 22-year-old Barry Mardell, recovering in hospital after losing his left arm after a motor-cycle accident near H.M.S. Collingwood. A leading electrical mechanic (air weapons) serving in H.M.S. Daedalus, Barry also suffered severe chest injuries.

On a tragic occasion, his good fortune was that an ambulance, heading for R.N. Hospital Haslar and with a doctor on board, happened to be passing just after the accident. With the aid of police escort, the ambulance was quickly at the hospital.

One of Barry's hobbies is making model aircraft and, as a result of an idea originated by Mr. "Buzz" Hornett, a civilian instructor in the Air Weapons Group at Daedalus, the Group Think Tank got together and devised a modelling aid to enable Barry to continue his hobby. His classmates at Daedalus provided two model kits and these were presented, with the aid, at Haslar.

With Barry in the picture are, from left, Naval Nurse Vanessa Lloyd, LEM(AW) Buckle (who presented the models), Lieut. P. Bolam and Mr. Hornett.

GROCKLES BEWARE!



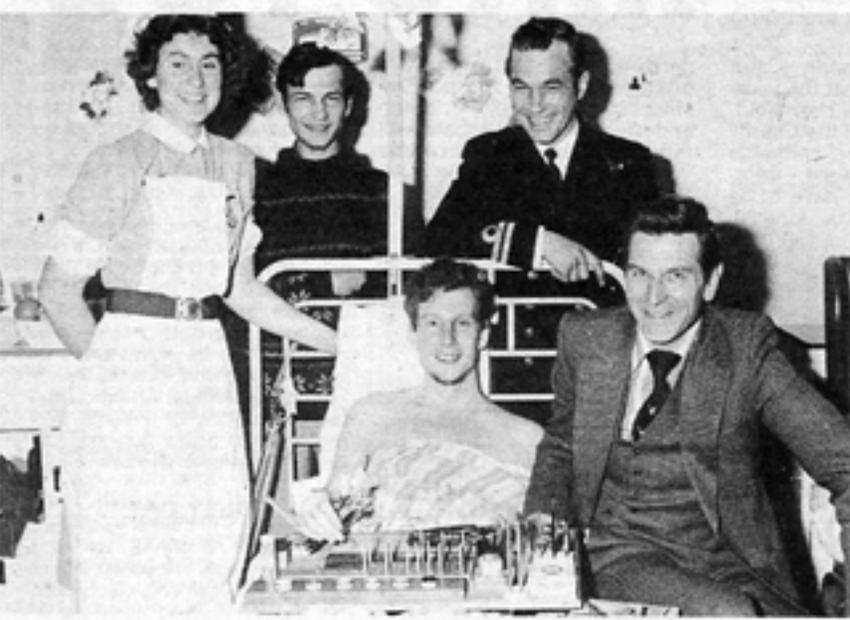
A machine from outer space... a stranded whale... a "grockle gobbler"... These were some of the descriptions applied to this large hovercraft which disturbed the peace and tranquillity of Gunwalloe Church Cove, Cornwall.

The 90ft., 105-ton VT2 visited the Cove to keep a rendezvous with the Fuel and Salvage Sections from nearby R.N. air station Culdrose, during a circumnavigation of the

British Isles. Designed by Vosper Thornycroft, it has been chartered by the Royal Navy to investigate the amphibious role of the hovercraft.

A handful of Saturday-morning strollers inspected the huge craft at close quarters while it took on fuel before droning out into Mounts Bay and heading for North Wales. By the way, "grockle" is the local word for holidaymaker!

Picture: Wen(Phot) Margaret O'Hara.



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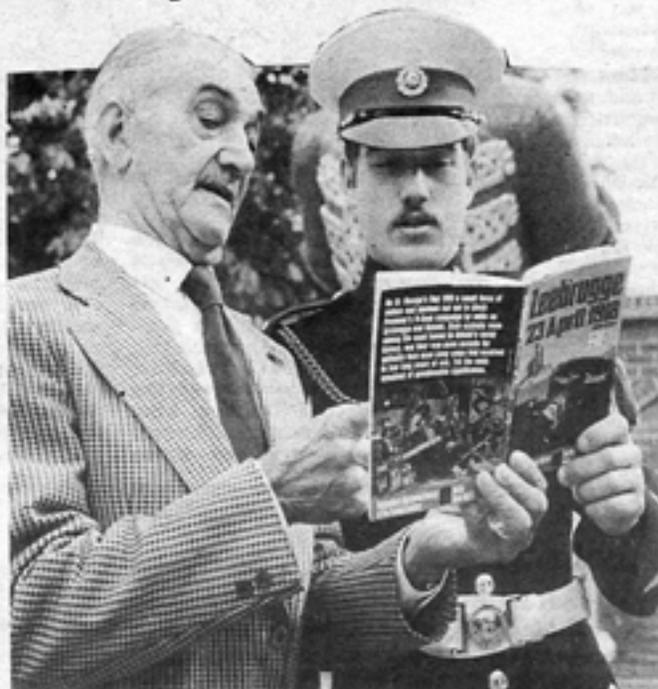
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DON'T RING US, WE'LL RING YOU

Shipmate Don Crabtree, president of No. 11 Area and of the Doncaster Branch, has accepted the National Council's invitation to become a vice-president of the Royal Naval Association.

A Royal returns



Back again in Chatham after nearly 60 years is 78-year-old former Royal Marine Mr. Richard Collier, who now lives in Ontario, Canada. From the old Royal Marine Barracks, now demolished, he took part in the storming of the mole at Zebrugge in April 1918. He was wounded and still has shrapnel in his arm.

Now one of the youngest survivors of the raid, he returned to Britain for this year's memorial services at Dover, Deal, and Zebrugge. Afterwards he made a sentimental visit to Chatham, where he was a guest in the CPO's Mess in H.M.S. Pembroke. Mr. Collier is pictured here with Marine Bugler Mick Saywell.

Picture: PO(Phot) John Sinclair.

Anyone who has ever sold his house and bought another will appreciate that it's a pretty traumatic experience. Spare a thought, therefore, for the R.N.A. headquarters staff who face the imminent prospect of packing up and moving out of their offices at 2, Lower Sloane Street, London. Their problems are increased by the fact that they don't know exactly where they are going

The general secretary, Capt. R. Tiddy, reports that the lease of the premises has been sold, with the approval of the Charity Commissioners, and contracts have been exchanged. Capt. Tiddy and his staff have to be out of the building by June 29, so the office will be closed from June 17.

Negotiations for the first choice of alternative freehold property fell through, but another possibility is in view. "We might well be joining the other 'gentlemen of the road' on a bench in the middle of Sloane Square," says Capt. Tiddy, underlining the uncertainty of the situation by telling branch secretaries: "Don't ring us, we'll ring you!" Headquarters staff will certainly be "unobtainable" from June 17 to July 5 inclusive, but the general secretary will keep in touch with branches and announce the new H.Q. address as soon as possible.

The question of finding a new headquarters building is touched upon by the President, Vice-Admiral Sir Ernie Pope, in his annual report. "I think we can look forward to the future with a certain amount of confidence, but there are two problems which will have to be solved. Firstly, we must obtain a more economical headquarters building which is suitable to our needs; secondly, we must all re-double our efforts and recruit more persons who are either serving in, or have served in the Royal Navy."

A motion on the agenda for the R.N.A. conference in Sun-

derland on June 18 suggests a possible solution to the President's second point. Luton and Dunstable's delegate will propose at the conference that "all officers and men in H.M. Naval Forces should be eligible for full membership of the Association without payment of subscription while serving, and for 12 months after discharge, providing they qualify under Rule 3 (a)."

BOOST

That idea would give the membership figures a considerable boost, but it would not immediately help to boost the Association's income — and the subject of money seems to be on many minds this year. Basingstoke and Bletchley Branches will propose "that National Council Members should receive an allowance, to be paid from headquarters funds, to cover postage and telephone calls: £50 a year is suggested," while Grimsby and South Humberside Branch takes the opposite view. "In view of spiralling postal charges, branches should donate £10 a year to headquarters to help defray expenses."

An idea which is aimed at boosting membership (and income) of the Association, while saving money for individuals, is put forward by West Bromwich. The plan is to offer a cut-price (50p off) annual membership fee for husbands and wives.

One motion which will undoubtedly find favour among

groups considering the formation of a new branch comes from Hartlepool. It is suggested that branches should be allowed to retain the whole of their members' subscriptions paid during the inaugural year.

Not all the motions concern finance, of course, and there are others dealing with drill instruction and the drill competition for standard bearers; a national award to mark work done within, or in the name of the R.N.A.; the possibility of holding an official Atlantic Day; the production of a diary, and the need to press the case for pre-1950 Service widows.

BUSY DAY

With 22 motions on the agenda — and the possibility of a long and involved discussion on the all-important review of the Royal Charter, rules, by-laws, and Area rules — it looks like being a busy day. This year's conference is being hosted by the Wear R.N.A. Club and when the business is over there will be a programme of entertainment in the evening and a parade and church service on the Sunday morning.

Now that the annual conference is no longer held automatically in London, the venue for the next conference has itself become a debating point. Ramsgate Branch had its bid in early... Motion No. 1 on the agenda of the 1977 conference is "that the 1978 conference be held at the Margate Winter Gardens, Kent."

BRANCH NEWS

TIME RULES OUT DRAW

New regulations governing lotteries came into force on May 1 — and they are much tighter than before. Now schemes must be drawn up in detail, accepted and registered with the Gaming Board and because of the time involved it is unlikely that the Royal Naval Association will be able to hold a draw this year as planned.

However, the reunion plans are progressing. The artistes have been booked and the price of the tickets has been fixed at £4. The event will be at the Royal Festival Hall on October 29, with the service of remembrance and parade to the Cenotaph on Sunday, October 30.

Bicester

June looks like being a busy month at Bicester. The entertainments committee has arranged a social and dance on the 9th, a darts match at Bletchley on the 23rd, and the monthly meeting is to be held at the Ashton Club on the 28th.

Bishops Stortford

Shipmates and friends enjoyed the annual dinner at Simmons Ballroom on April 23. Guest of honour was Capt. T. M. Vojteck, of the United States Navy. Among the guests were Shipmate and Mrs. Ted Smith (St Neotts), Shipmate and Mrs. Doug Branch (Herts) and Shipmate and Mrs. Sam Mahoney (Henlow). Also present, in uniform, were Musician Richard Carter, R.M., and PO Colin Mahoney, who officiated for Sunset.

Doncaster

This is obviously an attractive branch... the ladies' section has received letters of thanks from Hartlepool and Castleford and a party from Sheffield R.N.A. was due to visit Doncaster on May 21. Request for hospitality have also been received from Batley and Dewsbury, Leeds No. 1, and Newton Aycliffe.

Forty members of the Newton Le Willows Branch, Royal British Legion, are to visit for lunch and the evening session on June 4. Apparently they are going racing in between!

East Grinstead

Since commissioning in December the membership has grown to 45. Shipmate Den Farrow, the social secretary, has been active, organizing a visit to London and a trip to Chatham for Navy Days, followed by an evening at the Tunbridge Wells Branch. The first buffet dance is to be held on June 24. Shipmate Hugh McMillan has been elected

president, following the death of Shipmate Pop Birtchenell (see obituaries).

Gosport

After nine years as treasurer, Shipmate Bob Danne has handed over the job to Shipmate Vic Webb. On the social scene, Gosport members have visited Basingstoke branch and are looking forward to meeting old friends at Hanworth after a visit to Earls Court.

Harwich

The social chairman, Shipmate B. Avenell, and his wife were guests of the branch at the annual members' dinner on May 14. This was to thank them for their services to the branch. About 80 members attended.

Details were announced of the visit of the Bismarck Association and Minesweepers Association on May 22, when wreaths will be laid at the war memorial, Dovercourt. Members were also invited to book for trips to the Royal Tournament, West Ham R.N.A., and Sudbury Halstead.

Irlam and Cadishead

The branch, which was formed in 1973, has sorted out many of its teething problems and is constantly in search of new members. The shipmates are also hoping to obtain their own premises; at present they meet at the Old Nags Head Hotel, Liverpool Road, Higher Irlam, Salford, on the last Thursday in each month.

The branch officers are as follows: chairman, George Hill; vice-chairman, Eric Burgess; secretary, Bill Starkey; treasurer, Tom Gallacher; welfare officer, Walter McArthur; entertainments secretary, Doug Cooke; standard bearer, Bob McLean; delegates, Harry Wilcox and Trevor Morris.

Visits planned for May included one to H.M.S. Hardy in Manchester on May 14 and another to the Burma Star Association, Worsley, on the 15th.

Kirkby

The anniversary of the dedication of the branch standard was celebrated on May 1. The standard and bearers, the local Sea Cadets, and especially the Band of the Royal Marines, all combined to make it a colourful and memorable occasion.

As usual, the ladies' section excelled themselves with a marvellous buffet lunch for the guests, who included the Lord Mayor and Lady Mayoress, and a sit-down lunch for the Royals and V.I.P.s.

Leicester

This branch was commissioned on April 24 by the branch president, Lieut.-Cdr. C. Evans, R.N.V.R., at a ceremony witnessed by many members, friends, and visitors, including the Area president (Shipmate Bernard Beale), secretary (A. L. Jones), and chairman (George Rainbow). Also the chairman of the Wigston Branch, Shipmate Henry Hodgekin.

The branch officers are Shipmates F. Carter, chairman; A. Rozzi, secretary; S. Platts (treasurer). Members are grateful to the Leicester Unit, Sea Cadet Corps, for the use of their H.Q. for branch meetings, which are held on the last Sunday of the month.

Lincoln

Shipmates were pleased to welcome a number of serving rating and Wrens to their club in Coulson Road for the reception after the wedding of LREG Andrew Fields, of H.M.S. Nelson, and POWREN Stephanie Proverbs of H.M.S. Dryad.

Llanelli

At the dinner and dance held to celebrate the branch's second anniversary, the guest of honour (Cdr. Bruce Chandler, R.N. Ret., who is the branch vice-president) presented the branch with the bell

of H.M.S. Fly, which he once commanded.

To date Llanelli have raised £200 for No. 7 Area's guide dog appeal and £100 for a local charity. The branch is also venturing into club life and hoped to open at 59 Murray Street, Llanelli, by the end of May.

The chairman (Shipmate Elwyn Israel), secretary (Brian Morgan), treasurer (Derrick Walker) and all the Llanelli members — 150 plus, and growing rapidly — will be pleased to welcome any visiting shipmates.

Newton Abbot

On April 23 the branch hosted the No. 4 Area meeting and the delegates were welcomed by the chairman, Shipmate W. G. Langridge. The branch held its annual dinner and dance at Dawlish in the evening and members were delighted to welcome about 30 visiting shipmates. Guest of honour was PO A. Cathill, of H.M.S. Beagle, Newton Abbot's adopted ship.

During the evening the Area president, Shipmate Ron Tremlett, presented Shipmate Ron Hooper with his Life Membership on behalf of the branch. Ron was a founder member and served many years on the committee.

Poole

Shipmates from branches in No.3 and No. 4 Areas joined Poole members in St Peter's Church, Parkstone, on May 8, for the dedication of Poole's standard. There were more than 125 shipmates and 22 standards at the service, including the National Standard bearer, Shipmate M. Thornton (Warwick).

After the service there was a parade, led by the Band of the Poole Sea Cadets, and the Mayor of Poole took the salute outside the Ex-Servicemen's Club. He was accompanied on the saluting base by the branch chairman, Lieut.-Cdr. G. Bailey, R.N. (ret.).

Bosun's Calls . . .

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Cromwell's flag returns to Chatham

A 300-year-old flag from Oliver Cromwell's navy has been brought back to Chatham to go on display to the public at a "Chatham Glory" naval history exhibition.

The ten-day exhibition in the Royal Dockyard Church is being staged to mark the Queen's Silver Jubilee. It is to be opened on Wednesday, June 1 by Vice-Admiral J. H. F. Eberly, Chief of Fleet Support. Ship models, pictures, rare documents

and other naval relics will be used to tell the story of 400 years of naval history at Chatham.

Cromwell's flag, which was blown in his flagship Naseby in 1654, was first discovered in an old chest at Medway House, Chatham, in 1919. The Rev. Bill Taylor, seeking material for the exhibition, discovered that the flag had gone to the Maritime Museum, Greenwich, and he arranged for its return to Chatham for the exhibition.

Among the ship models on display will be Nelson's flagship H.M.S. Victory, probably the most famous ship built at Chatham. A section of the exhibition will be devoted to people and events at Chatham and will include souvenirs of Nelson's victory at Trafalgar.

Retired R.N. officers living in Australia, or anyone considering emigration, will be interested in details sent to Navy News by Flight Lieutenant Bill Morris, R.A.F. (ret.), of 71, Rhodes Street, Hills Dale, N.S.W. 2036, Australia. He is chairman of the New South Wales Branch of the United Kingdom Officers' Pensions Society which exists for the benefit of retired officers. The society meets socially on the last Wednesday of February, May, August, and November for dinner and discussion. Inquiries should be made to the chairman at the above address.

Correspondence relating to the Leicester Senior Services Association should be sent to Miss I. Cort at her home address, 6, Aber Road, Stoneygate, Leicester, and not to the business address given in the May issue of Navy News.

A branch of the Association of Wrens has been formed at Yeovil. It has 34 members, who meet on the last Friday of each month at the R.A.F.A. Club, 1, Preston Road, Yeovil. Details from Mrs. Jean Foster, 157, Larkhill Road, Yeovil BA21 3HW. Tel. Yeovil 26465.



Admiral of the Fleet Earl Mountbatten was the subject of the television programme "This Is Your Life," broadcast on April 27. Among those who took part in the programme were survivors of the destroyer H.M.S. Kelly, which was commanded by Earl Mountbatten and was sunk during the Battle of Crete in 1941.

Two men who served in the aircraft carrier H.M.S. Hermes in the 1920s visited the vessel now bearing the name while the anti-submarine and amphibious assault ship was in Malta in April. They were Mr. H. Adams, a former Royal Marine, and Group Captain H. M. A. "Wings" Day. The aircraft carrier was sunk by Japanese air attack off Colombo

in April 1942. Anyone with any details about the history of the last or present Hermes is invited to write to the Public Relations Officer, H.M.S. Hermes, B.F.P.O. Ships, London.

Members of Captain Walker's Old Boys' Association are delighted to hear that the name "Walker" is being retained at H.M.S. Raleigh, the R.N. training establishment at Torpoint, Cornwall, despite the rebuilding programme which has resulted in some name changes among the training blocks. The new divisional officer of Walker Division, Lieut. D. Sandiford, has extended an invitation to any member of the Association living in, or visiting, the Plymouth area.

REUNIONS

Southern members of the H.M.S. Malaysia (1937-1941) Association are planning to meet at H.M.S. Mercury, East Meon, Petersfield, on June 19, in association with a mobile rally being held on the sports ground. A Midland gathering of the Association is scheduled for June 25 at the Nautical Club, Birmingham. To commemorate the day in July 1937 when the Malaysia sailed from Portsmouth, all members are invited to meet at the Lythe Hill Hotel, Haslemere, Surrey, on Friday, July 1. The main guest will be the president, Vice-Admiral Sir John F. Stevens.

The tenth annual reunion of those who served in H.M. ships Beagle, Bonadice, and Bulldog between 1939 and 1945 will be held in London on Saturday, June 25. Those interested should contact Mr. A. Back, 30, Cottenham Park, Devonport SW20 0SA. Are you an ex-Devonport field gunner? If so, you would like to attend a reunion on Saturday, July 2 (commencing at 1000 with a social in the evening), telephone Plymouth 53740, extension 5483, for details.

Members and friends of the Royal Naval Patrol Service Association are planning to spend a reunion week at Denes Holiday Camp, Kessingland, Suffolk, from October 2 to 9. The maximum number to be accommodated is 500 and the closing date for return of application forms is August 31. Details from Mr. R. S. Pye, Hon. Secretary, R.N.P.S.A., Europa Room, Sparrows Nest, Lowestoft, Suffolk NR32 1X9.

The first Destroyer Flotilla (1942-1945) Association will be holding its annual reunion dinner at the Victory Services Club, London, on September 3. Anyone who served in a ship of the Flotilla or was associated with them during the relevant years, and would like further information is invited to contact Mr. D. Clare, Secretary, 1st D.F. (1942-45) Association, Holton Bungalow, Glebe Road, Newent, Gloucestershire GL18 1BJ.

Do you remember H.M.S. Merlin, the naval air station at Donibristle, Fife? From 1939 Merlin was the home of the Communications Squadron and an amphibian boat reconnaissance squadron, with a holding capacity for 220 aircraft. The air station closed in June, 1953, and all naval connections have now been severed with the handing back to the Dalgetty Bay Estate of two fine Georgian houses which until last November were occupied by senior naval officers.

BRANCH NEWS

Swansea

The Swansea Branch and Club received a most welcome return visit from an old "chummy ship," H.M.S. Sheridan. Members were pleased to see several "old faces" among the crew. Swansea is flourishing and hope to start work soon on the provision of a permanent premises.

St Helens

After many years of waiting, St Helens have acquired their own premises, to be known, appropriately, as the Jubilee Club. Working parties have been busy painting ship in readiness for the expected influx of visitors during the summer and the Silver Jubilee celebrations in June.

Branch and club officials are grateful to their neighbouring branches, namely Kirkby, Liverpool and Runcorn, for their help, advice and equipment. The Association's motto is certainly put into practice in this area. The club officials are: chairman, Shipmate D. Biddell; secretary, R. Bates; treasurer N. Douthwaite.

Swindon

The branch standard was dedicated at Christ Church, Swindon, on April 23, and the service was followed by a parade to the Cenotaph where a wreath was laid by the president, Rear-Admiral C. C. Anderson. The salute was taken by Rear-Admiral Sir Edward Rebbeck. There were 12 standards in the parade.

A dance in the evening was attended by nearly 300 members, friends and guests. A shield donated by the chairman, Shipmate Dave Simpson, was presented to the secretary, Shipmate M. J. Fowler, as the member who had done most for the branch since its inception.

Stone

A party of sailors from H.M.S. Collingwood spent a week in Stone doing voluntary work for pensioners. They were entertained by the civic authorities and looked after by the Stone shipmates.

Wigston

A buffet dance was held on May 7 in aid of the Leicester Unit, Sea Cadet Corps, which is in danger of closing down due to lack of funds. About 200 members and guests attended.

During the evening a watch was presented to the retiring secretary, Shipmate Brian Trueman, who is moving to Bournemouth with his wife, who received a bouquet. Brian's efforts will be greatly missed by the branch and No. 8 Area. The new secretary is Shipmate Bob Johnson and his assistant is Shipmate Chris Wren.



For the first time since Derby "adopted" H.M. submarine Sovereign, a party of shipmates from the Derby Branch, R.N.A., visited the boat at Hull on April 16, when they received a wonderful reception from the crew. After a brief call at the R.N.A. Club, Hull, as guests of the Hull Branch, Submarine Old Comrades Association, the party went on to be entertained by the Doncaster, R.N.A., at their club.

On April 18 a party of ratings and officers, including the commanding officer (Cdr. Mike Harris) and his wife, made an

official visit to Derby as guests of the borough council. In the evening the visitors were entertained by the Derby Branch at the Blue Boy Hotel, with the Mayor and Mayoress among the guests.

During the evening Cdr. Harris exchanged plaques with the branch vice-president, Cdr. G. N. Rolfe, R.N. (ret.), as seen in the picture above. A signed photograph of the Sovereign breaking through the ice cap at the North Pole was also presented for display at the branch headquarters — the George Hotel, Midland Road, where members meet every Monday evening.

Scunthorpe

Shipmate Jim Bell organized a bus trip to Horncastle for a medieval supper and is hoping to arrange another "pea and pie" supper dance, which are popular with members.

Southend

Members of the R.A.F. Association joined shipmates at their buffet dance and it is hoped that this successful event will strengthen the ties between the two groups.

Calling old shipmates

Mr. K. F. Jackson, of 41, Station Road, Long Stanton, Cambs CB4 5DS, who served in H.M.S. Kempenfelt (D27), would be pleased to hear from any ex-Kempenfelts who have not previously contacted him. He was known on board the ship as "Scrumper".

Mr. W. H. Sheaf (ex-ARI), of 21, Landernere, Basildon, Essex, would like to hear from anyone who served with him in H.M.S. Resolution, 1941-43. He was a loader and also in the boxing team. His particular pal was Jimmy Malvey.

Mr. Charles Walters, of 542, Queenston Road, Apt. 609, Hamilton, Ontario, Canada, who was on board H.M.S. Gloucester for the Fleet Review in 1937 and also when she was sunk off Crete in May, 1941, would like to hear from any other survivors. "I have not seen or heard from any of my shipmates since being released from a prisoner of war camp in 1945," he says.

Mr. Des Radwell, of 145, Mays Lane, Barretts, Hertis, is trying to contact anyone who commissioned the submarine H.M.S. Taurus and served in her first commission. His home telephone number is 01-440-4489. Mr. Thomas Harwood, of 31, Walcott Road, Market Harborough, Leicestershire, would like to hear from anyone who served with him between February 1943 and August 1946. He trained in H.M.S. Ganges and served in H.M.S. Phoebe and H.M.S. Victorious and also in Ceylon and India.

Mr. Jim Canlie (ex-QA2 and USA), of 1, Lodge Avenue, East Cosham, Hants (tel: Portsmouth 29561), would like to hear from former shipmates — H.M.S. Crane, 1957-59, H.M.S. Keppel, 1970-72 — with a view to holding a Jubilee get-together on June 7.

Mrs. Batchelor, who was matron (and her late husband was warden) of the boys' training ship Arcturion on the Thames at Gravesend after the First World War, would be delighted to hear from ex-boys who remember her. She is now nearly 90 years old and lives at 5, Melbourne Road, Chichester, Sussex.

Mr. Gerald F. Lee, of 51, Sawley Road, Draycott, Derby, would like to hear from anyone who served in MTBs 681, 729, or 784 under the command of Lieut. Cdr. E. S. Foreman.

Mr. G. Drewett, of School House, Ashford, Middlesex, who was serving in H.M.S. Boston when H.M.S. Crozier struck a mine while minesweeping off the coast of North Africa in 1943, would like to hear from — or meet — any of the 30 or so survivors picked up by the Boston. He was a petty officer in charge of the sweep deck at the time.

Mr. J. H. Bull (ex-CEA), of 90, Mereside Way North, Solihull, West Midlands, would be pleased to hear from anyone with information about the former commanding officer of H.M.S. Opportune, of the 17th D.F., 1942-44. His name was J. Lee-Barber and he was then a commander.

Mr. T. S. W. Tice (ex-stoker), of 39, Burslem Road, Tunbridge Wells, Kent, would like to contact any of his old pals. He joined the Royal Navy in 1936 and served in H.M.S. York, West Indies flagship 1936-39. He was a member of the mouth organ band known as the Harmonica Rascals.

Mr. L. H. Blucker, of Eastleigh, Down-derry, near Torpoint, Cornwall, would like to hear from any former members of the crew of H.M.S. Grindall. About 25 have been traced so far and 20 of them recently went to Kiel to meet former members of the crew of U-532, which surrendered to the Grindall at the end of the Second World War. The old Grindalls are planning to invite the German submariners to the U.K. for a reunion next year.

Paul and Gwen Hillman (and Margaret), of 22, Bowden Crescent, Forest, Melksham, Wils, would like to meet William Wheeler, who was a petty officer from the Isle of Wight. He served at Portsmouth and Portland and also at the R.A.F. station, Melksham.

OBITUARIES

Macclesfield Branch, R.N.A. Shipmate H. Thomas, founder member of the branch. Survived the sinking of H.M.S. Lively in 1942.

Southend-on-Sea Branch, R.N.A. Shipmate Sydney Bogen. Served in H.M.S. Colombo and H.M.S. Sandpiper.

Torbay Branch, R.N.A. Shipmate Donald A. Macmillan. Branch secretary. Died March 31. Served in Royal Navy as leading seaman from 1937 to 1946.

Torbay Branch. Shipmate Jack Fox. Ex-CPO steward. Served 1919-1932. Died April 26.

East Grinstead Branch, R.N.A. Shipmate "Pop" Birchdenell. Founder president. Aged 91. Shipmate George Newton, ex-R.M. bandman, aged 74. Shipmate Peter Whitepton, aged 51.

Wigton Branch, R.N.A. Shipmate Jack Hill, founder member. Ex-Royal Marines. Died April 19.

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RECORD PAY-OUT

King George's Fund for Sailors distributed a record £422,834 in grants to nautical charities in 1976, it was reported to the annual meeting in London. This year the Fund celebrates its diamond jubilee: in the past 60 years it has distributed grants totalling nearly £12 million.

"I am proud to think that of this great sum, £9,785,707 was distributed in my time," said Admiral of the Fleet Earl Mountbatten, president of the Fund since 1942. "When this reaches the £10 million mark I hope you will allow me to retire."

Admiral Mountbatten said it was no part of the Fund's task to bring pressure to bear to reduce the number of nautical charities or insist on amalgamations. On the other hand, they encouraged co-operation between charities in the same line of business. "Despite my understanding of why there are so many, I would welcome news of more amalgamations in the interests of economy and efficiency."

He said that KGFS would continue to see that, within its resources, those gaps between the indispensable benefits provided by the State and what was needed to relieve anxiety and even to maintain minimum comfort, were bridged.

AWARDS

Five people who have given many years of devoted voluntary help to the Fund were awarded certificates of merit and silver brooches designed around the Fund's emblem. They were Mr. L. T. H. Johnson, Mr. D. Nunn, Mrs. I. Macrae, Mr. J. E. Marsland, and Mr. E. H. Ross.

At the annual meeting of Portsmouth, Gosport and District Committee of the Fund it was reported that, thanks to the support of naval establishments, a "splendid total" of £15,662 was raised in 1976.

It's all go for Gavinton



A high-speed dash from the Baltic to the South Western Approaches, a search and rescue operation for a disabled yacht, and a part in the complex salvaging of a crashed helicopter provided a busy and varied week for the minehunter H.M.S. Gavinton.

The Gavinton was returning from a rewarding visit to Helsingor, Denmark, when a signal diverted her on passage to the Baltic to a point 15 miles off the Eddystone Light. Her task was to aid naval vessels attempting the recovery of a crashed Wasp helicopter.

Before she could get there, however, there was another challenge to meet. The yacht Regis III was adrift in rapidly deteriorating weather, and the Gavinton was called in to assist. The delay was short-lived when the disabled yacht was found by a salvage tug, and the Gavinton continued on her way.

Having reached the crash location, she quickly marked the

position of the helicopter and for two days remained to assist in the successful recovery of the Wasp from a depth of 65 fathoms.

Finally, three storms and a lot of activity after leaving Rosyth, the minehunter returned to her home port for a well-earned rest and maintenance period.

Walkerton runabout

A pancake race on H.M.S. Walkerton, the Dartmouth navigational training ship, drew a crowd of officers under training, the ship's company, and some very puzzled civilians.

The race, between the Walkerton's commanding officer, Lieut. Charles Howson, and its youngest rating, MEM Ian Boddington, was contested over the jetty, the upper deck and the bridge roof, where the competitors had to consume their pancakes.

The winner: MEM Boddington by six seconds and four flips of a pancake.

★ ★ ★
H.M.S. Ashanti, the frigate in which three ratings died in a boiler-room blaze in March, is being repaired at Chatham. When operational again she will probably join the Stand-by Squadron there.

SHIPS' NEWS IN BRIEF

Ambuscade take-over

Members of the Petty Officers' Mess of H.M.S. Ambuscade made a name for themselves when the frigate spent two weeks in Den Helder with other ships of the Standing Naval Force Atlantic. They adopted a local bar (officially named *Romantica*) as their "local" and turned it into the H.M.S. Ambuscade Bar by sticking the name on the window in big, bold letters!

The R.F.A. landing ship (logistics) Sir Percival was used to transport the guns and helicopters of 8 (Alma) Battery R.A., Salerno Flight of 3 Commando Brigade Air Squadron, and No. 2 Troop of 59 Independent Commando Squadron, Royal Engineers, from Malta. These units had all been integral parts of 41 Commando Group, Royal Marines, which has now run down to a Company Group.

After refit, trials and operational sea training, H.M.S. Fife paid a short visit to the Ancient Kingdom of Fife to renew her links with the county, St Andrew's University, and the Black Watch.

When the survey ship H.M.S. Herald visited Nantes, France, having travelled 36 miles up the Loire and berthing in the centre of the town, "the entente was tres cordiale and Anglo-French relationships were firmly cemented," according to a correspondent. Members of the ship's company are now looking forward to a trip to Lorient. After the visit to Nantes the Herald returned to her survey off the coast of Wales: in one six-week period 25 uncharted wrecks were found.

Upton joins the R.N.R.

After a year-long refit in Gibraltar during which her bridge was enclosed and most of her deck replaced, H.M.S. Upton was handed over to the Royal Naval Reserve in April. In command for the return passage to the U.K. was Lieut.-Cdr. W. J. M. Coles, Staff Officer of Severn Division of the R.N.R., where the Upton is now based.

Before heading for Bristol and a rededication service, the Upton called at Portsmouth to have a few electrical gremlins sorted out. Then, with a crew from South Wales on board, she was off to Scotland for 14 days of post refit trials.

H.M.S. Upton's immediate programme includes trips for both Severn and South Wales Divisions, and an appearance at Spithhead in the Jubilee Review.

As the first Royal Navy submarine to visit Bordeaux since 1969, H.M.S. Finwhale received an enthusiastic welcome. During the two-day visit more than 1,000 visitors toured the boat. Almost every member of the crew visited one or more of the wine-growing areas for which the region is famous. Two organized parties visited the chateaux at St Emilion and Portets, where they sampled copious quantities of the produce.

DETERMINED DEFENDERS

The frigate H.M.S. Mohawk and the support ship R.F.A. Tidereach were among the ships in Exercise Determined Defenders, the 14th assembly of NATO's Naval On-call Force Mediterranean.

Destroyers and frigates from Italy, Turkey, the U.K., and S.A. assembled in the port of Naples on April 20 at the start of a month of intensive exercises in the central and eastern Mediterranean.

The exercise included training in naval gunnery, anti-aircraft and anti-submarine defence, electronic warfare and replenishment at sea.

Members of the City of Salisbury Club for the Physically Handicapped visited H.M.S. Salisbury while the ship was undergoing continuation operational sea training at Portland. They were welcomed by the commanding officer, Cdr. J. T. Sanders, and entertained by the ship's company.

Two Spanish fishing vessels were escorted by H.M.S. Orkney to the Shetlands for alleged fishing within the 200-mile limit.

H.M.S. Cleopatra berthed in the Thames alongside H.M.S. London, during which the commanding officer (Capt. J. M. Webster) met civic dignitaries including the Lord Mayor of London.

★ ★ ★
H.M.S. Achilles rushed to the aid of a flooded fishing vessel in the North Sea and put aboard a naval party with a portable pump in time to save the crew from abandoning ship. The boat was later towed 70 miles to the River Tyne by another Grimsby fishing vessel.

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

Right up Rooke's alley!



Cdr. J. B. Lean, commanding officer of H.M.S. Rooke, Gibraltar, bowls the first ball down Rooke's new skittle alley, thereby opening the score for the Fleet Pavilion Fund team, who narrowly beat the Rooke Welfare

Committee in the inaugural match. The skittle alley was paid for out of three non-public funds — the Sailors' Fund (which contributed half the total cost), the Gibraltar Naval Recreation Fund, and the Gibraltar Fleet Pavilion Fund.

BOYD TROPHY WINNERS — 1976



Pictured on H.M.S. Antrim with Rear-Admiral John Roberts, Flag Officer Naval Air Command, after he had presented the Boyd Trophy, are the principal characters in the evacuation by helicopter of a sick man on board an ice-bound ship in the Arctic Circle.

From left to right are Capt. Donald Averill, master of the R.F.A. Olwen and the Navy's Man of the Year for his part in the operation; Lieut. Tim MacMahon, now with 820 Squadron at Portland; Rear-Admiral Roberts; Lieut.-Cdr. Keith Simmons, who was captain and first pilot of the Antrim's Wessex flight used in the evacuation; Lieut. Alastair Ross, due to become commanding officer of H.M.S. Brinton on June 8; and CPOACMN(S) Anthony Butler, now at H.M.S. Daedalus.

Wessex ice dash wins top award

At quarter past three on a blisteringly cold Arctic afternoon a Wessex Mk 3 helicopter lifted off the R.F.A. Olwen and flew north to find a research ship trapped in the pack ice.

On board the vessel trapped 370 miles inside the Arctic Circle was a seriously ill man, desperately in need of hospital treatment.

In wind gusting to 50 knots and visibility ranging from three miles down to a few hundred yards, the Wessex homed in on the Norwegian research ship Harmoni. Inside the helicopters, half a dozen layers of clothing protected each of the four-man

crew from a temperature nearly 20 degrees below freezing.

High above, a circling U.S.A.F. Hercules kept an eye on the proceedings.

Minutes after landing in foot-deep snow on a small flat floe 50 yards from the ice-bound Harmoni, the Wessex lifted off, laden now with their patient strapped tight into a stretcher.

CIRCLING SLOWLY

The Olwen, meanwhile, was circling slowly in an open lead 46 miles to the south. Although not equipped to work in the Arctic, her master had already brought her through 15ft. ice to launch the Wessex from the shortest possible range.

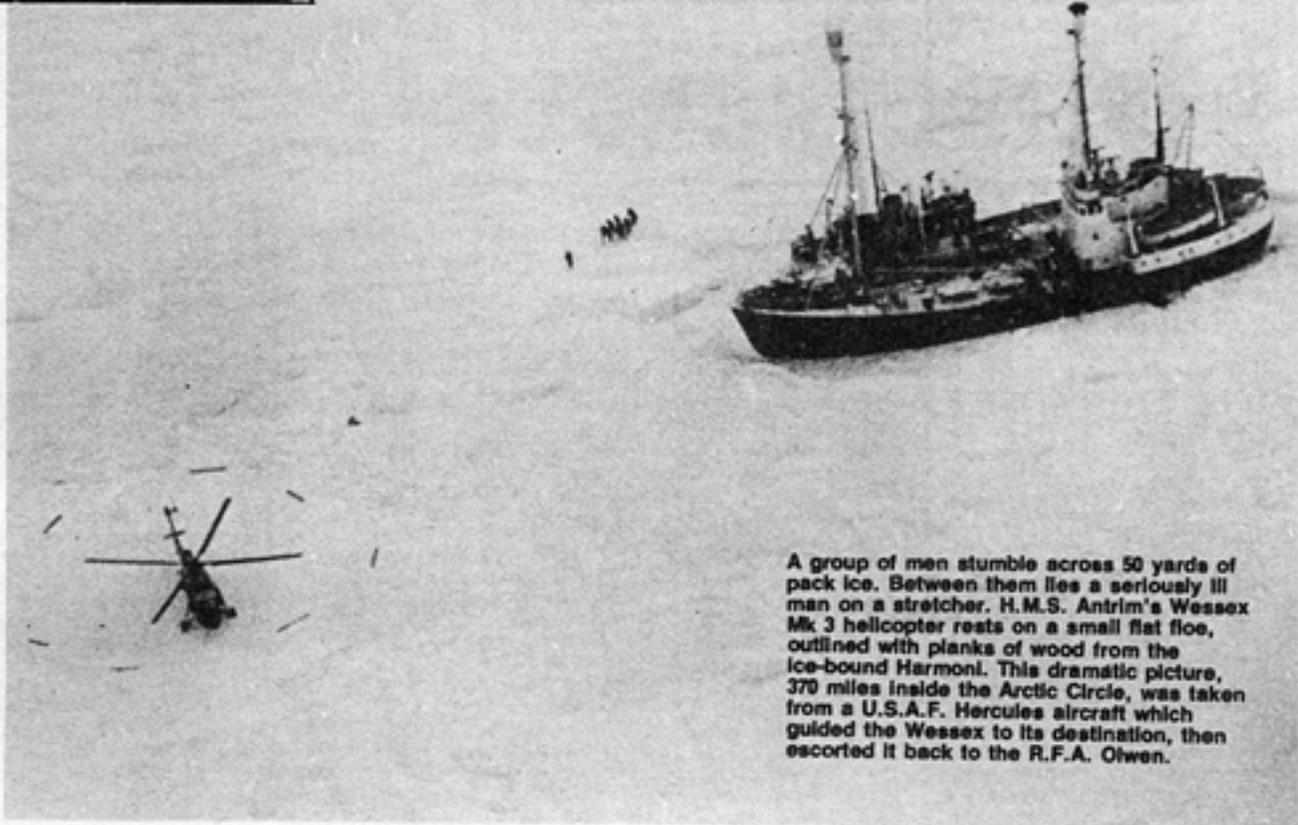
It was a feat of seamanship that was to earn Capt. Donald Averill, master of the

Olwen, title of the Royal Navy's Man of the Year.

Now the men who flew the Wessex have been similarly honoured. Captain of the helicopter and first pilot Lieut.-Cdr. Keith Simmons, second pilot Lieut. Tim MacMahon, observer Lieut. Alastair Ross and aircrewman CPO Anthony Butler, have been awarded the Boyd Trophy for 1976. The trophy is awarded annually to mark the Fleet Air Arm's finest feat of aviation during the previous year.

At the time of the rescue, in April last year, the Olwen was supporting British frigates on Cod War patrol. The Wessex and her crew were members of H.M.S. Antrim's flight.

Advised by the American aircraft on the best route out of the ice, the Olwen reached clear water an hour before midnight. The next day the patient was transferred to the airstrip at Jan Mayen Island and flown to Tromsø in northern Norway, where he later recovered.



A group of men stumble across 50 yards of pack ice. Between them lies a seriously ill man on a stretcher. H.M.S. Antrim's Wessex Mk 3 helicopter rests on a small flat floe, outlined with planks of wood from the ice-bound Harmoni. This dramatic picture, 370 miles inside the Arctic Circle, was taken from a U.S.A.F. Hercules aircraft which guided the Wessex to its destination, then escorted it back to the R.F.A. Olwen.

Commended ...

... for courage

Lieut. Tim Forster of H.M.S. Wasperton receives a Commander-in-Chief's Commendation for courage from Commander British Forces Lieut.-General Sir John Archer during Divisions at H.M.S. Tamar.

Waiting to receive their commendations are (left to right) Lieut. Robin Ball of H.M.S. Monkton, MEMN(P)1 Terry Rycroft (Wasperton), and AB Philip Arnold (Monkton).

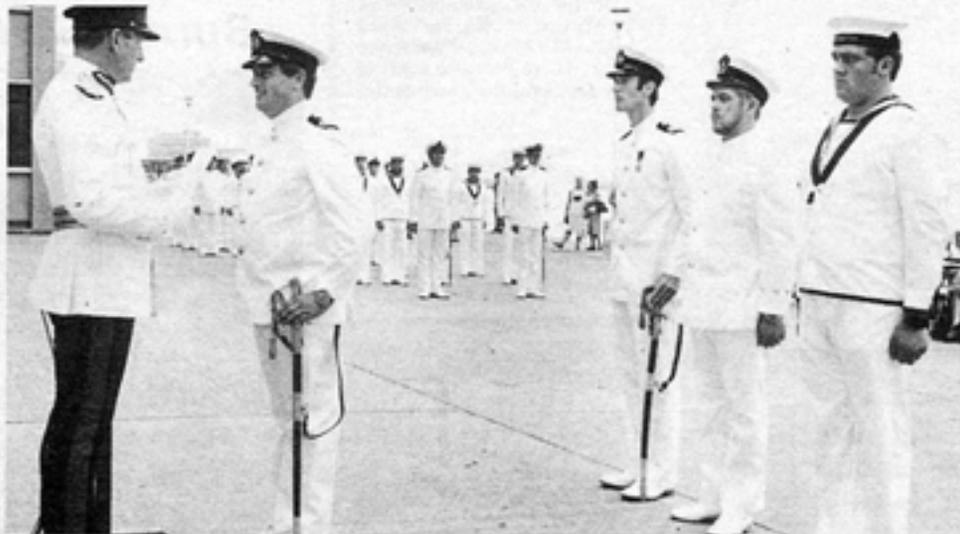
Lieut. Ball and AB Arnold played major parts in saving the lives of the crew of a Philippine freighter, Don Rene, which ran aground on Pratas Reef.

HAZARDOUS

MEMN(P)1 Rycroft and Lieut. Forster operated in "hazardous and unpleasant conditions" to salvage the motor vessel Fch Kim, and to rescue five elderly officers when the vessel was abandoned 80 miles south of Hong Kong.

Two other awards for the same operations had already been made to AB(R) S. D. Cummings, who joined H.M.S. Ark Royal last month, and PO(R) P. Short, who was due to join H.M.S. Dryad at the end of this month.

Photo: Sgt. Brian Lawrence, R.A.F.



Two men who acted quickly in a dangerous situation to save H.M.S. Lynx from fire have received Commander-in-Chief's commendations for bravery.

CPO Kenneth Barker (pictured), now with Aberdeen University R.N. Unit's inshore minesweeper H.M.S. Thornham, and MEM George Kirkcaldy, who has since left the Navy, were serving on the Lynx which was in refit at Rosyth at the time of the incident.

A diesel generator in the after engine room oversped and set the exhaust lagging on fire. The normal controls failed to work, so while MEM Kirkcaldy controlled the lagging fire, CPO Barker shut off the fuel supply.

Photo: WREN Janice Lowe.



PO K. BARKER

Powerboat rescue commended

JRO Jonathan Cross (18), of H.M.S. Neptune, has received a commendation for bravery from Commander-in-Chief Fleet, for his part in a rescue attempt during the Cowes-Torquay powerboat race. He dived into the sea to assist a powerboat driver who had been thrown out of his boat.

Despite the life-saving efforts of JRO Cross, carried out in the path of other boats in the race, the driver died.

Nauru's thanks

It is always nice to know your work is appreciated — particularly when the appreciation is communicated to your boss.

That happened for PO Frank Broadhurst and LS Anthony Coates of the Fleet Clearance Diving Team based at H.M.S. Vernon after they had disposed of several unexploded second world war "nasties" interfering with Nauru Phosphate Corporation operations in the Republic of Nauru, Central Pacific.

Hot on the flippers of the two divers' success followed a letter from Nauru to Whitehall in which the corporation placed on record its "appreciation of the services performed by the above-mentioned which were inductive of true professionalism and true to the high standards of the Royal Navy."

Well done, lads.

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Why the Readers think R.N.B.T. is marvellous

"Absolutely marvellous," is what Mrs. Susan Reader of Northampton thinks of the Royal Naval Benevolent Trust, the Family Welfare Section at H.M.S. Nelson, and the staff of the Royal Sailors Home Club in Portsmouth.

High praise indeed, but fully justified according to Mrs. Reader after a particularly traumatic fortnight in her life.

On May 4 a telegram arrived at her home in St Leonard's Road, Northampton, with the distressing news that her husband, John, a leading seaman on board H.M.S. Aurora, had been injured while the ship was at Salvador in Brazil.

A week later he was flown back to R.N. Hospital Haslar at Gosport, suffering from a broken leg, fractured arm and an assortment of cuts and bruises.

WARRANTS

Mrs. Reader, meanwhile, had contacted the Family Welfare Section at H.M.S. Nelson and was promised travel warrants for herself and three children to journey to Haslar on May 11.

No stranger to Portsmouth, Mrs. Reader contacted the Royal Sailors Homes in

Queen's Street and arranged accommodation in the Married Families Annexe for herself and her three daughters, Suzette (11), Angela (ten), and Haley (five). Three-year-old John was left in the care of a sister living in Northamptonshire.

Mrs. Reader desperately wanted to remain near her husband until his condition improved, but with the children to look after as well she did not have the available cash.

GUARANTEE

The Family Welfare Section once more came to her aid. Civilian Welfare Officer Mrs. Margaret Jones contacted the Royal Naval Benevolent Trust, and two hours later the Trust had guaranteed full board for the family at the Royal Sailors Home Club until May 20.

The R.N.B.T. also advanced through club manager Mr. Stanley Anger sufficient cash to meet the family's incidental costs.

Not surprisingly, Mrs.

Reader was very impressed with the help she received in Portsmouth. She described the Family Welfare section as absolutely marvellous, the staff of the Royal Sailors Home Club as most kind, and she was lost for words to praise the R.N.B.T.

"Without financial backing in such a short time, I would not have known what to do," she said. "It is about time the R.N.B.T. got publicly thanked."

K.G. Fund's £48,000

Like other charitable organizations, The Royal Naval Benevolent Trust has felt the pinch of an unfriendly financial climate.

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution, and no appeals are made to the public. Head Office: High Street, Brompton, Gillingham, Kent ME7 5QZ. Local offices: 2a, Tipner Road, Portsmouth, Hants PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravelin, Floriana, Malta.



Mrs. Susan Reader (left) and the children cheer up Dad, LS John Reader, in his ward at R.N. Hospital Haslar. The children, left to right, are Angela (ten), Haley (5) and Suzette (11). Photo: CPO Eric Thompson.

Fuel bill warning heeded

Warnings and advice on electricity consumption which Navy News highlighted in June 1976 have obviously had some effect. The figures prove it.

In the high quarter of February, March and April, the R.N.B.T. Grants Committee paid out £5,904 towards the electricity bills of 150 people. The average of £39 indicated that consumption during the heavy quarter could work out at £3 a week... a hefty sum to come out of the budget.

Of the £5,904, grants to naval men and their families amounted to £909, while the remaining £4,994 went to ex-servicemen, widows and other dependents.

NAVAL AVERAGE

Although the overall average electricity account was £39, the average in the naval sector was nearly £51.

The message, clearly, is to watch consumption and take advantage of payment facilities extended by the various electricity boards.

So far as gas accounts were concerned, expenditure was not as heavy. The total for the same quarter was £1,746, and of this four servicemen were helped to the extent of £141.

Burma Stars give £500



Air Vice-Marshal Sir Bernard Chacksfield, chairman of the Burma Star Association, presents a cheque for £500 for the R.N.B.T. to Lieut. B. Warner (right), R.N. and R.M. Careers Officer at Cambridge. The money was raised by the Herts, Cambs and Essex Borders Branch of the Burma Star Association, and was presented at their Royal Jubilee Year dance in The Guildhall, Cambridge. Photo: L. W. Barthrop, Harlow, Essex.

BY THE NAVY - FOR THE NAVY

£153,960 of help

In the ten months to April 30, the R.N.B.T. Grants Committee assisted 2,486 people to the tune of £114,473. Of this, £10,807 went to serving men and £67,148 to ex-serving personnel. In all, the R.N.B.T. made grants totalling £153,960.

R N B T

Three lean years have seen expenditure outstrip income and produce some very anxious periods.

More than ever, the Trust is anxious for financial support.

In the nine months ended March 31, donations from Royal Naval Associations, ships, organizations and private individuals totalled £4,925.

£41,000

Received gratefully from the King George's Fund for Sailors was a donation of £41,000 for general purposes, and another £6,350 for the maintenance of the Trust's Home for Aged Ex-Naval Men, Pembroke House. There was also a gift of £500 for the resident's amenities fund.

From the trustees of the Navy Weeks Trust, the R.N.B.T. has received £16,771. This is a share of profits from Navy and Air Days held in 1976, and was about £3,000 up on the previous year.

£11,610

The Trafalgar Day Orphans Fund is to get a share of about £27,000 from the estate of the late Mrs. Lillian Bagot, widow of Cdr. W. T. Bagot, R.N., and of this sum the orphans' fund trustees have decided the R.N.B.T. should have £11,610.

The bulk of this money will probably be kept intact to provide for the Minor Trust a continuing source of income.

£19,671

On the winding up of the R.N. and R.M. Maternity Home (Bowlands), it was decided to recognize the help given to the home by the R.N.B.T. The Bowlands Fund has now been recognized as a subsidiary of the R.N.B.T., and started with a balance of £19,671.

Although regulations governing this Minor Trust are somewhat restrictive, the Grants Committee of the R.N.B.T. has been able to make very good use of the money in appropriate cases.

Blake emerges from winter 'hibernation'

The long "hibernation" of H.M.S. Blake is over and, after an eight-month refit in Portsmouth, the helicopter cruiser is ready to rejoin the Fleet. Throughout this exacting period, members of the ship's company worked hard to meet their deadlines, but the soccer team found the time to score a couple of notable successes and other members of the crew gave a boost to charity.

A sponsored bed push organized by the supply department (chefs) raised £600 for the Silver Jubilee fund of Chinnor, a small village in Oxfordshire. Half the money came from the ship and half from the villagers. The team of 37 pushers and supporters took a day and a half to cover the 75 miles from Portsmouth to Chinnor, with an overnight stop at H.M.S. Dauntless, the W.R.N.S. training establishment near Reading. This event was the chefs' way of thanking the villagers for the kindness extended to a former petty officer cook from the Blake who was then receiving treatment in nearby Stoke Mandeville Hospital.

REDEDICATION

The Blake faces a busy operational programme after her service of rededication on June 14 and the Fleet Review on June 28. In July she is due to visit Falmouth, giving an opportunity for the ship to link up with members of 820 Naval Air Squadron based at Culdrose. The squadron's Sea King helicopters provide the Blake's anti-submarine warfare striking capability and are due to embark later in the summer.

ROYAL VISITOR FOR CULDROSE

The Royal stamp of approval was given to the "new-look" R.N. air station Culdrose on May 4, when Princess Alexandra unveiled a plaque to commemorate the rebuilding of the establishment's accommodation area. The Princess arrived at H.M.S. Seahawk in an Andover of the Queen's Flight and was met by the Lord Lieutenant of Cornwall, Sir John Carew Poole, who had arrived earlier that morning in a Gazelle helicopter of 705 Squadron. Among those presented to Princess Alexandra on her arrival were the Flag Officer Naval Air Command (Rear-Admiral J. O. Roberts), the commanding officer of H.M.S. Seahawk (Capt. S. Leonard), and the four senior commanders of the air station.

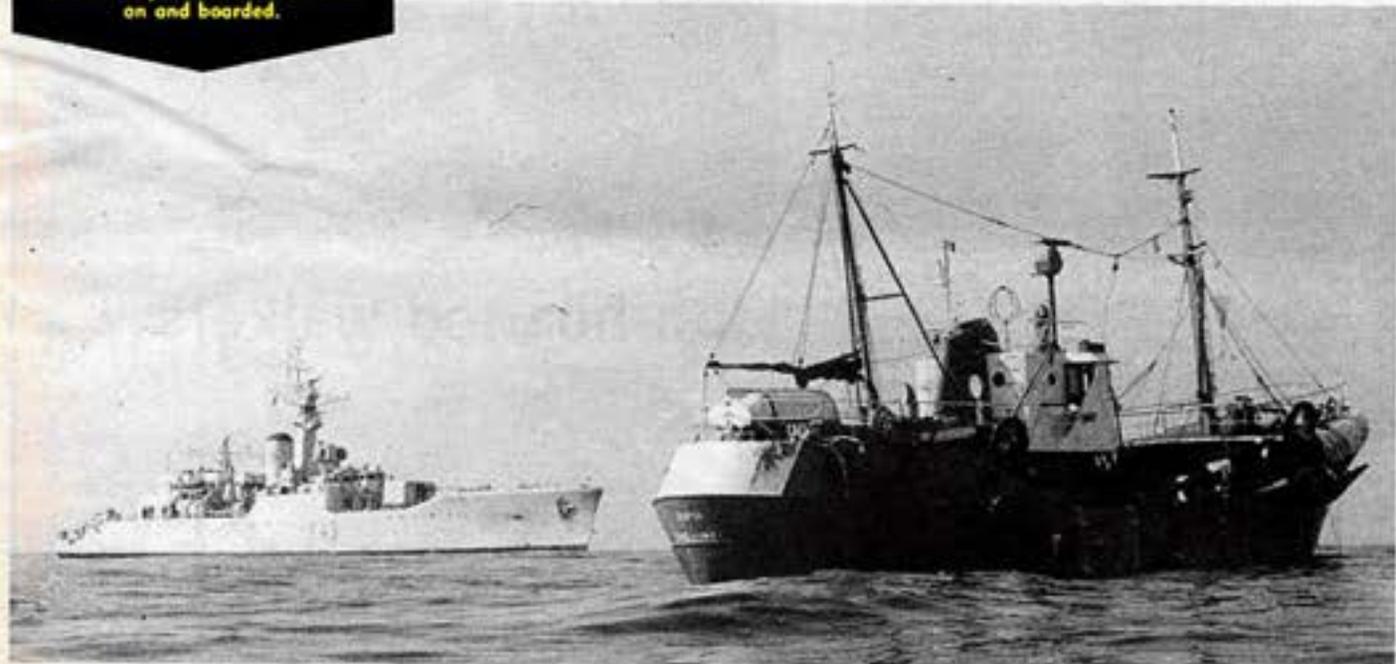
Before touring some of the new buildings, Princess Alexandra inspected the Royal Guard and Band on the parade ground (she is seen in the picture with the guard officer, Lieut.-Cdr. Geoff Bailey, and Rear-Admiral Roberts) and there was a mass flypast of Culdrose aircraft soon after she had unveiled the commemorative plaque.

Among the areas she visited were the senior rates' mess, the wardroom, the sick bay, and three of the Naval Air Squadrons based at Culdrose. During her tour the Princess stopped to talk to many families and friends of the men on parade and she surprised some people by departing from the official route on one occasion and walking to the far corner of a hangar to talk to ratings working on an aircraft!



In the calm conditions that lasted throughout her three-week fishery protection patrol in the South-Western Approaches, H.M.S. Torquay draws near one of the many trawlers she checked on and boarded.

Torquay's birthday treat



The versatile H.M.S. Torquay, a Whitby-class frigate which doubles as an anti-submarine warship and a floating trials and training vessel, celebrated her 21st birthday with a three-day "party" in the West country resort from which she takes her name.

During the anniversary visit, the ship was opened to guests from the town and several civic and sporting functions marked the occasion.

The ship's recent programme has included a two-day visit to Newcastle, and three weeks on offshore fishery patrol in the South Western Approaches embracing Cornwall and the southern part of Eire.

Thirty-seven fishing vessels were boarded from the Torquay's Gemini during the ship's routine searches for unlicensed vessels and use of illegal fishing equipment. Few irregularities were found, and

the Spanish, French, Dutch and Russian fishermen appeared to take kindly to the presence of the warship. Several made generous gifts of fish or wine.

The ship's divers were called in to assist a Spanish vessel crippled by a trawl wire around her propeller. The trawler was later towed home by a sister ship summoned by the Torquay.

After her birthday celebrations the frigate was due for departmental inspections in and around Portsmouth and a "Meet the Navy" visit to Middlesbrough before returning to Spithead for the Jubilee Review.

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Please order early — we have limited stocks only.

Now Egypt will not forget the divers...

The Royal Navy divers who helped with the recovery of a Roman monument from the waters of the Nile flew back to the U.K. from Cairo on May 2. Since October last year they had removed the Gate of Diocletian, stone by stone, so that the monument can be re-erected with others on a nearby island.

To mark the end of the task and to commemorate the co-operation by British and Egyptian divers, replicas of a diver's helmet mounted on an inscribed base were presented to the Egyptian Navy and the Egyptian Ministry of Culture by Capt. Basil Watson, Assistant Director of Naval Warfare (pictured below).

Other British representatives at the ceremony at Philae were Cdr. John Manley, British Naval Attache Cairo, Lieut.-Cdr. Ed Thompson, leader of the British team, and seven divers who took part in the final phase of the work.



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To foster interest in Naval Aviation the Royal Navy offers 85 places annually at selected civilian flying clubs which provide a course of flying training on light aircraft. The places are allocated under the following schemes:



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There are 25 Special Flying Awards available. Applicants must be at school, college or university and be between 16 and 23 years old.

Recipients of awards are under no obligation to join the Royal Navy. Candidates are selected and the awards made by the Director of Naval Recruiting.

Full details and application forms are available from:

R.N.F.S. Liaison Officer
 Department of Naval Recruiting
 Old Admiralty Building
 Spring Gardens
 London SW1A 2BE

HELPING HANDS . . . HELPING HANDS . . .

LS Sidney is such an encouragement!

LS (Leading Snake) Sidney has been a great encouragement to H.M.S. Resolution's company. He eats those who fail to come up to standard! Perhaps that was why there was such a high "pass" mark when members of the submarine's Starboard crew walked 25 miles around the Forestry Commission Land on the Ardgill Estate, Scotland.

Of the 33 starters, 28 finished, one dropped out near the end and four got a lift half-way round. Their efforts raised £250 for the Mugdock Children's Home, near Milngavie. LS Sidney can be seen in LA(Phot) R. C. H. Hodgson's photograph of the Resolution walkers. Apparently when he is not eating people, he kindly consents to guard the liquid refreshments . . .

Photo: LA(PHOT) R. C. H. Hodgson.



JOE'S LOW DIVE HITS HIGH NOTE

A 48-hour non-stop underwater flute-playing marathon in H.M. submarine GRAMPUS did more than just put the name of Mr. Joseph Silmon Monerri in the record book.

It raised £604, through his sponsors, for the Paediatric Oncology Unit of the Christie Hospital and Holt Radium Institute, Manchester.

"We are indeed grateful for the support of the Grampus," says Mr. J. Dix, senior nursing officer in the radiotherapy area.

"Having served in the Royal Navy I know that many ships' companies have specific charities which they support and I wonder if any ship would like to take on this unit, which will contain 40 beds and will be used entirely for the treatment of children with cancer."

The building of the unit, which will contain 40 beds, is due to start in November.

Ten strong men and true from H.M.S. UPTON mustered at Lottie's Beer Keller, Gibraltar, at 0600 to cast darts non-stop until 0100 the next day in aid of the Gibraltar school for severely handicapped children.

Sponsored through the Rock for an average of 2p per ten thousand thrown, and encouraged and fortified by other members of the ship's company, they raised £311.42. The highest individual score (156) was achieved by Leading Steward Bill Williams.

The Upton's donation will provide play equipment for the school, which is due to open later this year. The headmaster, Mr. Roger Huxtable, will be delighted to hear from any other ship with ideas for fund-raising ventures.

Junior sailors at the R.N. air station YEOVILTON proudly claimed the prize for the Division which had maintained the highest consistent standard in the care of accommodation during the term, but the lads didn't keep their reward for long.

Immediately after receiving the £5 book token from Capt. H. J. Abraham, two representatives of the Division — Junior Steward Andrew Abbey and

Cochrane's cheque

Naval Nurse Caroline Parson and CK Kevin Brogan present H.M.S. Cochrane's cheque for £100 to Chief Inspector Lindsay Wilson and Woman Police Sergeant Davina Martin of the Fife Police. The money went towards a kidney machine fund organized by the police and standing at £23,000 after only three months. Fife Police are now to donate two kidney machines to the Royal Victoria Hospital in Edinburgh and one to Dundee Hospital.



Junior Cook Malcolm Cook, with their divisional officer, FCPO Geoffrey Smailes — visited Yeovil General Hospital. There they handed the prize to one of the teachers to buy books for use in the children's school room.

A sponsored run by members of the Britannia Royal Naval College cross-country team, from Dartmouth to Paignton via Totnes, Newton Abbot and Torquay, raised £220 for the Torbay Hospital's cobalt cancer treatment unit.

Lion-hearted walkers



Five lion-hearted people wave for the camera before setting out on the 84-mile trek from Trafalgar Square to R.N. Hospital Haslar at Gosport. Their efforts have already raised enough money to purchase three dogs for the Guide Dogs for the Blind organization, and the money they raised from their latest marathon effort — about £300 — will go towards obtaining dog number four.

From left to right the Haslar walkers are SNN Liz Jennings, hospital porter Mr. Raymond Downes, hospital blacksmith Mr. Robert Hillier (centre front), MA Andrew Lane (wearing hat) and SNN Shirley Marlow.

Photo: WREN V. Bridge.

No flagging, lads!



They're off . . . or they will be when the commanding officer gets that great flag out of the way!

The three cyclists in this picture by LA(Phot) Young are LS Doc Foster, AB Billy Bowden, and CK George Wells, of H.M.S. Hecla, at the start of their

sponsored cycle ride from Greenock to Plymouth. When Cdr. R. O. Morris raised the chequered flag they set out on the 500-mile ride which took them seven days, with six stops at youth hostels en route, and raised £83.50 for the McIntyre School for Mentally

Handicapped Children at Westoning, Bedfordshire.

Since Christmas the Hecla has been surveying in the Little Minch, updating Admiralty charts and clearing a route to be used by gas production platforms on their way to the North Sea.

More get jobs in industry

Presenting the 92nd annual report of the Regular Forces Employment Association, the president, General the Lord Bourne of Atherstone, said that in September 1976 the number of ex-regular Servicemen and women registered as unemployed after six months was 571. Although considerably higher than the 1975 figure, this was still low when compared with the 14,000 men and women who left the Services in the six-month period.

Two-thirds of those registering with the Association were found jobs. Registrations, as a proportion of men and women leaving the Services, again increased in 1976. Compared with 1975, industry and the police took more ex-Servicemen, but there were decreases in the number who found employment with Service establishments, Government Departments, hospitals, local authorities and the Post Office.

BRIEFINGS

Major-General Pat Claxton, the general manager, emphasized the important role played by the employment officers in the resettlement advice given to men and women before they leave the Services. During 1976 employment officers attended more than 1,000 resettlement boards at which more than 10,000 people were interviewed.

"In addition, our men participate in regional resettlement briefings, organized by the Services, which have proved very successful. Often the advice and contacts we give Servicemen at these briefings mean they find jobs without having to register with us — a fact not reflected in our statistics."

The Association is part of the Forces Resettlement Service and has 42 branches in the major cities in the U.K. Income from all sources amounted to £189,214 in 1976 and the actual expenditure was £186,920.

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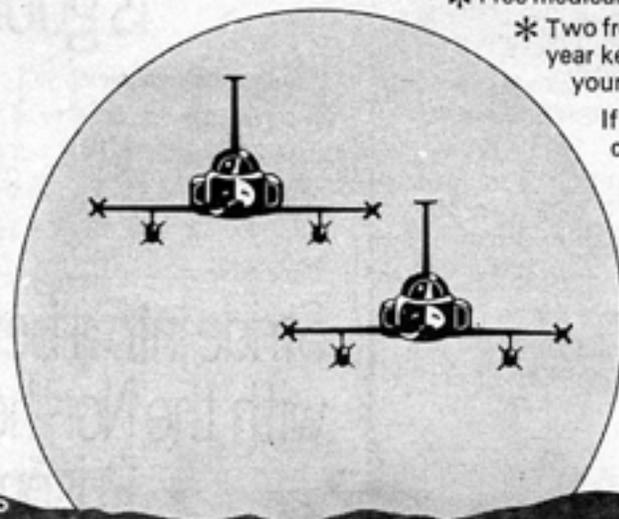
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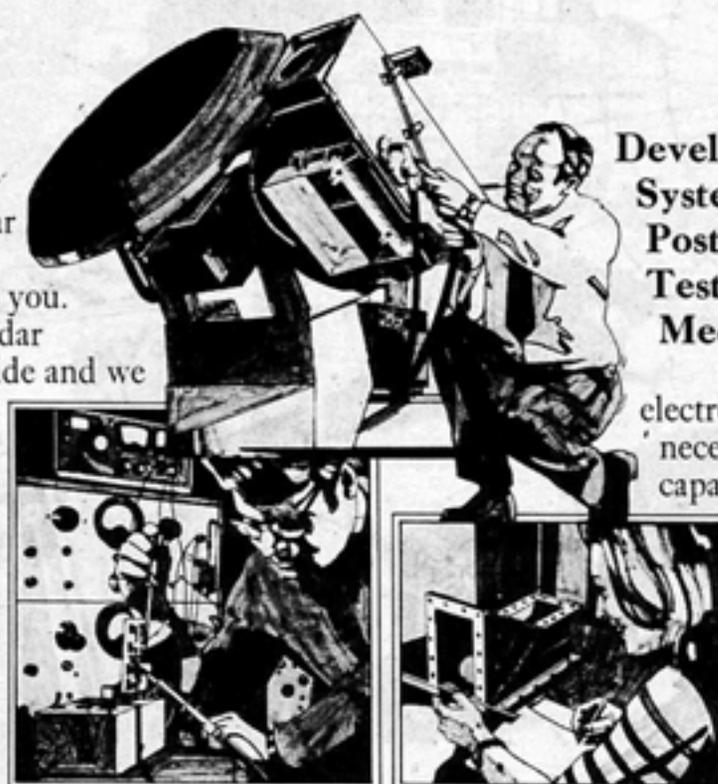
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 **PLESSEY**

SPORT

New course
holed in one

The first hole-in-one has been achieved at the recently opened Southwick Park golf course. Novice golfer COEL M. Kirkham of H.M.S. Collingwood hit the perfect tee shot when playing the 192yd. 12th hole with a three iron. The man who hit the shot had played only three rounds of golf in his life.

GOLF

CORNISHMEN
IN CONTROL

Navy golfers started well when they played Cornwall at Lelant on May 7, but the young Cornish team displayed greater stamina and skill in the afternoon and eventually won by 12 matches to three, writes **John Weekes**.

Ex-Navy champion, Cdr. Jim Hunter, shortly going to the new Type 42 Destroyer H.M.S. Cardiff, teamed up with a newcomer to Navy golf, Lieut.-Cdr. David Christie, stationed in Portsmouth Dockyard, to record a good win in the forenoon foursomes, but neither of them managed to repeat their performance in the afternoon.

Sub-Lieut. Simon Hope, now on flying training, got a good half in his singles but was disappointed that he did not win.

CHAMPION

It seems impossible to write any report on Navy golf without mentioning some new feat by Navy champion Lieut. Malcolm

Edmunds of H.M.S. Collingwood.

Against Cornwall he not only halved his foursome, helped by some fine putting by his partner, Lieut.-Cdr. Brian Grant, but was the Navy's only winner in the singles where he beat the Cornish captain, Pat Gilbert, on the last green in the top match. The team has come to rely on Malcolm's excellent golf and he seldom fails to rise to the occasion.

On the afternoon before the county match, the Navy took on a strong team from the West Cornwall Golf Club, and won by four games to two.

Much to everyone's surprise, this included a win for the nor-

mally unsuccessful partnership of the captain of Navy golf, Capt. Dick Bates, and your correspondent: mostly due to the Captain's skill but also partly to yours truly's luck in chipping into the hole after a duffed tee shot on the 17th.

Also playing good golf in this match were Lieut. Dominic Bell of H.M.S. Sultan and Lieut. Ed Elliott of R.N.A.S. Yeovilton.

It would be very pleasant to win a match against a county team. The Navy last won in 1973 when a strong side was available and on form on the day. This year the availability of players is depressing and their form not always consistent.



Attending the R.N. long distance swimming course at Deal were (left to right, out of water) R.A.F. swimming team manager Flight-Sgt. Monty Montgomery, OEM Phil Boswell (Intrepid), CPO Brian Ferrand (Achilles), and Navy coach CPO Sandy Hindshaw. In the water are Cdr. Gerald Forsberg, WREN Jacquie Eaton (Daedalus), Sgt. Peter Gravett and LECW Christine Stockey of the R.A.F., WREN Angie Clamp (Sultan), OS Mike Flaherty (Excellent), Lieut. Peter Stephens (Daedalus), and PO Bob Thompson (Lynx, bearded).

Channel veteran
keeps in the swim

A welcome guest at the Navy's long distance swimming proficiency course held at R.M. Deal was Cdr. Gerald Forsberg of English Channel and British Long Distance Swimming Association fame.

Although somewhat older than the others taking part, Cdr. Forsberg completed the full week's programme with enthusiasm and style.

Others involved in the course were Lieut. P. Stephens (Daedalus), CPO B. Ferrand (Achilles), OEM P. Boswell (Intrepid), OS M. Flaherty (Excellent), PO R. Thompson (Lynx), WREN A. Clamp (Sultan) and WREN

J. Eaton (Daedalus). Navy swimming coach CPO Sandy Hindshaw described the training, new to the Navy, as very demanding. There were both physical and psychological demands "quite apart from the in-built problems of seasickness, disorientation, wind, tide and a host of other 'nasties' that the long distance open water swimmer has to contend with."

He praised the example set by Cdr. Forsberg, and said team manager Lieut. P. Stephens was now shaping a team to win the Inter-Service Trophy and earn representation in the 1977 Great Britain squad.

Cdr. D. B. Vaughan

Instructor Cdr. D. B. Vaughan, who died recently at the age of 52, was a former Royal Navy and England rugby player and an England selector. He managed the British Lions on their 1962

tour of South Africa. Cdr. Vaughan, who specialized in nuclear physics, captained Cambridge University at rugby before joining the Navy. He also played cricket for the Navy.

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Something to interest you here? Then get in touch with John Callow. Phone him on 01-572 9894 or write to him quoting Ref. 165, at International Aeradio Limited, Aeradio House, Hayes Road, Southall, Middlesex.

The Royal Navy Golfing Society's annual meeting was held at Blackmoor and Liphook Golf Clubs on April 21 and 22. Scoring was high and nobody managed to make Blackmoor look easy.

Lieut. Roger Hockey of H.M.S. Excellent won the net prize and Cdr. Jim Hunter the gross. Malcolm Edmunds again won the Senior Division match-play after nearly failing to qualify. Perhaps Capt. Peter Cobb of H.M.S. Ajax did best by winning two of the largest sweepstakes.

Ninety R.N.G.S. members played during the two-day meeting, about half of these being serving and half retired. I can recommend next year's meeting to those in doubt as to whether to play or not: it will take place on April 20 and 21, 1978.

LAUNCESTON

Golfers may be interested in the result of the match at Launceston Golf Club on May 12 between the Naval Golfing Societies of Plymouth and Portsmouth. After both winning eight singles during the forenoon, Plymouth dominated the afternoon matches and eventually hammered Portsmouth 15-9.

Three of the home team's golfers showed good prospects for future Navy representation. Two of these are at Britannia Royal Naval College, Sub-Lieut. Peter Hannan and Mid. Douglas Imrie, and one at R.N.E.C. Maradon, Sub-Lieut. John Apps.

Also worthy of mention were two Plymouth players who both recorded good morning and afternoon victories, CPO Don Puttock of H.M.S. Defiance, and CPO Mike Chappell of H.M.S. Sirius.

Free membership

The three periods of free membership offered by Southwick Park in a draw among founder members were won by OEM B. M. Beck (two years of free membership), POMEM J. Broom (Sultan, one year) and CPOCKT. A. M. Ottley (Sultan, six months).

Chippie
Veal on
target

CPO Bill "Chippie" Veal won all four weapon competitions at the Plymouth and Scotland Areas rifle meeting at Trevol Range, Torpoint. He won the small arms championship and was champion in the pistol, sub-machine gun and rifle events.

Between them, Raleigh and H.M.S. Leander took nine of the trophies, and H.M.S. Ark Royal the Drake Shield for pistol.

The junior team titles was won by H.M.S. Caledonia and B.R.N.C. Dartmouth won the officers' team tiles competition.

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SPORT

Athletes warm up with six county titles

Royal Navy athletes grabbed half a dozen titles in recent county championships in the South-East and West Country. There were also several minor placings recorded as individuals showed early-season form that bodes well for the Navy championships at Victory Stadium on June 22.

Lieut. Rees Ward (R.N.E.C. Manadon), who was due to represent Scotland in the 1,500 metres against Greece at Meadowbank, Edinburgh, on June 5, won the Devon 5,000 metres in a time of 14min. 20.2sec., a new Royal Navy record when it is ratified. PO Terry Osborne (Raleigh) was second in the same time.

At the Middlesex meeting, Navy athletics coach PO Trevor Walhen (Nelson) won the shot with 13.72m. and placed second in the discus with 41.44m.

In Cornwall, NAM Jay Weeks (Culdrose) won the county 200m title in 24sec. and was second in the 100m. in a time of 12.1sec.

HAMPSHIRE

Three Navy athletes took titles at the Hampshire championships: Lieut. Brian Davis (Deyad) the steeplechase in 9min. 58sec., PO Sandy Ellis (Juno) the pole vault at 3.40m. and CPO Alan Cronin (Osprey) the 110m. hurdles in 14.8sec. Davis was also seventh in the 1,500m.

Others to be placed in the Hampshire meeting were CPO Stan Robinson (Sultan) who came second in the hammer and third in the discus, and FCPO Tinker Bell who was third in the hammer.

MARATHON

CPO Joe Clare, serving at R.A.F. Honnington, won the Navy marathon run in conjunction with the Inter-Service marathon at the end of April. He was sixth overall in a time of 2hr. 23min. 20sec.

PO Colin Carthy (Osprey) was second for the Navy and tenth overall in 2.37.41, a very creditable performance in his first marathon. LEM(A) Mal Davis (Daedalus) was third (18th overall) and 54-year-old Lieut.-Cdr. Bob Pape (Sultan) finished eighth in 3.03.35.

Fifteen of the 21 Navy entries completed the marathon.

The Royal Navy's first team fixture of the season was an A.A.A. meeting at Woodford involving six clubs. The Navy finished third.

TRIPLE JUMP

Outstanding performance was the triple jumping of John Johnson, who is serving at H.M.S. Sultan on loan from the Kenyan navy. His performance of 14.38m. (47ft. 2 1/2in.) was a whisper away from the Navy record which has stood since 1963.

EM(A) Neil McPhee (R.N.A.S. Yeovilton) who was picked for the A.A.A. Under-20 team due to compete against Loughborough College on May 25, won the pole vault with 4.0m. All three 1,500m. runners, OEA A. Hobbs (Caledonia), SEA(R) G. Collinge (Blake) and PMA J. Stephens (Haslar) achieved personal best times.

The Navy finished second to Cardiff College in a meeting at Cardiff. Collinge and Stephens produced personal bests in the 800m.; Stephens again improved his 1,500m. time, and Surg. Lieut.-Cdr. R. Gray (Cochrane) improved on his best hammer throw.

Portsmouth U.S. reach last 32

When the draw is made for the first round proper of next season's John Player Cup rugby competition, United Services Portsmouth will be one of the clubs to come out of the hat.

The Hampshire Cup champions reached the last 32 of the Rugby Union's money-spinning and prestigious national competition by winning their way through eight qualifying rounds. They are the first Services side to get this far in the John Player competition.

After beating Trojans 13-3 to clinch the Hampshire Cup, CMEM John "Yorky" Love-day's United Services side beat Hertfordshire champions Letchworth 15-13 and Oxfordshire cup-winners Chinnor 16-12 to earn their place in the last 32 of the knock-out competition.

A jubilant Lieut. David Lancaster is held aloft as the Portsmouth R.N. soccer team celebrates its 2-0 victory over Petersfield in the final of the Portsmouth F.A. Senior Cup at Fratton Park. The goals came from PO Brigham Young of H.M.S. Sulton and LCK Paul Smith (Blake).

Left to right are AB Dutchy Holland (no. 4), LPT Tug Wilson (Collingwood, 12), BUG John O'Connell (R.M. Eastney), POMEM Brigham Young (Sulton, obscured), POMEM Whiskey Walker (Sulton, head only), LAM George Harvey (Daedalus, 6), Lieut. Lancaster (Bristol, with trophy), LCK Paul Smith (stooping), Sgt Jeff Barrs (R.M. Eastney, 9) and CREL Spider Kelly (Collingwood).



Seven capped for Combined Services

Seven Royal Navy footballers, the most ever, were capped for the Combined Services side which wound up the Forces' season with several fixtures against awkward opposition.

The seven were CPOPT Mick Patterson (Temeraire), PO Dave Horton (Sulton), LPT Tommy Johnson (Caledonia), PO Ron

Soccer

Vercesi (Osprey), AB Dutchy Holland (Blake), POPT Alan Carlisle (Temeraire), MNE Frank Ovard (R.M. Deal).

MNE Ovard scored five times in four games for the Combined Services, including a hat-trick against West Scotland.

Results were: Combined Services 3, Minehead 1; C.S. 2, Football Association 2; C.S. 2, East Scotland Select 2; C.S. 5, West Scotland 0.

JUBILEE CUP

R.A.F. Lyneham's soccer team has won the Naafi Jubilee Cup for the second time in three years. The R.A.F. side put five goals past H.M.S. Seahawk to bring to six their total in the three-cornered contest between individual Service cup winners.

The Jubilee Cup goes to the team scoring the most goals during the competition. Seahawk drew 1-1 with S.E.M.E. Bordon, who also drew by the same margin with Lyneham.



Pictured left to right are Lieut.-Cdr. Jack Sheppard (secretary of the C.S.F.A.) and the seven naval members of the Combined Services team, CPOPT Mick Patterson, PO Dave Horton, LPT Tommy Johnson, PO Ron Vercesi, AB Dutchy Holland, POPT Alan Carlisle, MNE Frank Ovard, and Combined Services football coach WOII E. Green.

Table tennis girls do 'double treble'

The Royal Navy's women table tennis players achieved a "double treble" when they successfully defended all three titles in the 1977 Inter-Service championships at R.A.F. Stanmore Park.

WREN Judy Langridge (H.M.S. Daedalus) became the Inter-Service ladies' singles champion at her first attempt by beating POWREN Pat Williams (Warrior) in the final. Together, the two easily beat the W.R.A.F. number one pair to win the ladies' doubles title, and POWREN Williams and REM Steve Baker had little trouble in taking the mixed doubles.

The Navy men also put up a fair display. POCA Dave Halliday reached the semi-finals of the men's singles, and Lieut. Trevor Ward and REM Baker narrowly lost a three-setter at the same stage of the men's doubles competition.

POCA Halliday, POWREN Williams and WREN Langridge played for the Combined Services the Civil Service and gained three of the Services' victories in a 24-4 drubbing. Halliday beating a Scottish international player in the process.



WREN JUDY LANGRIDGE

Sylvia's the top sport



The new Young Sportsman of the Year Trophy has been awarded to 21-year-old WREN Sylvia Sim, an inter-Service badminton and hockey player who hopes to become one of the first Wren PTIs.

Nominated for the trophy when she was serving at H.M.S. Excellent, Sylvia (pictured above) has been drafted to H.M.S. Pembroke in one of the much-coveted W.R.N.S. sports billets.

The trophy was donated to the W.R.N.S. by Second Officer Shelagh Phillips, herself the first full-time W.R.N.S. sports officer and now with the Fleet Maintenance Services team at H.M.S. Nelson.

Each year the trophy will be presented to the member of the W.R.N.S. or Q.A.R.N.N.S. under the age of 23 who has contributed most to the sport in the previous year. The R.N. Women's Sports Committee will make the award.

Dinghy success

The Combined Services dinghy sailing team recorded its 11th success against the British Universities when the postponed 1976 encounter was sailed in Chichester Harbour on April 22 and 23. The event, the best of five team races, was sailed in Bosun dinghies from Thorney Island Sailing Club.

SPORT

*Royals
sweep
the mat*

Adventure's R.N. hopefuls named

Nineteen serving members of the Royal Navy and a Royal Marine have been named in the short-list to crew Adventure on the Whitbread Round-the-World race which starts from Portsmouth on August 27.

The list will be further shortened to 13 or 14 during the next few weeks and added to an equal number of Royal Air Force and Army names. From this will come the final crew selections and several reserves.

The Royal Navy list is:
Capt. I. S. Leslie R.M. (R.M.R. Tyne); **Lieut. R. Caesley** (R.A.E. Farnborough); **Lieut. N. M. G. Chambers** (H.M.S. Superb); **Lieut. P. L. C. Walters** (819 Squadron, Gannet); **Surgn.-Lieut. B. Green** (Daedalus); **Sub-Lieut. S. R. Kirby** (Birmingham); **Sub-Lieut. I. G. Shipway** (B.R.N.C. Dartmouth); **Lieut.-Cdr. M. W. Kemmis-Betty** (R.N.S.C. Greenwich); **Lieut. E. F. Searle** (Joint Services Sailing Centre); **COEMN1 J. Kay** (Warspite); **AA1 A. Malcomson** (707 Squadron); **MECH1 A. J. Moore** (Defiance); **ELMN1 V. C. Morgan** (Daedalus); **CEA1 A. Ritchie** (Vernon); **CPO R. J. Sargent** (Galatea); **CEMN1 D. Wise** (Vernon); **CY A. J. Farnes** (Mercury); **REM C. D. Vaughan** (Arethusa); **CPO J. Giblett** (J.S.S.C.); and **PO A. Brown** (J.S.S.C.).

R.A.F. skipper named
 Squadron-Ldr. Jim Watts will be at the helm when Adventure sets off to Cape Town on August 27. His nomination by the Royal Air Force means that the skip-

The Duke of Edinburgh meets Staff Sgt. David Leslie (in white sweater), skipper of the Adventure for the second leg of the Whitbread Round-the-World race, and prospective crew members from the three services. Representing the Navy in the line-up is Surgeon-Lieut. Barnaby Green from Seafield Park. On the left is the Commander-in-Chief Naval Home Command, Admiral Sir David Williams. The Duke went on board the Adventure during a short visit to the Joint Services Sailing Centre at Hornet, Gosport.

Photo: CPO(Phot) Tony Wilson.



per for all four legs of the race are now known. Staff Sgt. David Leslie of the Royal Electrical and Mechanical Engineers will take over at Cape Town for the awkward second leg to Auckland, where he will make way for Lieut.-Cdr. Ian Bailey-Wilmot. Lieut.-Col. Robin Duchesne will lead the

charge home from Rio de Janeiro to Portsmouth. Adventure, meanwhile, has been at Cowes for routine but timely improvements. The Nicholson 55 from the Joint Services Sailing Centre at Hornet, Gosport, has had a new

mast fitted, a new boom adapted for slab reefing and new stainless steel wire rigging.

WON THREE
 In the 1973-74 Whitbread race, Adventure won three out of four stages for the Royal navy.

Initial selection trials for the race crews have been completed at Hornet, and from the hundreds of initial candidates, just 48 will be named. Of these, several will be reserves when the final crew selections are made.

During the next few weeks the selectors and their skippers will be trying to find four balanced crews for the big race. Each leg has a character of its own: the first and last are fast, racing laps, the second and third long, hard, pounding hauls.

A skipper plus ten will almost certainly make up the crews for the first, second and fourth legs, and a skipper plus nine the third crew.

Latimer win 'new' trophy

A new trophy known as the Latimer Bowl was the overall winner's prize at the spring meeting of the Staff Colleges Sailing Society at Cowes last month.

Twenty-one boats from six staff colleges started from the Royal Corinthian Yacht Club line to compete for the cup in two divisions. The overall winner was a Contessa 32 entered by the National Defence College, Latimer, skippered by Cdr. Bill Harvey and crewed by Cdr. Bill Alexander, Major Norman Allen, R.M.P., Mr. Gordon Wilson and Lieut. N. Oak-Rhind.

The trophy was originally presented to H.M.S. Ganges by Vice-Admiral Philip Enright.

Royals second

An inter-service equestrian event at H.M.S. Dryad last month was won by the Royal Military Academy, Sandhurst. The Royal Marines were second, Metropolitan Police third, and the Navy, represented by LWREN Debbie Clark (C.T.C.R.M. Lympstone), WREN Sarah Kidd (President) and Lieut.-Cdr. Chris Stannard (Excellent), fourth.

Capt. Arthur Stevens (42 Cdo R.M.) won the John Renson Perpetual Trophy.

Batsmen in trouble at The Parks

In their first cricket match of the season, against Oxford University at The Parks, the Royal Navy bowled and fielded rather more effectively than they batted, writes Derek Oakley.

The Navy did extremely well to keep the University down to 219 for seven off their 55 overs. PO John Michels (H.M.S. Sultan) and Lieut. Neil Mort (R.N.E.C. Manadon) bowled particularly straight to contain the early batsmen, but some loose stuff from the later bowlers gave the undergraduates — most of whom had already played several three-day matches — the chance to reach a substantial total.

When the Navy batted, University bowlers David Gurr and Andrew Wingfield-Digby used the damp conditions rather better and soon had the Navy struggling.

At tea the Navy had lost seven wickets for 28 runs, and only some determined batting by WTR Andy Collier (H.M.S. Norfolk) and skipper Lieut.-Cdr. Ken Langley (Dolphin) enabled the Service side to reach the moderate total of 67.

COACHING
 A highly successful National Cricket Association coaching course was held at the United Services Portsmouth ground during the first damp week of May. It was the first such course to be organized by the Royal Navy.

The coaches were Les Lenham, formerly of Sussex and the N.C.A.'s chief Southern region coach, Jack Robertson of England and Middlesex, and Maurice Hallam of Leicestershire.

were among the 16 who attended the course, which was designed to improve their personal standard and to qualify them as cricket coaches.

Much use was made of close circuit television to improve actions and stances. The equipment was loaned by R.N.S.E.T.F., and proved very effective.



Former county cricketers Len Lenham (left, of Sussex) and Jack Robertson (Middlesex and England) illustrate a point during the National Cricket Association coaching course for the Navy at Portsmouth in May. In the centre of the Navy cricketers is the third coach, former Leicestershire professional Maurice Hallam.

Photo: PO Bob Pearce.



What a team!
 In his first event since teaming up with rally driver Sir Peter Moon, LACMN Chris Eke (R.N.A.S. Yeovilton) helped the partnership to an impressive win in the Association of Central Southern Motor Clubs' southern stage championship last month. With LACMN Eke (left) navigating, Sir Peter (right) drove his Porsche Carrera to victory over the 160-mile route and won 12 of the 25 special stages.

WHEN WHAT AND WHERE

- JUNE**
- 1 — Fencing: Inter-Services championships (Aldershot).
 - 4 — Kayak: Scottish National Regatta (Strathclyde).
 - 4/8 — Fencing: Islanders Tournament (Portsmouth).
 - 5 — Kayak: Chelmer LD (Chelmsford).
 - 6 — Cricket: R.N. v. Sussex 2nd XI (Portsmouth).
 - 8/11 — Cricket: Inter-Command championships (Plymouth).
 - 11/12 — Kayak: Hove Regatta/Marlott LD (Hove).
 - 12 — Cycling: Inter-Service & R.N. 30 mile TT (Fareham).
 - 15/17 — Sailing: Inter-Command team dinghy championships (Clud Barry Cup) (Clyde).

- 18 — Tennis: R.N. v. Roehampton (R.N.C. Greenwich).
- 18/19 — Kayak: B.C.U. National Regatta (Holme Pierrepont).
- 19 — Tennis: R.N. v. Civil Service (R.N.C. Greenwich).
- 21/22 — Athletics: R.N. championships (Victory Stadium).
- 25 — Sailing: Round The Island Race (I.O.W.); Tennis: R.N.W. v. Roehampton (R.N.C. Greenwich); Kayak: Royal Regatta (Teddington).
- 26 — Tennis: R.N.W. v. Shell Centre (Teddington); Kayak: Soar LD (Loughborough); Kayak: Wey Regatta (Guildford).
- 29-3 July — Shooting: R.N. small arms championships (Bisley).

- JULY (1st week)**
- 2 — Tennis: R.N.W. v. Chelsea (R.N.C. Greenwich).
 - 3 — Kayak: Wolverhampton LD (Wolverhampton); Kayak: Shoreham Harbour LD (Shoreham); Cricket: R.N. v. Devon (Exeter); Tennis: R.N. v. Welmer (R.N.C. Greenwich).
 - 4 — Cricket: R.N. v. Civil Service (Mount Wise).
 - 5/8 — Sailing: Inter-Command keelboat championships (Robert Shaw Cup) (Seaview).

VIEW OF REVIEWS — PAST AND PRESENT

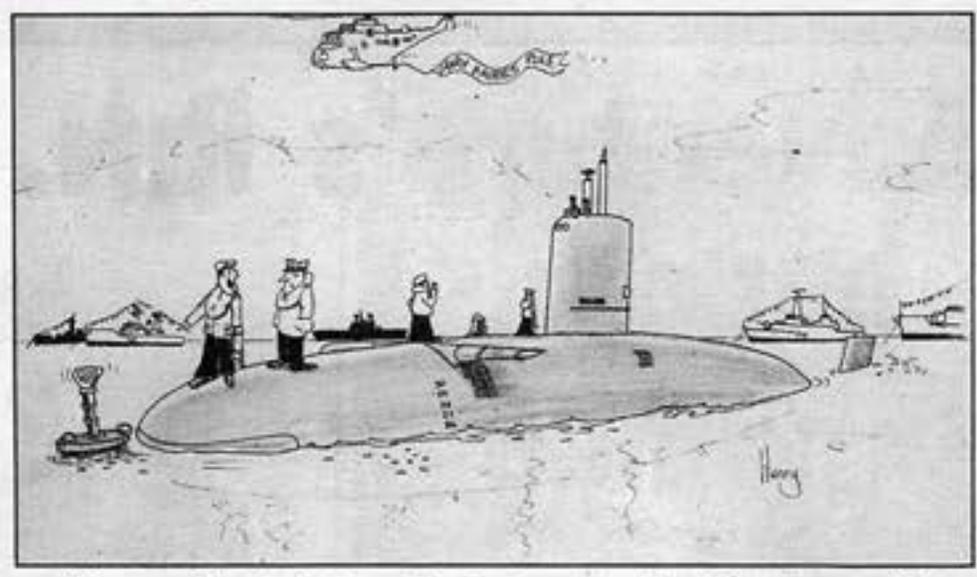
Postman Alan's special delivery

The Navy News back page story last month about the baby born on board H.M.S. Eagle during the 1953 Coronation Review at Spithead brought a swift response from a Manchester postman to the effect: "Ah, I remember it well — because I was there and helped."

Then a sick berth attendant in the Eagle, Mr. Alan Green recalls how he was called urgently from the sick bay. "The baby was born in a cabin just forward of the quarter deck" he recalls. "Two doctors attended and I spent much of the day helping and dashing up and down with towels and equipment."

"In fact, I didn't see the Queen or anything of the Review until the illuminations came on at night!"

Later, Mr. Green, who left the Navy in 1957, attended the ceremony at which the baby, Elizabeth McCracken — now a nurse in Australia — was christened on board.



"You were right, sir, they have thought of everything. That's a parking meter!"

Flypast of 150 aircraft

(Continued from Page One)

Preceding the Britannia as she makes her 15-mile circuit of the Review at eight knots will be T.H.V. Patricia, with the Elder Brethren of Trinity House embarked and exercising a traditional right to lead the Sovereign through the Review lines.

Following the Royal Yacht will be the brand-new guided missile destroyer H.M.S. Birmingham in the role of Admiralty Board ship and carrying about 50 members of the Board and their immediate guests. Behind will come R.F.A. Engadine, with hundreds of Press representatives from many parts of the world, and in the Review column will be official guests embarked in three R.F.As — Lyness, Sir Tristram, and Sir Geraint — which will sail from and to Southampton.

FIREWORKS

These guests will include Ministers, representatives of both Houses of Parliament, ambassadors, diplomats, naval attaches, naval holders of the V.C. and G.C., representatives of ex-Service men's and women's organizations and representatives of industry and the trade unions.

The Review should have a dramatic and noisy climax with a fly-past of about 150 strike aircraft and helicopters of the Fleet Air Arm. Fixed-wing planes will be ten Phantoms and ten Buccaneers, six Gannets, a dozen Hunters and six Canberras. The helicopter contingent will comprise 34 Sea Kings, 44 Wessex and 32 light helos — Wasps, Gazelles, Lynx and Scouts.

Programme for the evening, when the ships will be illuminated, will include what promises to be a spectacular firework display from Southsea Common.

CLEO POPS IN!



Going in the "garage" is H.M.S. Cleopatra, first Royal Navy ship to head into Devonport dockyard's massive new frigate complex for a spot of routine maintenance.

Although the Cleo could claim to be the first real "customer," H.M.S. Galatea had earlier made a successful trial run into No. 7 dock of the complex as one of many trials being undertaken in the new facility.

This was marked by the presentation of a framed pencil drawing of the event to her commanding officer (Capt. D. B. Nolan).

The presentation was made on behalf of all concerned with the docking by Mr. Tony Boarer, who said it was 124 years since the first ship — the 116-gun battleship H.M.S. Queen — had docked in No. 7.

Later in the year the first ship is due in the new complex for refit, and an official opening ceremony is being held.

One of the biggest naval "garages" in the world, the complex includes three covered docks and a basin.

Photo: Devon Commercial Photos.

LETTING WITHOUT THE WORRY

Many naval families will follow with interest the progress of a scheme in the Plymouth area under which the city housing authority is prepared to rent unfurnished privately-owned houses for periods of a year or more.

The authority would become the legal tenant, paying an agreed rent and the rates, and would sub-let the property to families on the city housing list. It would be responsible for internal repairs and — a highly important point in the eyes of naval families — for the return of the house to the owners in satisfactory condition at six months' notice.

Rather than let their homes on moving temporarily away, some owner-occupiers have in recent times been leaving their properties empty for fear that they would have difficulty in getting their tenants out.

The Plymouth scheme is designed to bring this empty accommodation into use to the general benefit of the community and, at the same time, relieve the owner of the worry usually associated with letting. The owner will be responsible for external repairs and maintenance.

Anyone interested in the scheme should contact the City's Housing Advice Centre on Plymouth 27735.



Seawolf missile a sure-fire hit

The Seawolf naval defence system has emerged with "flying colours" from a series of firing trials on board H.M.S. Penelope, British Aerospace said in May.

These trials are part of a programme which will complete the Seawolf missile's sea trials later this year.

In the recent firings targets varied from the towed Rushton, only about 2.5 metres long by 13 centimetres diameter, to the supersonic Petrel rocket. A variety of flight profiles and speeds were used, and a successful salvo firing against the Mach 2-plus Petrel was achieved at the first attempt.

EXCELLENT

The firings from the Penelope confirmed the excellent results of the land firings at Woomera in Australia and Aberporth in Wales, says the statement. In particular they again demonstrated Seawolf's capability against small supersonic missile targets.

Seawolf is now in final stages of development for R.N. service, initially in Type 22 frigates.

Despite recent speculation, H.M.S. Bulwark is not yet being called back into active service — to the regret of many on board. But she reports as being very much alive and well, and standing by in Portsmouth naval base for service at short notice if required.

Meanwhile, the present "preservation by operation" complement of 200 are determined to disprove the unkind nickname of "Rusty B" sometimes bestowed on her.

Setting a good example in the picture, with hammers, brushes and other gear, is the ship's entire wardroom. It may be noticed that the motto has been amended from "Under thy wings I will trust" to "Under thy wings I will not rust."

The officers in the picture would also like it to be known, following the Navy News report in April that



all H.M.S. Hecate's heads of department were ex-ratings, that the Bulwark's entire wardroom consists of promotions from rating. The octet is, left to right, Lieut Kemp Price (upper), Lieut. Phil

Macfarlane (lower), Lieut-Cdr Don Murdoch, Lieut John Lindfield, Lieut Jim Gibbons, Cdr "Chippy" Carpenter (commanding officer), Lieut. Vernon Thompson, and Lieut-Cdr Paul Marshall.

Photo: Wren (Photo) Elinor Owen