

WINNING THE JOBS BATTLE

Since the manpower cuts imposed by the 1974 Defence Review, the Admiralty Board have been fighting to avoid Royal Navy rating redundancies and have now had to call on reinforcements in order to keep in the winning side.

Will pay hopes meet the bills?

Although no official recommendation had been made, at the time of going to press, to the Prime Minister by the Armed Forces Pay Review Body, figures are available for anyone to work out what is likely to happen on or around April 1.

The Commons has been told that "no group has broken the pay guidelines agreed between the Trades Union Congress and the Government," and the Services can make up their own minds whether they believe in any likelihood of special treatment.

The guidelines for April 1 indicate an increase of five per cent, on an individual's total earnings, with a cash minimum of £2.50 a week, and an upper maximum of £4. Thus, in the Navy, all forms of additional pay would be taken into account to assess the extent of each individual's rise (or earnings supplement as it is called), but it has to be pointed out that the five per cent, is not an entitlement, but "a maximum within which negotiations will take place."

According to these guidelines, there would be no chance for the Navy to improve, for instance, the rules concerning separation pay or free travel warrants — or any other non-wage benefits.

Since it will also be remembered that a pay review brings in train a charges review, the final "pound in the pocket" could look rather small, and at the lowest scales could be more of a hole.

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When H.M.Y. Britannia arrived at Papeete, Tahiti, Rear-Admiral H. P. Janion (Flag Officer Royal Yachts) and members of the ship's company were treated to a preview of the warm welcomes which became a feature of the Queen's Silver Jubilee tour to Western Samoa, Tonga, Fiji, New Zealand, Australia, and Papua. Members of this Tahitian dancing group went on board the royal yacht to entertain the

visitors and present lei, the traditional garlands of welcome. The Queen and Prince Philip joined the Britannia at Pago Pago, Eastern Samoa, on February 10 to begin their two-month tour. After the tumultuous welcomes — and mountainous feasts — of the Pacific islands, the royal party on board the Britannia sailed on to New Zealand, arriving at the Auckland naval base on February 22.

Picture: LA(Phot) Tom Suddes

The 1974 Review ordered that the R.N. should be reduced to 74,000 (officers, ratings, Wrens, nurses, and Royal Marines) by 1979, the assessment at the time being that the requirement could be achieved by natural wastage, curtailment of recruiting, and if necessary some restriction on extended rating service ("fifth and sixth fives").

Sums have a habit of being upset, however, by unpredictables, the most significant being that the Service retention rate has now improved enormously. For every six men leaving the Service previously, there are now only four — an admirable state of affairs in ensuring professionalism at reduced training cost, but a difficulty at a time when numbers have to be brought down.

Fortunately for the Navy, the redundancy danger zone is only marginal, but the Management will pull out every stop in an effort to avoid any rating being pushed over the line.

Success in the fight for jobs would mean that every man who wished to complete his time for pension would have the opportunity to do so, any sacrifices being outside that basic need.

Three official announcements are being made — DCI (RN) 112-114/77 — setting out the ways in which the screws have had to be tightened, and the reasons for doing so.

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Bring on the dancing girls ...

Top of the Pops on H.M.S. Ocelot during her visit to London were the dancing girls of Legs & Co., pictured here on the casing with OS David James and OS John Jervis. From left to right are Patty, Pauline, Gillian, Sue, Lulu, and Rosemary. During the visit, in company with H.M.S. Mermoid, the submarine was berthed alongside H.M.S. Belfast.



Picture: CPO(Phot) Eric Thompson.

'Families afloat' plan for Review

Special arrangements are being made for naval families to watch the Queen review the Fleet at Spithead on June 28. The luckiest will be guests aboard the warships as H.M.Y. Britannia steams through the lines.

Her Majesty has given approval for each ship in the Review to invite family guests, the allocation

being based on 15 to 20 per cent. of complements having one guest each.

The families of the Britannia and H.M.S. Sheffield, who will be unable to go on board for the occasion, will be looked after by another ship in the Review.

Those unsuccessful in getting a place at sea will have a good vantage point on shore because the Flag Officer Portsmouth has made an arrangement with the Army for the use of Browdown Range, Gosport. These viewing facilities will be available for the use of naval widows and ex-service associations, as well as naval and Ministry of Defence civilian personnel and their families, and affiliated organizations.

Service and M.O.D. civilian personnel, affiliated organizations, and associations will be informed of details in due course through the usual channels.

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**THE FLEET
LINE-UP:
DETAILS IN
PAGE 37**

DRAFTY'S CORNER

Which air station or squadron for me?

Approximately once a year Naval Air Command Weekly Orders list the number of Fleet Air Arm billets of each category which are available in the Schemes of Complement of every ship, squadron, and shore establishment at home and overseas.

The latest such order is NACWO 13/77 and a copy should be on display in your Regulating Office. If not, you should contact your divisional officer who should be able to help.

This NACWO is intended to be used in conjunction with the instructions for completing the Fleet Air Arm Drafting Preference Card (Form C231) and many FAA ratings by now will have seen the latest version of this card which has the instructions for its completion attached to the form as an integral part.

Worth a try

How can the use of the guidance contained in the NACWO and on the Drafting Preference Card help you to get your preference draft? A careful study of the NACWO will ensure that you do not waste your stated preference by volunteering for a draft where there is no complement billet for a rating of your category.

When completing preference for the major air stations you are pretty safe but even these stations do not include one or two specific categories in their Schemes of Complement.

It is the specialised drafts, however, which need more careful consideration as many of them are complement billets for ratings of only one branch or even only one rate. But if you have a yen to do something different, or to serve away from areas of concentrated naval activity, the jobs available to a lucky few are spread over a surprisingly wide area.

Your chances of success with these drafts depend upon the number of applicants for the available billets — plus reasonable luck — but if there is a billet available for a rating of your category, it is worth a try.

From the information provided in the NACWO it is also possible to deduce your chances of Front Line Service based on the air station at which you wish to serve. This is done by comparing the number of ratings of your category required for Front Line squadrons or flights based on the air



"What's that ruddy cuckoo trying to off-load on us this time?"

station concerned with the number required to serve ashore at the air station itself.

As an example, it will be seen that, although 25 per cent. of POREL(A) shore billets are at R.N. air station Yeovilton, only 15 per cent. of POREL(A) sea billets are in Wessex Mk 5 Front Line squadrons. So, although every attempt is made to try to meet a man's preference, if the number of billets and preferences do not balance, someone is bound to be unlucky. Incidentally, the NACWO also includes, as Annex B, the billets available for FAA Wrens and they should complete Drafting Preference Cards in exactly the same way as male ratings.

When to do it

When should you make out a Drafting Preference Card? You are invited to do so voluntarily at any time and you SHOULD do so whenever your circumstances change, for example, on marriage, advancement, house purchase, etc., or if there is some special feature which you would like to be taken into account.

This is particularly important when you have been drafted to a non-preference area and, for whatever the reason, have decided that you wish to remain there and consider it to be your new first preference. A new DPC may prevent Drafty from moving you to the area where he thinks you still want to go.

Remember that Drafty does not normally have access to your Service documents and will only be aware of your changed circumstances if you

submit a new DPC. If you are serving in a ship's flight, your "Red Cross" DPC should be despatched five months before departure from the ship; if on a course, submit it as early as possible before completion of the course unless you have already been drafted back to your original unit.

If serving in a Front Line squadron or ship's department, a "Red Cross" DPC should be despatched when the draft order for your relief arrives or it becomes known that you will be drafted without relief. The special instructions for completing the "Red Cross" DPC are contained in the "Drafting Instructions," BR 14, Article 0309.

Despite these requirements, there are still some ratings who have not sent in a Drafting Preference Card for some years and they only have themselves to blame if their draft note does not reflect their current wishes.

Even when the NACWO has been carefully studied, the Drafting Preference Card completed strictly in accordance with the instructions, and there appear to be plenty of billets available at the air station requested, why is it that some ratings are still not drafted to their preference area?

Careful record

Drafty is well aware that most ratings tend to select as their preference area an air station on which they can be based for Front Line Service, including disembarked time, and where they may subsequently serve when ashore.

However, there are still complement billets to be filled at establishments where no Front Line squadrons are based and, if there are not enough volunteers for these places, Drafty

has no option then but to draft ratings away from their preference areas in order to fill these billets. A careful record is kept of these "non-preference" drafts and every effort is made to give a rating his preference draft at the next opportunity.

The Drafting Preference Card, of course, is only used for planning drafts in normal turn, so it is filled with your Drafting Record Card and consulted when you are next due for a move. If, however, you wish to volunteer for a special draft or course, or to move out of turn, then a Form C240 should be used.

'Welfare drafts'

This form is completed in duplicate, with comments by your divisional officer and commanding officer or head of department, and then forwarded to Drafty for a decision. You should be shown the decision on the duplicate copy when it is returned and this copy will then be placed with your Service papers.

The original copy is kept with your Drafting records in H.M.S. Centurion as the request remains in force until it is amended or cancelled by a further Form C240 or a new Drafting Preference Card which clearly cancels the request in the current C240.

One final word on "Welfare drafts." Drafty often finds that some ratings are reluctant to appeal for help, either through the proper channels or at all, when their families are in trouble, because they are under the impression that to do so may penalise their subsequent drafting or advancement prospects.

Let them be categorically assured that this is not so. But unless application is made properly (see DCI(RN) S81/76), and Drafty has a formal recommendation from the Welfare Authority, then drafting action cannot be taken.

Sympathetic

In summary, Drafty is sympathetic to your wishes and needs, and subject to filling all complement billets are required by the Service, is as keen as you are that you should serve in the area of your choice.

He can only help you if he is aware of your latest preference and circumstances; it is therefore up to you to use the available opportunities to keep him squarely in the picture.

● If any General Service rating has read this far and is wondering why there is not a similar list of available billets, Drafty is well aware that the DCI is out of date and hopes to re-issue it this summer.

SWOP DRAFTS

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

D. J. Albon, LRO(W), Signal Training Centre, H.M.S. Drake. Drafted to H.M.S. Fife (Portsmouth), May. Will exchange for any Plymouth ship or shore base.

M. Antcliff, PO(R), 2E Mess, H.M.S. Rhyll (Portsmouth). Will exchange for any Devonport ship.

D. Austin, LRO(W), Priority Block, H.M.S. Dryad. Drafted to H.M.S. Diomed (Chatham), May 16. Will exchange for any Plymouth ship.

S. Barr, MEM1, H.M.S. Bildeston (CHM, Rosyth). Will exchange for any ship on long foreign service.

M. J. Barracough, POREL, H.M.S. Lincoln, H.M. Naval Base, Chatham. Drafted to H.M.S. Sheffield, August. Will exchange for any Chatham ship.

M. Blair, LOEM, H.M.S. Amazon, due to deploy to Far East. Will exchange for any draft in Clyde area.

K. Bruce, MEM1, Grenville 205, H.M.S. Pembroke, Chatham. Drafted to H.M.S. Fearless (Devonport), April 18. Will exchange for any Chatham or Portsmouth ship.

K. Bradley, LS(R), c/o MACC (ext. 448), H.M.S. Dryad, Southwick. Drafted to H.M.S. Newcastle, building in Newcastle, July. Will swap for H.M.S. Dryad or any shore base in Plymouth or Devonport areas.

J. Brown, AM1, 849 Squadron H.Q., R.A.F. Lossiemouth. Wishes to exchange for any southern billet not due Front Line. Lossiemouth billet suitable for any AA1/AM1(AE).

D. J. Buckley, POEL, c/o W.E. Office, Britannia Royal Naval College, Dartmouth. Drafted to H.M.S. Bildeston (Rosyth), June. Will swap for any ship or shore base in the South.

A. J. Casson, LMEM, 9 Mess, H.M.S. Zulu. Due to deploy to Mediterranean and then to Far East. Will exchange for diesel ship or any 'sweeper' or ship going into refit.

G. M. Chatwood, AB(R), 10 Mess, H.M.S. Fife. Will exchange for any Plymouth or Portsmouth shore base or Plymouth-based Leander frigate in refit.

M. Clark, MEM1, SE1 Mess, H.M.S.

Hermes. Due to deploy to Mediterranean. Wishes to swap for any Chatham ship.

A. M. Court, LRO(T), H.M.S. Arethusa (Portsmouth). Will swap for any Plymouth ship.

P. M. Daykin, LRO(G), R.N./R.A.F. Commcen, Richmond Walk, Mount Wise, Plymouth. Wishes to swap for Whitehall, Northwood, or a London area draft. Can be relieved by LRO of any sub-specialization.

D. W. Dewdney, REM1, 82, Carden Hill, Hollingbury, Brighton BN1 8DB. Drafted to H.M.S. Aurora (Sea Service) at Devonport, May 24. Will swap for any Portsmouth or Chatham ship.

C. W. Eason, LMEM, H.M.S. Rame Head, c/o H.M.S. Excellent. Drafted to H.M.S. Nubian (Rosyth). Will swap for any Portsmouth ship.

T. Fields, CK, 3E2 Mess, H.M.S. Naiad. Will swap for any Rosyth ship.

C. D. Gladish, LS(S), Saumarez Block, H.M.S. Nelson. Drafted to H.M.S. Eurylus (Plymouth). Will swap for any G.M.D.

J. W. Graham, WTR, 24 Boscowen Block, H.M.S. Drake. Due to join H.M.S. Kent, April. Will swap for any Rosyth ship.

M. J. Graham, RO2(G), H.M.S. Salisbury (Devonport). Will exchange for any Rosyth ship.

R. Hands, NA, GO2 Mess, H.M.S. Heron. Drafted to H.M.S. Blake (near end of Portsmouth refit) and will swap for draft to H.M.S. Ark Royal.

D. Houston, PO(M), Main Gate, H.M.S. Cochrane. Drafted to H.M.S. Tiger, June. Will exchange for any Rosyth frigate, sea-going.

E. J. Howe, POMEM, Sergeants' Mess, R.M. Poole (S.B.D.). Drafted to H.M.S. Jupiter, August. Will swap for any diesel ship at short notice. Prefer survey ship.

S. Hurst, AB(R), 5 Mess, H.M.S. Arrow. New ship, good programme. Will swap for any Devonport shore base or ship in refit.

E. G. Holmwood, LRO(G), H.M.S. Arethusa (Portsmouth). Will swap for any Chatham ship.

D. W. Jeffery, LRO(G), H.M.S. Arethusa (Portsmouth). Will swap for any Plymouth or Portland ship.

S. Lough, LS, 7 Mess, H.M.S. Mohawk. Due deployment to Far East. Will swap with LS or AB(M) for any Plymouth or Portsmouth shore base or ship in refit.

W. W. Muir, MEM1, Replies to Fleet

Base, H.M. Dockyard, Rosyth. Drafted to H.M.S. Ark Royal, July for six months. Will swap for any Rosyth ship or shore base.

J. A. Power, SE(W), 3M Starb'd Mess, H.M.S. Apollo (Portsmouth). Will swap for any Devonport Leander.

M. G. Reading, LCK, 2G1 Mess, H.M.S. Tiger. Will swap for any Portsmouth ship in refit.

C. K. Ross, CME1, 3L mess, H.M.S. Mohawk. Due to deploy to Far East. Will exchange for any Rosyth ship.

M. Russell, OEMN2, 1 Mess, H.M.S. Fearless. Drafted to Rosyth F.M.G. (static), April. Will swap for anywhere except Scotland.

— Shaw, REM2, 4 Mess, H.M.S. Eastbourne (Rosyth). Will swap for any Portsmouth frigate or G.M.D.

J. L. Smith, RO1(W), H.M.S. Arethusa (Portsmouth). Will swap for any Plymouth ship.

J. R. Steel, RS, H.M.S. Ardent. Building Glasgow until about August, then Plymouth. Will exchange for any Leander or similar, Portsmouth, Portland, or Plymouth areas. Telephone 041-959 3341, extn. 1, or 041-954 7569 outside working hours.

G. U. Woods, ALSTD, H.M.S. Nelson Wardroom. Drafted to H.M.S. Hermes (Devonport), April. Will swap for any Portsmouth ship.

T. E. Marcinko, MEM1, 3L Mess, H.M.S. Gurkha, wishes to swap for any Devonport-based frigate, preferably in — or going into — refit.

T. R. Pordage, LS(S), Drafted to H.M.S. Antrim (Portsmouth), May 9. Home Sea Service (due refit autumn). Will exchange for any ship due deployment or any Portsmouth-based frigate. Replies to 18, Javelin Road, Thorney Island, near Emsworth, Hants.

R. H. Lloyd, A/LOEM, 01H0 Mess, H.M.S. Intrepid, Portsmouth. P. by O, then long refit. Will exchange for shore billet or long refit Chatham.

P. Mills, LREM, H.M.S. Active, c/o Vosper Thornycroft, Trafalgar Chambers, Eastern Docks, Southampton, or phone Locks Heath 84195 (after 1800 daily). Wishes to contact LREM (must be radar type 812 trained) for temporary swap draft to H.M.S. Active — month of August only.

TO DRAFTY — WITH LOVE

*What's this I see? Some clansman crafty
Submitting bardic pleas to Drafty?
Some scribe named Neil submitted spiel
In verse that makes the blood congeal —
And "dodging Pompey," in a sense,
While "aggravating the offence"
By mentioning in measures blithe
Those far-famed pleasures of Rosyth(!)
And Drafty, far from being peeved
When this cantata was received,
Responding in rhapsodic vein
That brighter prospects are in train . . .
The Andrew's changed, I must confess,
Since I adorned a broadside mess;
In bygone days, at notice brief,
When someone signalled "Send relief!"
Through dockyard gate poor Jack would clump
With bag and 'mick for "pierhead jump,"
And if you made some bardic bid
To dodge the draft, you'd "doff your lid" . . .
I trust Neil's caper won't inspire
A multitude of ditties dire
In which the songsters all insist
There's something wrong with Drafty's list!*

Bernard Campion

W. F. Benney, AB(R), 3Q(S) Mess, H.M.S. Sheffield (Portsmouth). Wishes to swap for any Devonport ship going anywhere.

F. W. Sparkes, NAVSYEO, H.M.S. Dryad. Drafted to H.M.S. Eskimo (Chatham), June. Will swap for any Portsmouth ship in or due refit.

T. Grace, STD, H.M.S. Bildeston (Rosyth). Will swap for any Leander frigate.

A. P. B. Smith, AB(R), Priority 14, H.M.S. Dryad. Drafted to H.M.S. Falmouth (Portsmouth), August. Will swap for any Chatham ship.

Ride boosts Fittleton Fund

A sponsored bicycle ride by nearly 200 members of the Royal Navy, R.N.R., R.M. Reserve and W.R.N.R. has so far raised nearly £2,000 for the H.M.S. Fittleton Fund.

Much more money has still to be collected from the cyclists, who pedalled their way from London to the village of Fittleton in Wiltshire.

The Fittleton Fund, set up to aid the dependants of those who died in the minesweeper disaster, now stands at just over £45,000. It is due to close on May 31.

LONDON FAYRE

A Fittleton Fayre is to be held at the Duke of York's Barracks, Kings Road, Chelsea, on Saturday, March 6. A Royal Marine band will be in attendance, and 200 firms have been approached to donate articles for sale at the fayre. Several big draw prizes are planned, and the organizers are hoping to raise more than £5,000.

Offers of help or queries about the fayre should be directed to Lieut.-Cdr. Henry Roberts, R.N.R., on 01-405-1114.

FILMS FOR THE FLEET

DYNAMAMITE!

She's a cracker, too



Right: the stunning Tamara Dobson plays a picturesque role in "Norman . . . Is That You?" which tells of a small town store owner who discovers that his family are enthusiastic participants in the sexual revolution. The MGM film is distributed by CIC.

This warship drama is explosive

It was enough to make amateur model-makers weep . . . the sight of a full-size replica of a German warship, which took four months to build, being blown up for the sake of cinema realism.

The order for the "ship" to be blown out of the Umzimvubu River in the Transkei came during the filming of "Shout at the Devil," one of the latest list of films to be released to the Fleet by the Royal Naval Film Corporation.

With a screenplay based on the best-selling novel by Wilbur Smith, the story is written around a true First World War incident farther up the coast at the Rufiji Delta in Mozambique.

Destroyed

The German cruiser *Konigsberg* was badly damaged in an encounter with two British ships. Unable to get back to what was then German East Africa, the captain camouflaged his ship in the river delta and sent overland for steel plates and other materials to repair it.

But the ship was discovered by the great African hunter, Pretorius, who reported to the British authorities — and the cruiser was destroyed.

For the film, the blowing-up of the ship (re-named "Blucher") took 100 sticks of dynamite and 200 sticks of gelnite.

Another replica of the ship was built in Malta's famous film tank, plus a smaller, radio-controlled, motor-driven model.

The Michael Klinger production, directed by Peter Hunt, stars Lee Marvin, Roger Moore and Barbara Parkins.

Below: Up in smoke goes a German warship replica during the filming of "Shout at the Devil" on Africa's south-east coast. The sequence, which took four minutes to film, contains some staggering explosion scenes. The gutted carcass still lies on the banks of the Umzimvubu River below Port St Johns.



● Navy film makers on Malta's super set — Page 20

THE LIST

Here is the Royal Naval Film Corporation's full list of latest releases:

The Great Scout and Cathouse Thursday (AA) — Lee Marvin, Oliver Reed, Robert Culp. Farce set in Colorado in 1908 about the adventures of a former Indian fighter famed in the Old West. No. 449. Brent Walker.

The Likely Lads (A) — Rodney Bewes, James Bolam. In this spin-off from the television series, lifelong friends Bob Ferris and Terry Collier encounter further adventures and misfortunes. No. 450. EMI.

Carry On England (AA) — Kenneth Connor, Windsor Davies, Patrick Mower. The Carry On team make love not war in an experimental anti-aircraft battery in England at the start of the Second World War. No. 451. Rank.

Obsession (AA) — Cliff Robertson, Genevieve Bujold. The wife and daughter of a wealthy New Orleans businessman are kidnapped and held to ransom but the villains' plan does not, at first, appear to run according to schedule. No. 452. Columbia-Warner.

Harry and Walter Go to New York (U) — Michael Caine, James Caan, Elliott Gould. In 1892, two unsuccessful variety artists decide to redistribute wealth by relieving a bank of a million dollars. No. 453. Columbia-Warner.

Shout at the Devil (A) — Lee Marvin, Roger Moore. When an upper-crust Englishman joins forces with a boozey adventurer in Zanzibar in 1913 he little knows what action lies in store. No. 454. Hemdale.



DON'T TAKE YOUR BIKE FOR A BEER!

A new character has lately zoomed his devilish way into the pages of Navy News, cackling gleefully at every motorway prang, counting up his black-edged cards, and laying in his store of tombstones. Splatman is here.

Readers may be wondering about the arrival of this macabre figure, and the truth is that Navy News heard the Management's worries about Jack and his cars and bikes and thought that a few words of wisdom might be imparted, without laying it on too heavily. The man who adds his inspirational humour is the Royal Navy's Tugg Willson, now far-famed for his cartoon skill.

The sailor today is particularly well placed to end up in an ambulance, for reasons not altogether of his own making. Although everybody talks as though each matelot has a locker full of gold, he is much more likely to have a rather elderly vehicle in true "banger" tradition. That is particularly the situation among the young married men.

The cars stand unused in the open for days — and sometimes weeks — while the rust-moths carry on their voracious meal. When the ship comes in, and Jack has the chance of a week-end at home, he tends to leap down the gangway and be hitting up to 70 along the motorway, without looking to see whether his vehicle still has four wheels.

Without boring everybody with a lot of figures, naval drivers should still be aware that in 1975 there were 14 R.N., R.M., and W.R.N.S. deaths, and 238 injuries. That's the equivalent of a whole frigateful of people scattered around dead or injured in the space of 12 months . . .

The Management are all too well aware that intermittent usage of cars, and factors such as separation, make the sailor that bit more vulnerable than many other road users.

Before going on a journey — even a short one — after the car has been standing a few spot checks should be made.

Tyres, in particular, are killers. It only takes minutes to see that they are sound, and anyone whose car develops a regular thump . . . thump . . . thump should instantly suspect a tyre. It is the usual sign that a blister has developed on the wall, and that a blow-out is imminent. Lack of oil or water can cause a seized engine, and faulty accessories such as screen wipers and washers mean real peril when the rains come. Don't place blind trust in a newly-purchased car because it has an M.O.T. certificate. It is as well to get an independent check on the brakes and steering, watching for any tendency to pull to one side or the other.

Late-night or early-morning driving claims a lot of statistics, and tiredness is not the only factor which should be remembered. The message is

**PLEASE TAKE CARE
BEAT SPLATMAN**

Students drive to success

With the general need to increase awareness of all aspects of road safety in mind, the Thunderer Motor Club at R.N.E.C. Manadon decided to organise a competition not of the tyre-squealing auto-test nature, but one which was untimed and designed to exercise skills which every motorist should possess to allow him or her to cope with everyday driving conditions.

The competition, suitable for the family saloon, had four sections — an observed drive, a vehicle inspection, a quiz on the Highway Code and a series of parking and manoeuvring tests. Judging was carried out by a team from the Accident Prevention Section of the Devon and Cornwall Constabulary and a team of road safety officers from Plymouth.

Eighteen competitors, representing college student officers, uniformed and civilian staff and their wives, braved the West Country rain to prove how good or bad they were — and student officers took the first six places — meaning presumably that they are better drivers than the staff.

Winner was Sub-Lieut. Nigel Parkinson, who received the Arbuthnot Trophy and a silver cup from Mrs. R. G. Baylis, wife of the captain. Second place went to Midshipman Steve Hall.

But could it be significant that the only competitor to incur no penalty points on the parking test was a lady driver, Sue Irvine, wife of one of the college staff officers?

MIGHTY 'MIDGET'

She may be small by warship standards and lack the punch of some of her bigger sisters in the Fleet, but H.M.S. Wakeful is certainly powerful. She once towed a 100,000-ton tanker at six knots.

The Wakeful featured in the January issue of Navy News after her refit and commissioning at Chatham. This picture by Michael Lennon shows her undergoing sea trials off Portsmouth before going to Rosyth, the Scottish base from which she will undertake her fishery protection duties.

First commissioned as the Wakeful in 1974, she was formerly operated by Swedish companies as a salvage vessel under the names of Herakles and Dan.



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most of which are
never used**

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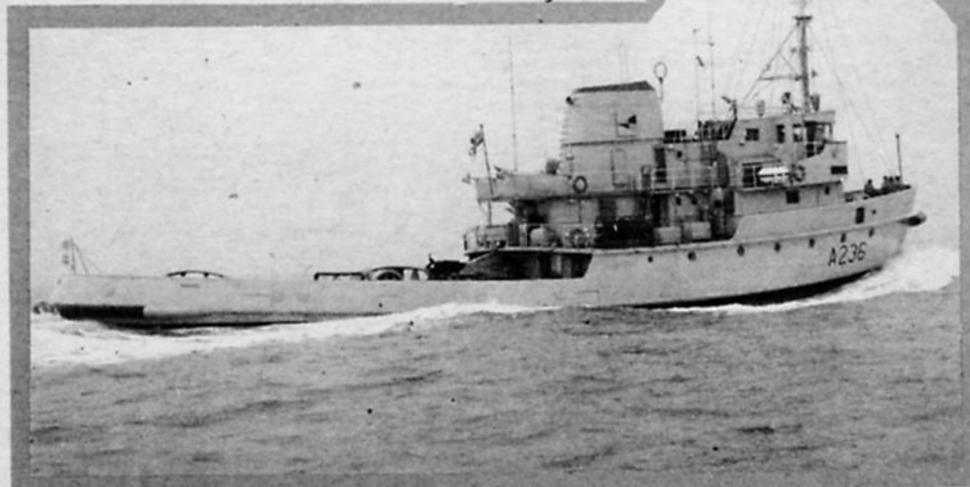
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SHIPS OF THE ROYAL NAVY

No. 256

IT'S THE OPOSSUM SHOW!

Television has its "Warship" — now radio may soon have its own submarine. Moves are afoot for H.M.S. Opossum to be "adopted" by the John Dunn Show, broadcast on weekday tea-times on B.B.C. Radio 2.

The idea is to feature regular reports of the patrol submarine's activities — which should make interesting listening if her future programme is anything like that of the past year.

In the latter half of her third commission, the Opossum recently returned from a five-day visit to Aarhus in Denmark, reached after a surface transit of the Kiel Canal.

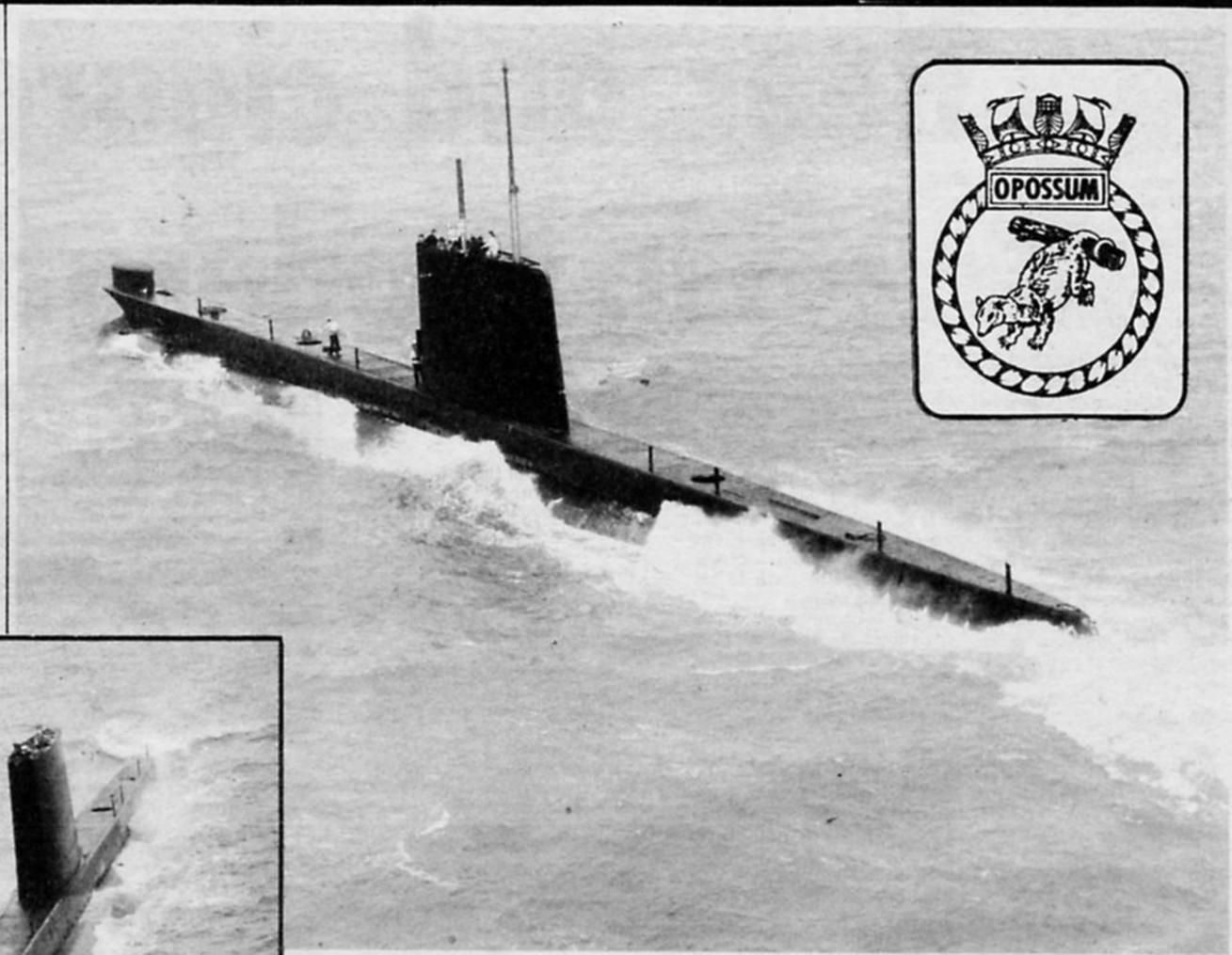
Late in 1976, visits took the submarine to Aberdeen and Dartmouth, the latter being the home town of the commanding officer, Lieut.-Cdr. Christopher Wreford-Brown.

Exercises

Other places visited in the past year included Manchester, and the Mediterranean ports of Gibraltar, Genoa and Ajaccio.

During the year the Opossum exercised with ships and aircraft of all the major NATO countries as well as with units of the Royal Navy and Royal Air Force.

During four weeks of the summer, the submarine was "Perisher Running" — carrying the submarine commanding officers' qualifying course.



FACTS AND FIGURES

Displacement: 2,030 tons surfaced, 2,140 submerged. Length: 295ft. (90 metres). Beam: 26.5ft (8.1 metres). Draught: 18ft. (5.5 metres). Armament: Eight 21in. torpedo tubes (six bow, two stern); 30 torpedoes carried. Propulsion: Electric drive from battery charged by two Admiralty Standard Range 16-cylinder diesel generators developing 3,680 bhp. Speed: 12 knots surfaced, 17 submerged. Complement: Six officers, 62 men.

Far East honours

H.M.S. Opossum, a member of the First Submarine Squadron at Gosport, is the sixth vessel of the name to serve in the Royal Navy.

The first was a brig sloop of ten guns built in 1808, succeeded by a vessel of similar tonnage in 1821. A screw gunboat of 284 tons built in 1856 won battle honours in China between then and 1860.

The fourth Opossum, completed in 1896 as a destroyer — and later the first command of Sir Roger Keyes — saw limited service in the First World War. Opossum number five, an anti-aircraft

frigate built in 1945, won battle honours in Korea between 1952 and 1953, being scrapped in 1960.

The present Opossum, a submarine of the Oberon class, was launched in 1963 by Lady Hezlett and is now in her third commission. She was the last conventional submarine to be refitted at Chatham, marking the end of a 60-year link between the Dockyard and non-nuclear powered submarines.

Battle honours: Fatshan Creek 1857; Pei-Ho Forts 1859; Korea 1952-3.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH. Price 7p each (60p 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 £1.20. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

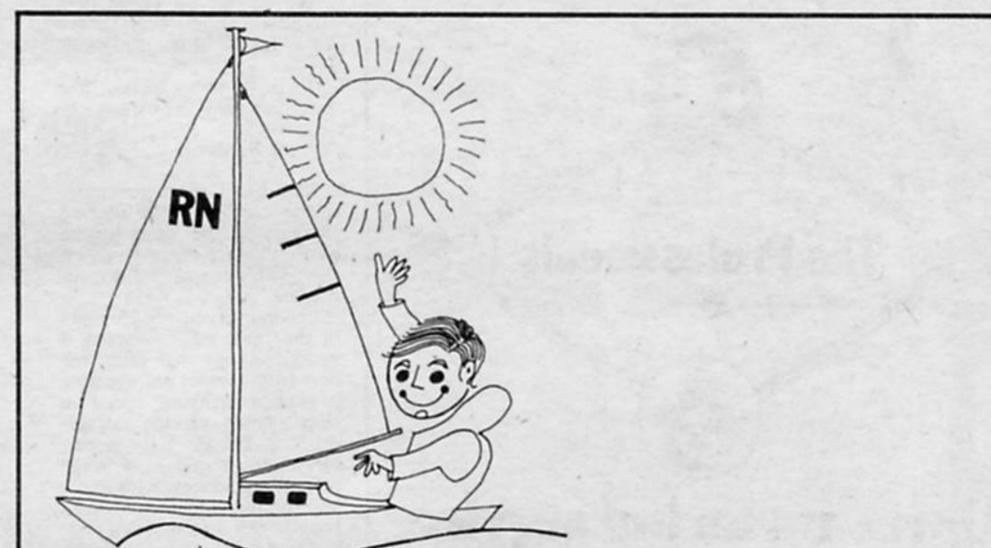
Only postcards of ships listed here are available.

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

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Harland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Bechampton, Wasperton, Yarrton, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoultan, Sidlesham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ullster, Undaunted, Undine, Urda, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.



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LETTERS TO THE EDITOR

Cavendish
■ bell

Following my appeal through Navy News for information on H.M.S. Cavendish, I received many interesting letters enabling me to compile a comprehensive dossier on her career. My thanks to everyone who wrote providing information from which a "write up" can now be prepared to be displayed near the bell in the village hall at Cavendish.

One query was why the bell was inscribed 1956 when the ship was launched in 1944 and on the disposal list in 1966. A correspondent points out that the ship was laid up in 1946 for about eight years and then refitted and modernised.

He suggests that during these periods it is not uncommon for ships' bells and the like to disappear.

She was recommissioned in 1956 and presumably received a new bell, which must be the one now hanging in our village hall.

J. A. Long
Cavendish, Suffolk.

More belated
■ thanks

Having read the letter by Mr. H. V. Selway (November) about getting away from Dunkirk, may I also send a belated thanks to the Navy for helping us to get safely from the Azores to Gibraltar by troopship in 1942; and also for getting my company safely from Gibraltar to Bathurst in the old Ulster Monarch.

J. J. Barrett
Ex-R.A.O.C.
London S.E.16.

Beer and cigarettes
— in moderation!

In regard to Lionel H. C. Searle's letter (January issue), is there a drinking problem in the Navy? I thought the removal of the tot was supposed to have alleviated any problem, which might have existed.

Surely if the answer is "Yes," then one must look for reasons. I do not believe it is because of the extra cash we are supposed to have, and in fact, my bank manager will argue that point, with 13 per cent. mortgages.

Is it because we are irresponsible? I doubt it. Is it because we are under a greater strain, with reduced manning standards and the continual requirement to be operational, junior leading rates doing petty officers' jobs so the responsibility falls on the chief of the section who is already doing two jobs anyway?

No, Mr. Searle, the people you are looking at have been in a trying Service, lived in confined spaces and sometimes in putrid atmospheres. It does tell on one's health.

Yes, we do like our beer and cigarettes, and our wives still love us. Perhaps your wife looks at you and wonders what a pompous man she has married.

In answer to PO Cherrett, of H.M.S. Andromeda (January issue), when this government starts making

sensible use of the one-quarter of all I earn, and which they already take, then I will be only too happy to lose my duty-free cigarette allowance in harbour.

R. Broniman
OEMNI
H.M.S. Devonshire

In response to the letter from Lionel H. C. Searle, we are not all sad, podgy and balding "Andy Capp" figures with cigarettes hanging from our lips as he so inaccurately describes us. Neither are we all budding alcoholics.

We do drink and we do smoke, but he has suggested that we do nothing else. He has made us all look ignorant and stupid to the outside world, as not only do Service men read Navy News, but also a large number of civilians.

What are these civvies going to think of the Senior Service after his far-from-accurate description?

Our wives marry us as we are and not as we might be. Personally I have yet to see the majority of ex-sailors looking like Andy Capp.

We do not get cheap beer on board ships, the average price for a 12oz. can being 14p.

This man's letter has annoyed many people.

O.J.
H.M.S. Nubian.

May I as a serving member of the Royal Navy be allowed to reply to the letter by the ex-FCPO (February issue) on the subject of "bars in messes."

Having served for 25 years in the trade of a steward, I cannot accept that removing bars from messes and creating a central drinking venue in ships would change ratings' drinking habits. Less supervision takes place in large recreation spaces with bars, and the individual who drinks heavily will go unnoticed until it is too late.

In smaller units, namely

Moustaches and
■ beards

In view of the fact that many naval traditions have been "thrown out of the scuttle" so to speak (including it seems that of discipline), may I ask when we may hope for the freedom of being able to grow a moustache or a beard, instead of having to grow a full set or nothing.

C. J. Blake
H.M.S. Blake.

So far as Navy News understands, the question of facial hair is not an "active" subject, but no doubt it would be if enough people shared this reader's view.

The formal method is to "make representation" under Queen's Regulations Article 1850.

According to Oliver Warner's book, "The Navy," beards were accepted in 1869, after which officers and men had to be either bearded or clean-shaven. Moustaches were forbidden because in Queen Victoria's view "They have a rather soldier-like appearance." — Editor.

POPULAR PAPER

When each month's copies of Navy News arrive at Waltham Abbey branch of the Royal British Legion they are seized upon like hot cakes. Ex-matelots have to be quick off the mark, otherwise ex-Pongos would grab every copy. There is usually some good-natured banter, when conditions in the Service today are related to the days in the past.

However, everyone is firmly of the opinion that Navy News is a first-class newspaper and it is an ever-recurring wonder that such a paper can be produced for as little as 5p. Wishing you every success.

G. F. Seymour
Waltham Abbey
Essex.

small messes with bars, the president of the mess has the opportunity and the authority to guide, help, and check the drinking of his mess members, and encourage drinking with responsibility.

Young men with large pay packets are well set in their ways when they become senior rates, and it is in the formative years that interest should be taken in their possible addiction to alcohol.

I have had the privilege of serving in "Snakey Blakey" for two-and-a-half years, and in all that time the old ship has met all her sailing dates. Does that sound like the work of old soaks?

The lads in the Navy today are as good as they ever were,

and Demon Drink is not the problem that people would make it out to be.

E. J. Graham
CPO STD
H.M.S. Blake.

In reply to the suggestion (February) that alcohol should be banned from messes on the lower deck, I feel that if we have to lose it for'ard, they should also lose it aft, in the wardroom.

I fully understand and appreciate the privileges of rank but there is good and bad in all walks of naval life. Never mind how great or small, each of us has a responsibility in the smooth and efficient running of the ship.

Les Gladdis
SA
H.M.S. Excellent.

Boy seamen in
■ submarines

Ex-CPO Vann wrote in November that he thinks he can claim to be the first boy seaman to serve in submarines, stating that he joined them on May 16, 1922.

This claim I can dispute, as my Service certificate shows that I joined them from H.M.S. Ganges on October 17, 1921. At the time of his joining I was in the Lucia Flotilla at Devonport completing sea training.

About nine or ten of us joined from Ganges. We were the first batch of boys to join the Submarine Service and were a very happy class.

As for calling the Submarine Service "The Trade," I have never heard that one — the only expression was "The Boats."

J. W. Law
Ex-gunner
Bedhampton,
Havant.

Mr. Springett's letter (January issue) seemed to imply that 1922 was the first year in which boys were serving in submarines.

When I was in C 21 in the Forth's flotilla in 1915, based at Immingham Dock near Grimsby, all the C boats attached to her had either signal boys or boy telegraphists serving in them.

This went on all through the First World War. The last boat I served in then was L15 at Parkeston Quay, Harwich. When the war ended we left Harwich and went round to Devonport where the boat was prepared for the China Station. I then joined K13 in June 1919.

From then until I left the Submarine Service in 1926 I never saw any boys in that service.

H. Gerry
Ex-SPO
Penzance.

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Anyone near Cornwall's Helford River one wintry morning may have been reminded of the slogan, "Always carry a spare" as a big brother Sea King helicopter headed for R.N. air station Culdrose with an underslung Wasp helicopter.

The frigate H.M.S. Arrow had asked for the Wasp, out of service at the time to be removed and in misty rain the Sea King of 824 Squadron, flown by Lieut. Dave Hutchinson, met the ship in Falmouth Bay.

The Wasp was quickly hooked on, lifted gently from the flight deck and carried carefully to Culdrose, following the line of the Helford River.

Also in the Sea King were Lieut. Graham Reardon and LACMN Kevin Best, who operated the winch.

Picture: LAI(Phot) Pete Northcott



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Callao ships

Last month we had a short visit by an officer and two chiefs of the Peruvian Navy and in talking to them I recalled that the main seaport in Peru is Callao. In my earlier days in the R.N. the expressions "He is a Callao sailor" or "H.M.S. Nonsuch is a Callao ship" were often used.

In this sense Callao meant happy-go-lucky, as opposed to swift or pusser.

Possibly the expression stems from the days when sailing ships frequently called at Callao, but I would be interested in any information on its origin.

W. McLanahan
Cdr, R.N.(Rtd)

R.N. Armament Depot,
Beith, Ayrshire.

In "A Dictionary of Sailors' Slang," first published in 1962, Callao routine is described as "free and easy" and the port as "a notoriously slack naval station." It is also stated that Callao is applied to any easy time in the Navy.

Another definition — and equally unflattering — is that for "the Callao painter." This is said to be the Merchant Navy term for the smell arising from the water at Callao. — Editor.

Nickname origins

In my book of nicknames Tosh is described as either a person named Gilbert or Harding (naval slang) or a man (Cockney).

J. Clough (Mrs.)

Doncaster.

Underwater exams

Your story about underwater "O" levels (February) reminds me that while serving in H.M. submarine Alcide I successfully completed both H.E.T. and "O" level examinations during the spring and autumn of 1958 — the latter being the first opportunity for "O" levels in the Royal Navy.

My fellow examinee was ERA C. W. Rhodes and the examinations took place in the M(E)s mess during the "turn-to" period, much to the dismay of the M(E)s who tended to disrupt the last half-hour of the examinations, demanding that we hurry in order to facilitate "up spirits"! The submarine was at 100ft. to eliminate rolling.

N. Chamberlain
Ex-CMEM

Gosport.

Women in 'Warship': three similar views

Can anyone please enlighten me as to when civilian reporters were recruited into the Royal Navy? Judging by the latest series of "Warship" this would now seem to be the case.

The way that the female in the latest episodes has the free run of the ship, even as far as to over-ride members of the ship's company (i.e. the medical assistant) certainly makes my blood run cold, although perhaps I am slightly jealous in so far as I seem to have dipped out.

Seriously though, the present series has deteriorated into a pathetic imitation, with the title being the only reference to a warship.

A. P. Shuker

Portsmouth.

My wife and I think there should be no women in the

Changing value of commuted pension

**LETTERS
EXTRA:
Page 34**

History of Excellent

In reply to Lieut.-Cdr. A. R. Daniels (February), the history of H.M.S. Excellent has appeared more than once in print. I have copies of the following, of which the third should be readily obtainable around the second-hand shops:—

1. A Short History of Whale Island, published by Charpentier and Co., Portsmouth (1908).

2. H.M.S. Excellent 1830-1930, published by Charpentier and Co., Portsmouth (1930). Although described as a third edition of (1) — there had been a second edition in 1918 — the scope is much wider, while some of the earlier material concerning development of the island is omitted.

3. The House that Jack Built, the story of H.M.S. Excellent, by Cdr. R. B. Travers Young, R.N., published by Gale and Polden, Aldershot (1955).

John M. Maber
Lieut.-Cdr. R.N. (retd.)
Corsham.

Letters referring to The House that Jack Built were also received from Mrs. J. Williams, a member of the civilian staff of H.M.S. Excellent, A. P. Shuker, and A. Cecil Hampshire, who adds: "Warrant officers have been written about — although not as a branch since the average publisher couldn't care less — in such books as The Navy of Britain by Michael Lewis (1948)."

B.B.C. "Warship" series except an occasional naval nurse or Wren and H.M.S. Hero should be one of the 17 ships which carry a detachment of Royal Marines.

H. E. Gould
Ex-Gunner, R.M.A.
Norwich.

Another letter, from Miss Carole Pitt, of Bournemouth, is in verse and sings the praises of "Warship" and her first lieutenant. Here is an extract:—

Obviously I am biased
But here's my grudge for a starter,
If there's anyone who angers me more,
And that's that Zoe Carter,
But despite that minor detail,
And my love for the Number One,
Whether she be Danae or Ark Royal,
Let Hero be for fun.

As an ex-R.N. chief artificer with 22 years' service, I read the PO Electrician's letter (January issue) with special interest. He was suggesting commuting his pension and gratuity for an overall £15,000.

To support his case, I retired in 1962 with a pension of £4.75 and a gratuity of £650, and I am still receiving that niggardly sum. Had I commuted all the pension the total sum (with gratuity) would have been £4,500.

Had I invested this in property, at today's value it would have risen to £22,000.

E. R. Wadge
Torpoint, Cornwall.

I, like many other ex-Servicemen, share PO Elec's view that a choice should be introduced enabling us to forfeit the preserved pension and increase the preserved terminal grant, making this payable directly, or shortly after leaving the Service.

This, as he points out, would indeed help with the many problems faced during the difficult changeover to civilian life, especially in this time of economic hardship. It could also save public money, as these pensions increase with service pensions.

Most of us have already entered present employment pension schemes and with the two (or more) combined, the

lower Service pension is given to the taxman.

Perhaps the administrators fear that an option of this sort could result in a huge increase in early retirement from the Forces.

D. R. Hare
Ex-LRO

Welwyn Garden City
Herts.

"Total commutation" might appear to be a good idea, but it is now Government policy that everyone starting work begins to earn a retirement pension which transfers from job to job. There is no provision for cashing in.

This national retirement pension policy may be regarded as an added incentive to Service people to begin their housing plans well before they leave for civvy street.
— Editor.

MISSING UNCLE

I am trying to trace an uncle who served in the Royal Navy during the war, and from whom we have not heard since 1948. Perhaps one of your readers will be able to help.

In the Service he was Petty Officer Radio Mechanic Horatio Rex Penrose, H.M.S. Royalist, and the last civilian address we have is Great Harbour Road, Birmingham.

(Mrs.) Margaret Dunn
(nee Penrose)

294 Gardner Road,
Rochedale,
Queensland,
Australia. 4123.

Lord Nelson appeal

T.S. Lord Nelson, the floating headquarters of Norwich unit of the Sea Cadet Corps, had its life trebled by the hard work of instructors and cadets, but now it can no longer be used for training purposes because of its condition. Temporary headquarters ashore have been obtained through the kindness of the TAVR.

Cadets, parents and management committee were undaunted at the prospect of raising £10,000 to acquire another ship and set to work to raise the sum.

There is now a move to form an Old Boys' Association with the aim to assist by raising funds, and Norfolk Branch of the Submarine O.C.A., of which I am hon. sec./treasurer, have offered a donation. Donations have also been received from other sources.

As a proud "old boy" of the unit, I ask for assistance in helping them to achieve their target. You will be helping cadets not only of the present but of the future as well. Donations, however small, will be gratefully received.

B. Riches
P.R.O.,
Management Committee,
T.S. Lord Nelson

10, Calthorpe Road,
West Earlham,
Norwich, Norfolk.

CYGNET'S SPECIAL TASK



Pictured leaving Faslane is the Bird-class patrol craft H.M.S. Cygnet, whose main duty is coastal, fishery protection.

The Cygnet has written with a gentle reminder that in addition to the ships previously mentioned she was involved in what we called "Sea-seasonal duty" during the Christmas period.

She was due to be on North Sea fishery protection patrol until December 28, but six days earlier was sent to the Channel to carry out a surveillance patrol.

Having been ordered into Portsmouth late on Christmas Eve, the ship suffered steering gear failure off Outer Spit Buoy, but after some quick work by MEA1 (P) Keith Meanwell, made it alongside for Christmas Day — arriving at H.M.S. Vernon a few minutes before the day itself.

Warrior's mystery artist

A series of colour-washed line drawings depicting the history of the Navy are displayed in the Administration Block, H.M.S. Warrior. Can any reader please supply information about the artist?

Replies to the Commanding Officer, H.M.S. Warrior, Northwood, Middlesex.

G. A. Skinner,
Lieut.-Cdr.,
First Lieutenant,
H.M.S. Warrior.

Birmingham's motto

I read in the January issue that the new H.M.S. Birmingham has the motto: "Forward". If I remember rightly, this was the motto of the Fleet minesweeper H.M.S. Hussar.

H. N. Walters

Newtownards
Co. Down.
Correct, Mr. Walters. Incidentally, the Hussar, a Halcyon class minesweeper, was sunk in error by Allied aircraft off Normandy on August 27, 1944. — Editor.

ASSISTANCE TO AUTHORS

Mr. John Adams (ex-communicator), of Montello, Jacklyn's Lane, Aylesford, Hants. SO24 9LG is compiling a history of H.M.S. Alesford, and would welcome information such as personal reminiscences, photographs, etc.

Mr. John E. Lunn, of Woodleigh, Pitchford Lane, Sheffield, S10 3PL is collecting information for a book about the adventures of the Clyde paddler Caledonia during the war as H.M.S. Goateffell, and would like to hear from crew members.

Mr. Paul Lund, 6 Spath Walk, Cheadle Hulme, Cheadle, Cheshire, SK8 7NT, who is writing a book about Fleet minesweepers, would be pleased to hear from anyone who was serving with either of the dan-laying trawlers Colsay or Lord Ashfield at Normandy in 1944.

Graham W. Dines, of 48, Farmla Road, Watersedge Estate, Portsmouth PO6 4SG, is writing a history of the Dido-class cruiser H.M.S. Sirius and would appreciate information about her wartime service from former crew members.

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And many ex-service people who were convinced that they'd be happy when they

got out find it hard to settle and make friends.

Then again, many civilian jobs offer no possibility for people who've been in the forces to exercise the abilities their training has given them.

The Metropolitan Police on the other hand, offers a career which can use the self-discipline, initiative and sense of responsibility that service training bestows.

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Everybody turns out.

Another similarity is the feeling of security you get from knowing where your next pay day is coming from. We don't have strikes or lay-offs.

All in all, it's not surprising that a large number of ex-service people make successful careers for themselves in the Met.

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APPOINTMENTS

Flag Officer First Flotilla

Capt. R. R. Squires is to be Flag Officer First Flotilla on March 10 in the acting rank of rear-admiral. He is to be promoted rear-admiral on July 7.

He commanded H.M. submarines Aurochs, Aeneas and Porpoise before becoming executive officer of the first nuclear-powered submarine operated by the Royal Navy, H.M.S. Dreadnought. He then commanded H.M.S. Eastbourne before being appointed commanding officer of H.M.S. Warspite.

Subsequent appointments have included command of H.M.S. Hermione and captain of the Fifth Frigate Squadron; command of the Third Submarine Squadron; command of H.M.S. Bristol; and command of H.M.S. Ajax and captain of the 8th Frigate Squadron.

Rear-Admiral D. G. Satow was appointed Chief Naval Engineer Officer and Senior Naval Representative Bath from February 7. He continues as Deputy Director General Ships.

Capt. B. K. Perrin has been

promoted to Commodore R.N.R. and takes up his appointment on March 21. He has commanded H.M.S. Sussex, and in 1975 was appointed Captain Sea Training.

Other appointments recently announced include:

Capt. M. C. Clapp. Leander in command April 14.

Capt. G. J. Isacke. Osprey in command and as Flag Capt to FOST. May 5.

Capt. G. A. F. Hitchens. Naval attaché Tokyo and Seoul. February 28.

Cdr. C. A. B. Nixon-Eckersall. Courageous August 1 and in command and as senior officer SM Refitting (Chatham).

Cdr. T. J. Smy. Lowestoft July 19 and in command.

Lieut-Cdr. D. F. W. Sarson. Mermaid in contrn. and in command. April 7.

Lieut. A. S. Lawrence. Cygnet April 4 in command.

Lieut. N. D. V. Robertson. Otus in command. January 31, 1977.



P.R. Director

Capt(D) Derek C. Blacker, who has been appointed Director of Public Relations (Navy) from May, has served on the staffs of all three major NATO Commanders — the Supreme Allied Commander Atlantic in Norfolk, U.S.A.; the Commander-in-Chief Channel, Northwood; and the Supreme Allied Commander Europe in Belgium, where he is currently serving.

He is a specialist in meteorology and navigation and his appointments have included the Fishery Protection Squadron, the cruiser H.M.S. Birmingham, H.M.S. Albion, B.R.N.C. Dartmouth, and H.M.S. Hermes.

Commandant General R.M.

Brigadier J. C. C. Richards, whose promotion to major-general had already been announced, was promoted to the rank of lieutenant general from February 7 and became Commandant General Royal Marines from February 21.

Lieut-Gen. Richards served with 45 Commando, R.M. during the Malayan Emergency and later commanded 45 Commando and 42 Commando.

In 1975 he took up the appointment as Commander 3 Commando Brigade R.M.

Col. P. L. Spurgeon was promoted major general on February

6 and became Major General Royal Marines Training the following day.

He served during operations in Sarawak and Borneo and his appointments have included command of Royal Marines Poole. In 1975 he was appointed Director of Drafting and Records in H.M.S. Centurion.

Head of Supply and Transport

Mr. R. J. Thornton is to be Director General of Supplies and Transport (Naval) and Head of the Royal Naval Supply and Transport Service on the retirement of Mr. G. T. Glue on May 3.

Since 1971 Mr. Thornton has been Director of Supplies and Transport (General and Victualing).

Spell as 'supremo'

Admiral Sir Edward Ashmore was appointed Chief of the Defence Staff in the rank of Admiral of the Fleet from February 9, in succession to the late Marshal of the R.A.F. Sir Andrew Humphrey.

He is to hold the appointment until September 1, when he will be succeeded by the present Chief of the Air Staff, Air Chief Marshal Sir Neil Cameron.

Admiral Sir Terence Lewin, who has been Commander-in-Chief Naval Home Command and was to have succeeded Admiral Ashmore as First Sea Lord in August, now takes up the appointment from March 1.

Admiral Sir David Williams, who has been Second Sea Lord and was to have succeeded Admiral Lewin as C-in-C. Naval Home Command in April, also

takes up his new appointment from March 1.

Vice-Admiral R. D. Lygo, Vice-Chief of Naval Staff since 1975, was promoted admiral on February 9 and acted as First Sea Lord until Admiral Lewin took up the appointment.

Admiral Lygo is a former commanding officer of H.M.S. Ark Royal, and has also commanded H.M. ships Lowestoft and Juno. He was manager of the Royal Navy entry in the 1969 Daily Mail air race, when Fleet Air Arm aircraft set up records for the Atlantic crossings, and later he took charge of the R.N. Presentation Team.

He has also held the appointments of Flag Officer Carriers and Amphibious Ships, and Director-General of Naval Manpower and Training.

Medical Director General

Surgeon Rear-Admiral J. S. P. Rawlins is to be Medical Director General of the Navy in the acting rank of surgeon vice-admiral on March 30.

He has served in H.M.S. Ark Royal and spent three years on an exchange basis with the U.S. Navy at the Bethesda Naval Medical Research Institute, Maryland.

In 1970 he joined the staff of the Medical Director (Navy), latterly as Director of Health and Research, and he was appointed Dean of Naval Medicine in 1975.

Surgeon Commodore J. A. B. Harrison is to be promoted surgeon rear-admiral and to be Medical Officer - in - Charge and Dean of Naval Medicine at the Institute of Naval Medicine on March 30 in succession to Surgeon Rear-Admiral Rawlins.

Surgeon Commodore Harrison, who was appointed Deputy Medical Director General (Navy) in 1975, is an honorary physician to the Queen.

NATO POST

Lieut-Gen. Sir Peter Whiteley has been appointed Commander-in-Chief Allied Forces Northern Europe in the rank of general in succession to the late Gen. Sir John Sharp.

General Whiteley, who was commissioned into the Royal Marines in 1940, became Commandant General Royal Marines in 1975.

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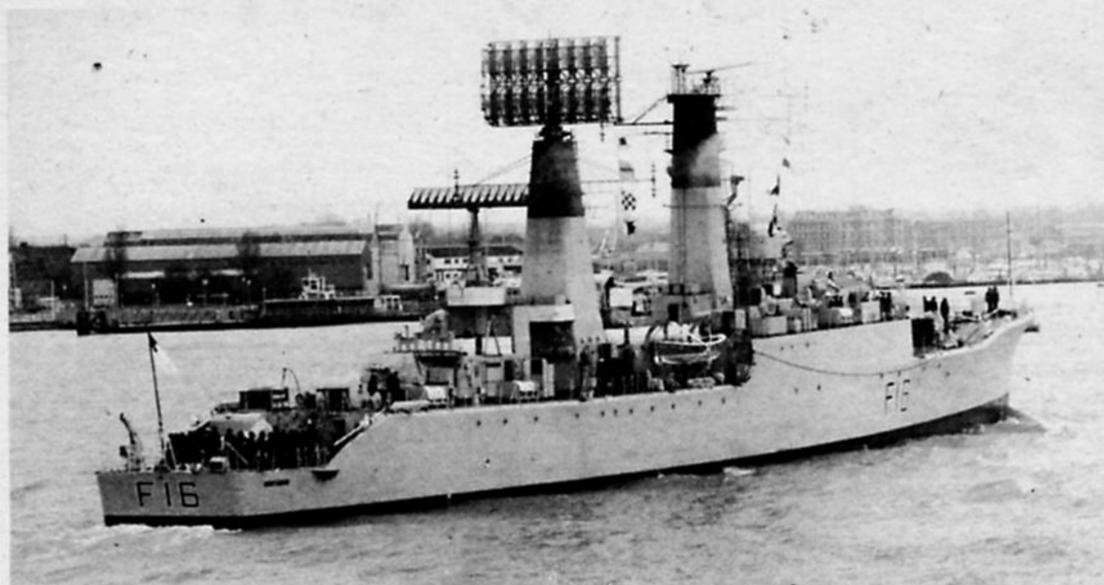
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Spot the difference



The former H.M.S. Llandaff, now commissioned in the Bangladesh Navy as the frigate Umar Farooq, arrives at Portsmouth displaying a pennant number sure to attract the keen ship spotter.

As the Royal Navy's Llandaff, the ship's number was F61. Now, following the hand-over ceremony in London at the end of last year — and with what appears an eye-catching coincidence — the figures of the number are reversed to become F16.

For some years the Royal Navy has had an F16 of its own — the Leander-class frigate H.M.S. Diomedé.

While at Portsmouth the Umar Farooq took on equipment before leaving in mid-February for her new home, where she will be used for patrols and operational training.

At Portsmouth she was visited by the Commander-in-Chief Naval Home Command (Admiral Sir Terence Lewin), who cut a special cake and received a ship's plaque from the frigate's commanding officer (Capt M. A. Khan).

Photo: Michael D. J. Lennon

TAMAR'S FIRST FOR SILVER JUBILEE

The crack of signal guns echoed around Hong Kong's Victoria Harbour on February 7 as H.M.S. Tamar became the first unit of Britain's armed forces to mark the 25th anniversary of the Queen's accession to the throne by firing a 21-gun Royal salute.

As the most easterly location of a major British military force, Hong Kong's salute, fired at noon local time, was eight hours ahead of Royal salutes fired in Britain.

The salute was fired on the day after the actual anniversary in accordance with regulations laid down by the Queen. These state that gun salutes to mark Royal anniversaries which fall on a Sunday shall be fired on the following Monday.



Old pump runs out of steam

An 81-year-old craftsman-built steam pump at Britannia Royal Naval College, Dartmouth, has finally been retired. It has been handed over to the safe-keeping of the Poole Industrial Archaeology Group.

The vertical, steam-driven, three-throw pump was built by Hayward Tyler and Company of London in 1896 and installed at Dartmouth in 1905.

Since then it has stood in the waterfront boiler house and pumping station on the banks of the River Dart, pumping fresh water to the college on the hillside above.

Back to old smells and sounds

A day-long trip in H.M.S. Orpheus last month conjured up hauntingly familiar smells and sounds for 76-year-old Mr. Alfred Langford, of Queen Anne Lodge, Southsea.

Mr. Langford joined his first submarine in 1923. When he swallowed the anchor in 1945 he had spent 17 years, including the whole of the Second World War, in submarines.

He was chief stoker in H.M.S. Thrasher during the summer of 1942 when his first lieutenant and a petty officer won Victoria Crosses for removing live German bombs from the casing of the submarine.

Mr. Langford's nostalgic trip — his first in a submarine for 32 years — was arranged by the First Submarine Squadron.

Lieut.-Cdr. James Taylor, commanding officer of the Orpheus, welcomed 19 other visitors on the same day, including a number of R.A.F. officers and NCOs from Lyneham.

During the day, which started and ended at H.M.S. Dolphin, the Orpheus was engaged in a series of observed torpedo trials.

Footnote: Before they left the boat, the R.A.F. visitors extended an open invitation to the submarine's crew — free parachute drops into the oggin when the Orpheus next visits the Mediterranean.

Southwick Park planters



There are no shades of Macbeth as this new wood moves to Southwick Park! It is just part of the programme of development as the new naval recreation centre near H.M.S. Dryad shapes up for the future.

Setting the tree-planting operation in full swing is Capt John Cadell, chairman of Southwick Park. The full line-up of planters is, from left to right, Cdr Brian Foyston

(vice-chairman), Wren Enfy's Mathias, Cdr Gordon May (manager), Wren Susan Woods, PO David Evans, Capt Cadell, LS Raymond Lockwood and Wren Gwenda Valentine.

KELLY COLLEGE TAVISTOCK

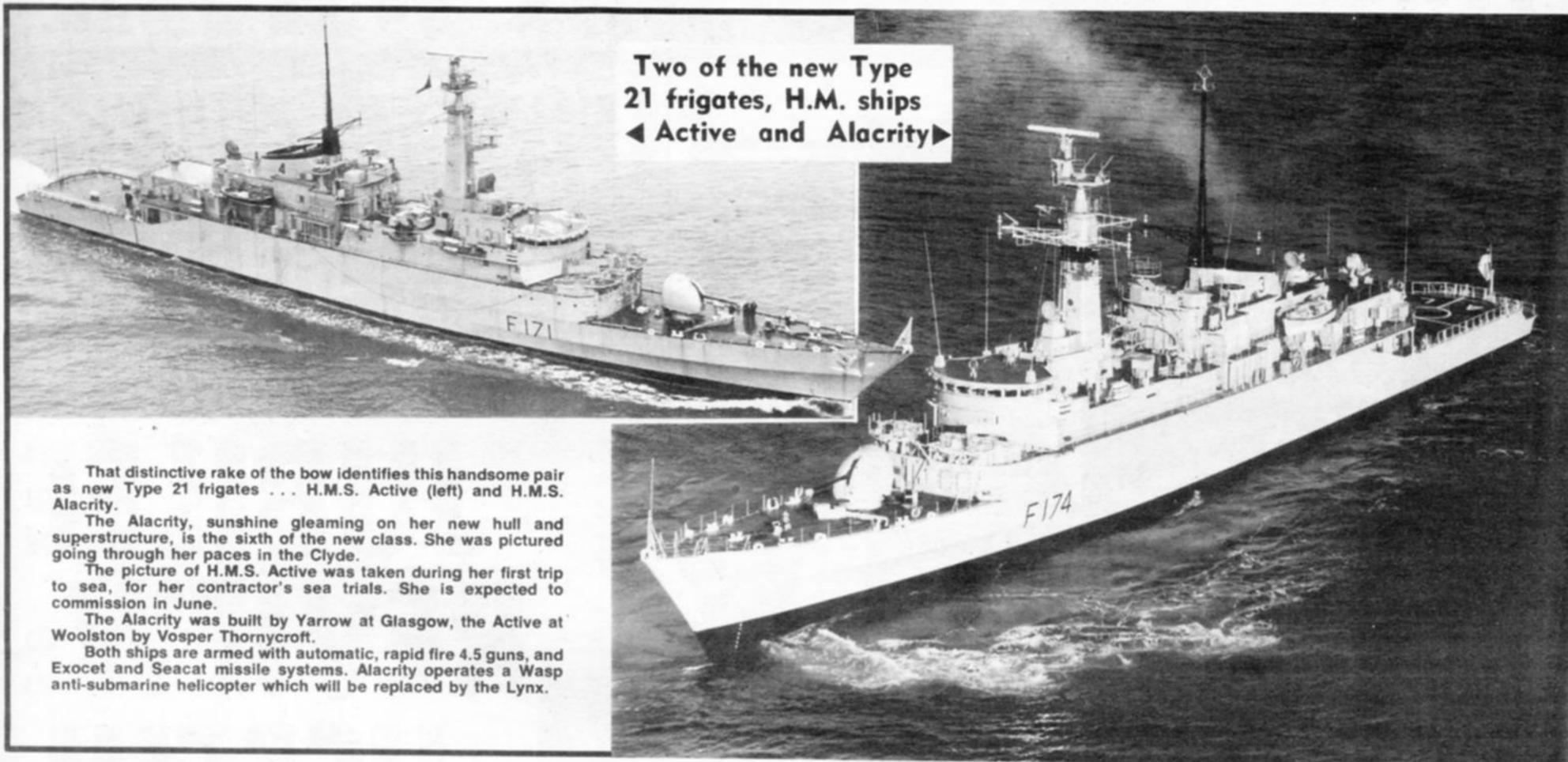
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This handsome pair are two of a type ...



Two of the new Type 21 frigates, H.M. ships
◀ Active and Alacrity ▶

That distinctive rake of the bow identifies this handsome pair as new Type 21 frigates ... H.M.S. Active (left) and H.M.S. Alacrity.

The Alacrity, sunshine gleaming on her new hull and superstructure, is the sixth of the new class. She was pictured going through her paces in the Clyde.

The picture of H.M.S. Active was taken during her first trip to sea, for her contractor's sea trials. She is expected to commission in June.

The Alacrity was built by Yarrow at Glasgow, the Active at Woolston by Vosper Thornycroft.

Both ships are armed with automatic, rapid fire 4.5 guns, and Exocet and Seacat missile systems. Alacrity operates a Wasp anti-submarine helicopter which will be replaced by the Lynx.

'Best ship this side of ...'
While H.M.S. Monkton was at Sasebo, Japan, her ship's company went out of their way to ensure she was "the best ship this side of Nagasaki." Here members of the crew are pictured with the Kong Kong Squadron Cook, which was given a conducted tour of the city of Nagasaki.

When the balance of power shifted

(... courtesy of the Hong Kong Squadron!)

It is not often that the Hong Kong Squadron is in a position to alter the balance of power in the Far East, but H.M.S. Monkton and H.M.S. Yarnnton claim to have managed it when they visited Okinawa recently.

For the duration of the visit, the two patrol craft from Hong Kong had to change to the command of C-in-C United Nations Command Korea, thus altering the balance of power by their presence!

The Okinawa trip came at the end of a deployment to Japan and Korea by the two patrol craft.

'BEST SHIP'

While visiting Sasebo in Japan, the ships' companies went out of their way to live up to the old naval saying: "We're the best ship this side of Nagasaki." Men from the Monkton proudly gave the Hong Kong Squadron Cook — their unusual and colourful sporting trophy — a guided tour of the sights of Nagasaki.

While at Pusan, South Korea, on the next leg of the deployment, the commanding officers of the Monkton (Lieut.-Cdr. J. R. Melton) and the Yarnnton (Lieut. R. L. Benham), accompanied by members of their ships' companies, laid a wreath at the Commonwealth Memorial in the United Nations cemetery.



Ratings from H.M.S. Dryad give a pal a lift — in the bosun's chair of the Sail Training Association schooner Sir Winston Churchill. In the chair is JS Michael Tharle.

Michael goes up in the world

The Dryad sailors were among naval volunteers who gave the sail Training Association schooners a winter face-lift at West India Dock, London.



Museum place for Commando Colours

The Colours of 40 Commando, Royal Marines, have been laid up with full military honours in the Royal Marines Museum at Eastney Barracks, Portsmouth.
In July last year the Duke of Edinburgh, Captain General, Royal Marines, presented new Colours to 40 Commando. The old Colours were received in November, 1952, when Prince Philip presented stands to all three units of 3 Commando Brigade.
Two standards, bearing the old Queen's Colour and Regimental Colour, will eventually be placed in the museum on either side of a painting which depicts their original presentation.

Zulu footballers visit Anfield

A highlight of H.M.S. Zulu's recent call at Liverpool was the visit by 45 of the ship's football enthusiasts to Anfield, home of Liverpool Football Club.
The party, which included the Zulu's commanding officer, Cdr. M. J. M. Wilkin, watched the League champions training, were shown round the Anfield set-up, and photographed with the U.E.F.A. Cup, Charity Shield and Football League championship trophy.
Three Liverpool players, Ray Clemence, David Fairclough and Joey Jones, were later entertained by the junior rates and in the CPO's Mess on H.M.S. Zulu.

BIRTHDAY

H.M.S. Monkton celebrated her 21st birthday while at anchor off Korea.
The four-week deployment gave the ships a break from Hong Kong's routine duties, a chance to operate together away from shore support, and the ships' companies a chance to enjoy the hospitality of Japanese and Korean people who had not seen a Royal Navy vessel for two years.

Careers team at work in Germany

A team from the Royal Navy and Royal Marines Careers Service, London, visited eight secondary schools run by the British Families Education Service in Germany. Led by Lieut. M. J. Coles, the team comprised FCPO E. Collins, WO2 J. Small, R.M., and CPO D. Evans, who were accompanied by Surg. Capt. A. J. Gaskell, R.N. (ret.) and Marine J. Simpson.
The team also found time to re-visit a primary school near Bielefeld, B.F.P.O. 39, where almost every wall in the building is decorated with R.N. and R.M. posters and the pupils' own pictures of H.M. ships and sailors.

TWO PAGES...

Mermaid's final christening



Control Electrical Mechanic Colin Loynes gives the destroyer Mermaid's bell a final polish before its return to the Mermaid Theatre, to which it was presented 16 years ago by a former captain, Rear-Admiral Sir Alexander Gordon-Lennox.

Photos: Leading Wren (Phot) Joan Roberts

Even at three months, a fellow can show his feelings if the padre looks a bit fierce and sloshes the water over you.

On the other hand, perhaps putting his tongue out was just a natural reaction to lick up a few drops in order to wet his whistle.

The amusing incident took place on board H.M.S. Mermaid, in the Pool of London, on the occasion of the final christening before the ship pays off at the end of March.

Holding the infant, Roderick, is the Rev. William Walter, watched by parents Lieut. Archie Macaulay and his wife Rosemary.

Interest also centred on the bell, which came from the 1944 vintage destroyer, reposed for a while at the Mermaid Theatre, was returned to the new H.M.S. Mermaid four years ago, and is now back again at the theatre.

The "austerity model" bell originally intended for the new H.M.S. Mermaid had its "swap" spell at the theatre, and is now back on board, in preparation for the sale of the vessel to the Malaysian Navy.



An idea . . . just in case

Is the Navy-pattern green suitcase the best type of "conveyance" for the job?

Mrs. L. J. Barber, of Doncaster, aware of the compact accommodation areas for personnel, wonders whether a folding suitcase would be more suitable.

"It would certainly save a lot of luggage space," she writes. "I have a canvas folding suitcase myself, and that is how I came by the idea. It is light, hardwearing, and folds away for storing."

One thought which comes immediately to mind is that storage is tailor-made for the standard Navy case, which is used as an extension to locker space.

Without the case as it is now, wouldn't a sailor need more locker room?

Anyway, thank you for the suggestion, Mrs. Barber. Any views from the customers?

JUBILEE REVIEW: USEFUL HINTS

Readers of Navy News have a flattering regard for the query-answering expertise of the staff, but there is one area in which everybody's time may be saved, and that is on the subject of accommodation.

The Silver Jubilee Fleet Review in June has resulted in a stream of letters seeking advice on where to stay, and on the best places to witness the event.

On another page of this issue will be found useful preliminary details of the Review, but inquiries concerning accommodation should be addressed to Tourist Information Centre, Castle Buildings, Southsea, Hants.

For the Gosport side (including Stokes Bay and Lee-on-Solent), readers may write to the Town Clerk, Council Offices, Gosport, Hants. His department will help with accommodation lists, but it has to be borne in mind that hotel rooms are not plentiful.

A useful 25p worth is the Portsmouth and Southsea Holiday Guide, available from the Tourist Information Centre mentioned above.

BOAT TRIPS

"Will there be boat trips?" many readers have asked.

The places to get details are BR Sealink, Isle of Wight Services Manager, Harbour Station, Portsmouth (Phone 22571); Portsmouth Harbour Ferry Company, Mr. Ellicott, Bus Station, South Street, Gosport, Hants. (Phone Gosport 80067);

and Blue Funnel Ferry Boat Company, Royal Pier, Southampton (Phone 23278).

In addition, unreserved trips will be run from Clarence beach (near Clarence Pier) by J. Butcher and Son, and other operators.

FIREWORKS

Naval personnel and families may not know that there is also a Shore Accommodation Bureau at H.M.S. Nelson, Portsmouth (Phone 23135). The hours are 2 to 5, Monday to Friday.

In any case of doubt, it is well to remember the Sailors' Information Centre at H.M.S. Nelson (Portsmouth 832814).

Visitors to Portsmouth for the Fleet Review on June 28 will also be able to watch the Royal Navy Jubilee Display on Southsea Common (including Beating Retreat by the Royal Marines), the biggest fireworks display ever seen there, and the illumination of the Fleet at anchor.

Generous aid for home

Scores of examples of "good works" by Royal Navy personnel are regularly featured in Navy News, but few calls to the Service have been answered with such widespread sympathy and generosity as that for the R.N. and R.M. Children's Home at Waterlooville, near Portsmouth (known to many as South Africa Lodge).

Serious financial problems led to an appeal by Commodore George Hayne (Chairman of the Management Committee) addressed to ships, submarines, and R.M. units and establishments throughout the Service, the target figure being £1,000.

When the response topped the £3,000 mark, all connected with the home were deeply moved, but more was to come, and the figure now stands at £4,700.

Cheques have ranged from the results of enthusiastic coffee mornings to ambitious fundraising schemes, and all who have helped share the reward of having brought terrific encouragement to the staff, the "family" and the organization of the home.

Finance will continue to be a major problem for the Management Committee, but the splendid example of Service generosity is giving a breathing space while the way ahead is determined.

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Navy News

No. 273 23rd year

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Business manager: Lieut.-Cdr. Len Truscott, MBE, RN (ret.).

Annual Subscription: £1.00 or £5 for three years.

... FOR FAMILIES

Why he gets home late

When a sailor comes off a seagoing ship and finds himself with a demanding shore job just before his next spell at sea, domestic bliss takes a toss.

Said a letter to the Navy News from Plymouth: "What the Navy laughingly calls a shore base means that my husband rarely gets home before nine o'clock at night, and week-ends are almost non-existent.

"What really annoys me is the fact that others are home every night by five, and also manage to get 'make - and - mends'."

The letter agrees that some additional leave days are allowed, but whether this equates with the extra hours worked is not clear.

Even if it did, however, the day - to - day disappointment ("the children are always in bed when he comes home") is not the happiest of situations, and everyone will have sympathy with both of them.

The fact that the husband has a highly - responsible job no doubt helps him to some extent, but this is unlikely to be fully understood by the wife, or bring much consolation.

Where management (at whatever level) is unable to offer any alleviation in circumstances such as these, it might help to bring the girls in for an "acquaint."

The Navy are so very good at this sort of thing that it is a pity to leave any dark little corners unlighted.



A wifely briefing

When messages from H.M.S. Antelope come to the naval operations room in Plymouth, two of the staff always pay particular attention to the ship's movements.

They are Third Officer Sandra Tighe and Leading Wren Lynn Tott,

whose duties in the operations room enable them to keep a watchful eye on the Antelope, in which their husbands, Lieut. John Tighe and Leading Seaman Linsey Tott, are both serving.

Recently, when the frigate was in Devonport, John and Linsey visited the operations room to get a wifely briefing.

Picture: M. Chant

School aid for Michael

Alverstoke Infants' School, which is attended by many naval children, is trying to raise money for a kidney machine, needed to maintain the life of Michael, a small boy living in the Portsmouth area. The project includes the sale of can rings.

Any collections from ships, establishments, or individuals would be gratefully received at the school, which is in Ashburton Road.

Rail or air? There's a reason

A naval wife would like to save the Ministry of Defence some money by a change in travel rules.

"Could you explain," she writes, "why a warrant cannot be transferred to air travel in cases where this would work out cheaper, thus saving costs and making the journey easier?"

"My husband saves his four warrants for my son to travel between Edinburgh and Eastbourne, where he is at boarding school.

"Classified as an 'adult' at 14, his rail warrant costs about £52 return, and the journey takes all day. By air he could go as a student for £40, taking only four hours door - to - door."

The reader points out that "petrol money," available as an alternative to rail travel, is minimal.

THE REASON

According to Navy News inquiries, it is agreed that for most journeys, the rail fare would be cheaper than going by plane, but is that any reason for failing to

derive the saving where the air ticket is cheaper?

Unfortunately for the individual, there is a reason.

Under the terms of a bulk travel arrangement between the Ministry of Defence and British Rail, every ticket is subject to a discount, and the arrangement

could be affected by siphoning off business elsewhere.

While this may be regarded as a conclusive argument, the number of instances in which air travel would be cheaper is unlikely to be very great, and provided that existing economies are not disturbed, there is great advantage in allowing the customer the widest possible opportunity to adjust to personal needs.

Mixed emotions in this memory

The "naval comradeship extending to wives," referred to in Mrs. Pay's letter to Navy News (February issue) reminded Mrs. Sheila Bartle, of Sussex, of the way in which her husband received news of her first son's birth.

"He was with the nuclear weapon fleet in North Australia at the time (1952), so if I hear of Sir William Penney (the scientist), or the names of ships involved, I am back over the years to Britain's first atomic bomb — a mixed emotional memory of joy at a son and fear of this weapon.

"Long may the Fleet sail for our protection and pride, and may sailors in general remain their cheerful comrades, unaffected by changing times and manners.

"Thanks to the Royal Navy also for its example of willing, wholehearted service — in these days an inspiration to us all."

FAMILY REUNION AT WORK-UP



H.M.S. Andromeda's work-up at Portland provided an opportunity for one of the officers to have a family reunion.

Sub-Lieut. James Carlton, who passed out of B.R.N.C. Dartmouth last September, has joined the frigate for his sea training. At Portland he welcomed aboard his parents for a look around his new home.

His father (also called James) is no stranger to ships, however, having been in the Royal Navy since 1945. As a fleet chief ordnance electrical artificer on the staff of the Flag Officer Sea Training, he spends most of his time either checking on the efficiency of the ships' companies, or helping them with the maintenance of the systems.

The son joined the Service in 1973 under the university cadet entry scheme, obtaining a B.A. degree at Exeter last June.

Picture: L/A Chris Fellows

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Humans hold key to magic boxes

PICK OF THE ROYAL PIX

The attractive front cover of a 196-page soft-back published by IPC Magazines in celebration of the Queen's Silver Jubilee. The price is £1.60.

Printed on high quality paper, "Jubilee" is the pick of the royal photographs from the IPC picture libraries — many of them in colour. The text tells of 25 years of Queen and country.

JUBILEE

A celebration of the Queen's Silver Jubilee



Whether the Americans are ahead of us, or trailing behind, in areas of technological achievement, it is a useful study to monitor their thinking through training literature.

Concorde and the Harrier aircraft have been potent reminders to our friends that we are not quite ready yet to be written off, but it has to be conceded that the general vastness of U.S. operations must inevitably produce valuable guidelines for lesser powers.

Three of this month's volumes come from the other side of the Atlantic.

"COMPUTERS IN THE NAVY," edited by Captain Jan Prokop, U.S.N. (price £6.50), underlines naval dependence on "automated data processing" to fire weapons, drive ships, fly aircraft, overhaul equipment, pay people, and help to decide whether they should go to sea or have a spell at Faslane.

Anyone who feels a trifle anxious about the process is best advised to forget it and seek consolation in the feed-out figures showing that, in the case of the U.S.N., over a period of seven years, the warship total has been cut by 48 per cent. and the aircraft by 26 per cent, "with minimum loss of capability."

Sceptics will delight in a computer expert's

view that "The information organization has become a management 'No Man's Land' of brightly-coloured, expensive machines, expensive staff, foreign languages and continuing frustration. Everything costs more, is never on time, and the credibility gap is growing."

Be that as it may, the call is for ever more magic boxes, though the situation is to some extent softened by the revelation that people are still the vital key to success. "We have met the brain of the computer, and it is us!"

The third edition of "THE NAVAL AVIATION GUIDE," by Vice-Admiral Malcolm W. Cagle (price £12.95), has been up-dated to a remarkable degree of thoroughness, even taking time off to explain how to reprimand an enlisted man. "Do not be friendly, but remain poised, and do not raise your voice."

However, if the admiral has laid himself open to a gentle dig over this section, he has gathered a monumental collection of "current information, doctrine, techniques, and procedures pertaining to naval aviation."

Besides extensive re-writing, the edition includes a new section on the U.S. Marine aviation, which has always been an integral part of naval aviation.

Reference is made to the trial programme of training women as naval aviators, "the results to date having been most promising."

A reservoir of knowledge and experience has been fished to produce this comprehensive reference manual, the varied topics including aerospace medicine, aviation supply, shipboard life, and aviation safety, training, history and tradition.

"A MARINER'S GUIDE TO THE RULES OF THE ROAD,"

by William H. Tate (price £7.50), is an updated version of the 1974 book which was adopted by the U.S. Naval Academy, U.S. Coast Guard Academy, and Naval Reserve units throughout the U.S.

Newly illustrated to enhance a clarity of presentation already admired, the book explains both the inland and international rules in detail, and cites the new

international regulations in their entirety.

Coverage includes court interpretations, lights and shapes, responsibilities between vessels, law in fog and restricted visibility, and good seamanship.

In the congested waterways around the U.K. coasts, pleasure craft in particular will note that "vessels constrained by draft" may display (in addition to the normal lights for a power-driven vessel) "three red lights in a vertical line where best seen, optional."

It is a hint not lightly to be dismissed.

All three of the above technical works are U.S. Naval Institute Press books, available in the U.K. through Patrick Stephens.

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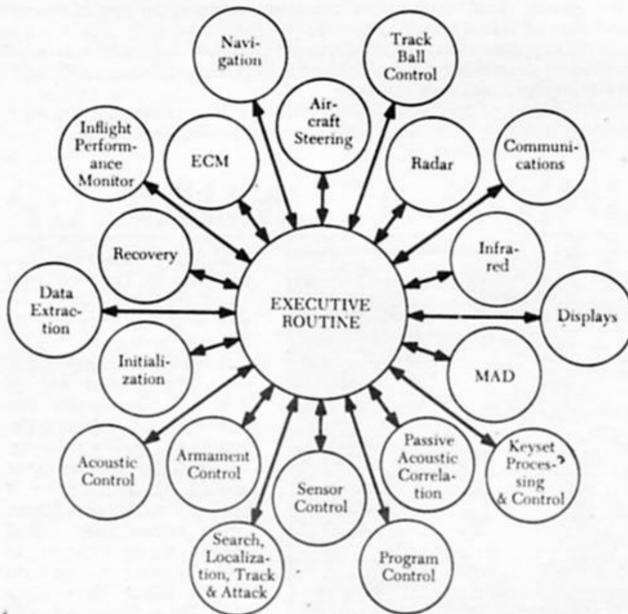
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When the whole thing goes MAD



To the untutored mob, the language and diagrams of the computer elite are a constant source of hilarity. The above is entitled "s-3A operational subprogrammes," and it will be noted that at the point "four o'clock," the relationship with executive routine is "MAD."

At that time, so many would agree — "We know the feeling!" However, The Man Most Likely to Succeed will restrain his mirth and delve into this weird world. Computer-wise, the future is already with us.

(Illustration from "Computers in the Navy" — reviewed on this page).

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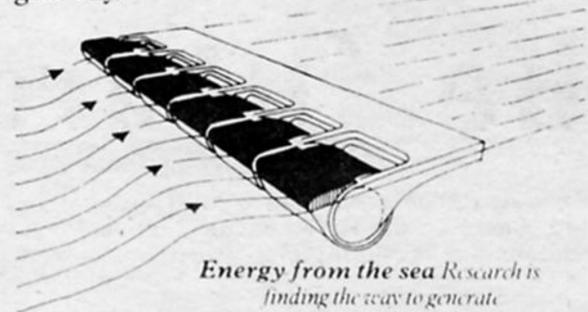
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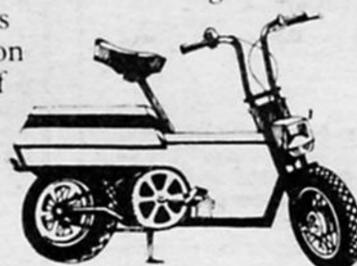
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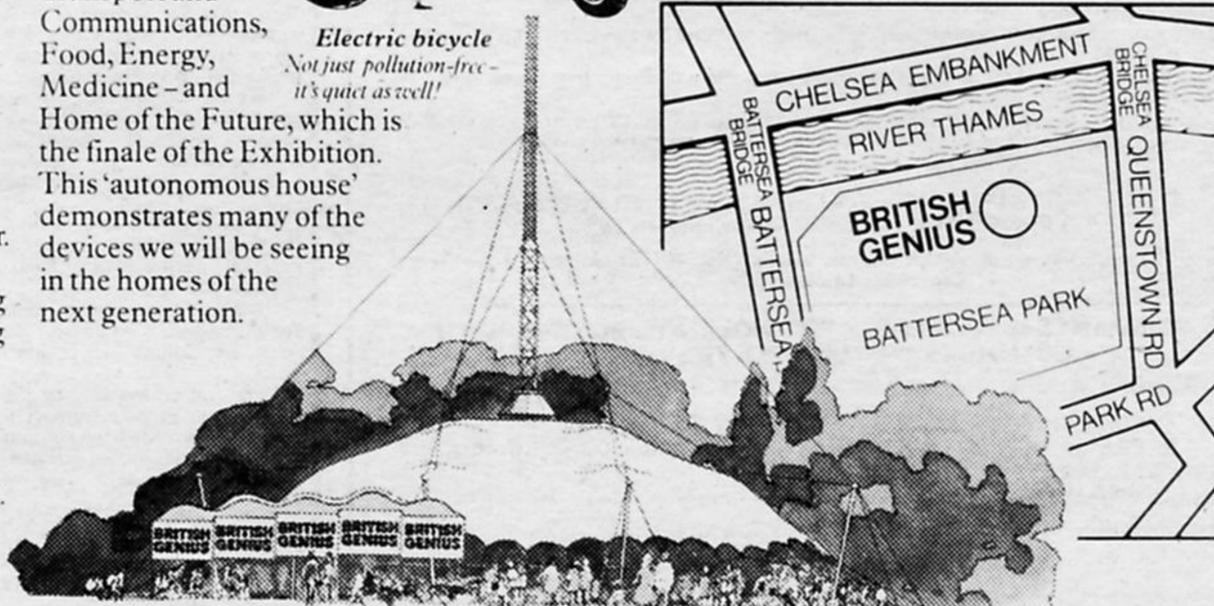
Some brilliant answers.

The third and largest section of the Exhibition is the most intriguing and stimulating of all, because here we gather practical examples of genius at work on world problems of the future.

This section has six subjects: Technology, Transport and Communications, Food, Energy, Medicine – and Home of the Future, which is the finale of the Exhibition. This 'autonomous house' demonstrates many of the devices we will be seeing in the homes of the next generation.



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At this time of economic stress, the British Genius Exhibition is a fitting statement of that confidence.

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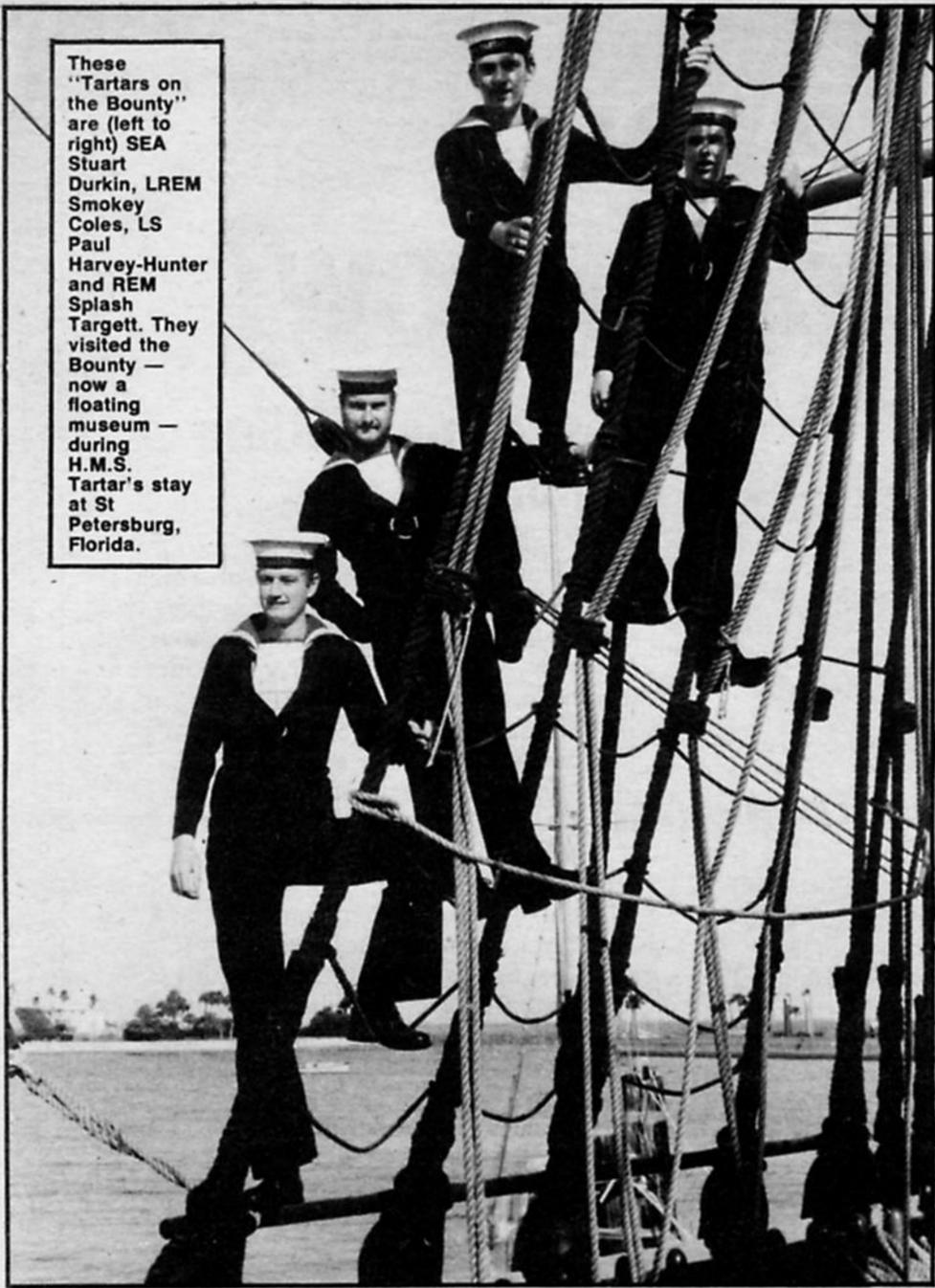
- * Open from 27th May to end of October. Hours: 10a.m. to 9p.m. until 31st August. During September and October, 10a.m. to 6p.m.
- * Reserved for school parties only as follows: 10a.m. – 4p.m. on the Mondays from 13th June – 11th July and 12th September – 24th October.
- * Adults £1. Children, pensioners, students 60p. Group bookings (at least 20 people): adults 90p, children, pensioners, students 50p. Advance Booking Office, British Genius Exhibition, 61 Fleet Street, London EC4 1JX. Telephone: 01-583 0961.

JOHN PLAYER FOUNDATION

BRITISH GENIUS

EXHIBITION

BATTERSEA PARK. END MAY – END OCT. 1977



These "Tartars on the Bounty" are (left to right) SEA Stuart Durkin, LREM Harvey-Hunter and REM Splash Targett. They visited the Bounty — now a floating museum — during H.M.S. Tartar's stay at St Petersburg, Florida.

'TARTARS ON THE BOUNTY'

"Tartars on the Bounty" is not the name of a new Hollywood spectacular, but it did happen when the frigate H.M.S. Tartar visited St Petersburg, Florida, during her transatlantic deployment.

The present-day Bounty was built in the early 60s for the M.G.M. film company's epic "Mutiny on the Bounty," during which the vessel was sailed from America to Tahiti and back. Now a floating museum at St Petersburg, the Bounty had much to interest visitors from H.M.S. Tartar. They saw the cramped conditions of the lower deck, climbed the rigging to discover for themselves what it felt like to furl a sail. The Tartar visited Florida after a successful maintenance period in Norfolk,

Virginia, and a week-long visit to Savannah, Georgia.

On passage to Savannah, the Tartar kept a rendezvous with R.F.A. Retainer to take on 130 loads of stores. In return, the R.F.A. received more than 400 empty beer barrels!

During her visit to St Petersburg, the Tartar was visited by nearly 6,000 people in three days, and was used as an unusual setting for the annual photograph of the St Petersburg High School Colour Guard.

Hospitality in the town was overwhelming, and many of the ship's company took the opportunity to visit Walt Disney World at nearby Orlando.

After Florida, H.M.S. Tartar bid farewell to America and sailed once more for the Caribbean.

In the February edition, Navy News looked at H.M.S. Dryad's Saddle Club and its expensive indoor riding school. We revealed the club's unique range of services and how Jack could use them. In this feature, we report an ambitious view of the club's future, and look at its heavy financial commitment.

Dryad Saddle Club: a view of the future

A complete Royal Navy equitation centre based at H.M.S. Dryad is one ambitious view of the future. Based on the Dryad Saddle Club and indoor riding school, such a scheme could one day be worthy of consideration.

This is the view of Cdr. Brian Foyston, executive officer of H.M.S. Dryad.

A declared aim of the saddle club is to further interest in the horse in the Royal Navy, Royal Marines and the W.R.N.S. To that end, it can already provide anything from the most basic jog on a horse to the highest standards of the sport.

● AWARE

Cdr. Foyston told Navy News that Service and civilian members of Dryad Saddle Club were well aware of their responsibility to Navy riding.

"We are trying to act as custodians for a lot of Navy people's money. If we go to the wall we are letting down a trust a lot of people have in us," he said.

He pointed out that civilian membership of the club was a necessary springboard to financial stability.

"But the saddle club exists for the sailor. If he doesn't get what he wants, we couldn't exist.

"We will always rely on the bulk of our income from civilians, but provided we aim our chief effort at the Serviceman, we must get money where we can.

"We are already getting a reputation for excellence, and the whole thing is self-generating. The more customers we get, the better it will be."

● HEALTHY

Cdr. Foyston said he hoped the club's association with Southwick Park would be mutually healthy. A thriving naval recreation centre would create a bigger family market for the riding school.

The commander also touched on the long-term problem of transport to H.M.S. Dryad. Various solutions were being investigated, and an interest was being taken at the highest level.

£1,000 A MONTH! AND THAT AIN'T (ALL) HAY

"Why should it cost us anything? We've already forked out £21,000!" That is a fairly common reaction from sailors who discover they must pay to use the horses and facilities at H.M.S. Dryad's saddle club and indoor riding school.

There is a very good reason for the saddle club's charges. The Sailors' Fund grant of £21,000 helped to pay for the impressive indoor riding school structure, it did not pay for the day to day running costs of club and school. As these amount to round £1,000 a month (see table below) there is a very real need for an income from those who ride there.

These are the bills that have to be met every month. Some are constant, others averaged out over 12 months:

Feed for 24 horses	400	Blacksmith	75
Building insurance	18	Vet	20
Electricity	16	Repayments of loans	110
Tack maintenance	20	Telephone	12
Wages (head girl and two part-time assistants)	260	Maintenance of buildings	10
Straw	50	Miscellaneous	5
		VAT	80



A busy time at the Dryad Saddle Club stables. The stables are run by 19-year-old Julia Collins, full-time head girl and chief instructor at the club. Julia is the daughter of Lieut.-Cdr. Ron Collins, who founded the club in 1961 and is much involved in its administration.

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H.M.S. Naiad's company brought fun and games to the children's wards at Kingston Hospital, Kingston upon Thames. A number of the ship's company (see right) visited the hospital bearing a number of gifts and a cheque for £53. The gifts included a dozen musical mobiles, a record player — a record case and six albums.
Photo: The Surrey Comet.

HELPING HANDS



Lieut. Guy Howard-Williams (see picture left) presents a cheque from the ship's company of H.M.S. Hydra to Mrs. E. Parker, ward sister of the spina bifida unit of Queen Mary's Hospital for Children in Carshalton, Surrey. About £600 was raised for the unit by members of the Hydra's crew who leap-frogged their way to the top of the Rock of Gibraltar.
As well as the cheque, which will be used to furnish two children's recreation rooms, a group of sailors from the ship presented the spina bifida unit with a cassette tape recorder and a collection of games. Looking on at the presentation were CK Peter Brown (left), LOEM Jay Muir (centre) and LRO (T) Tony Goodwin.
Photo: LWREN Jackson.



A sponsored paddle on the River Hamble by 37 canoeists from H.M.S. Daedalus, H.M.S. Sultan, H.M.S. Dolphin, H.M.S. Heron and H.M.S. Diomedé raised £292 for local charities.
Our picture (above) shows the presentation of cheques at H.M.S. Daedalus, at which £192 was handed over to Mrs. B. Milner, of the Hampshire Society for Autistic Children, and £100 to Mr. J. Cattenach of Gosport Social Services Department for the Fuel Fund for the Aged.
Our picture shows (from left to right) Stewart Crawford, son of CPO K. Crawford and the youngest paddler to take part; Mrs. Milner; CAF M. A. Chandler, who organized the event; Capt. D. W. G. Robotham, captain of the Lee-on-the-Solent naval air station; Mr. Cattenach; and LWREN Liz Green, who paddled 10 miles. To raise the money, the 37 canoeists braved squally weather to paddle a total of 472 miles.

Crew members of H.M.S. Antelope visited children of Hillrise Home in Hereford, the ship's adopted town. They attended a fair and presented a cheque raised by the ship's company for £178 to go towards the provision of a slide for the children.
Picture (right) shows Lieut. Alan Bray presenting the cheque to Mr. Jack Hinton, the superintendent of Hillrise. Looking on are LCK Jake Widdowson, RO1 Slinger Wood and POPT Matt Dillon, who raised a large part of the money by a sponsored walk from Portsmouth to Plymouth in 52 hours.
Photo: The Hereford Times.



St Budoc's adopted by 814 Squadron

Members of 814 Squadron based at R.N. air station Culdrose have adopted St Budoc Children's Home at Falmouth. The home is run by Cornwall County Council.
The Squadron, which operates Sea King helicopters in a front line anti-submarine capacity, is now embarked on H.M.S. Hermes. Children at St Budoc's were presented with a map so that they can follow the Squadron's progress. Squadron members plan to send back postcards to the school from their various ports of call.
A raffle raised £60 for the home, and was subsequently used to buy a stereo record player. Further money was raised by a weight-guessing competition and by two members of the Squadron on a recent detachment to R.F.A. Engadine.



A jumble sale on board H.M.S. Charybdis organized by members of No. 3 CPOs' Mess raised £184 for St Luke's Hospital at Kaloleni, near Mombasa. Mess members pictured here are (back row, left to right) MEA1(P) Charles Watkins, CEA1 Richard Dodimead, MEA1(P) Christopher Masterson, CREL John Jackson, MEA2(P) Martyn Webb; with MEA1(P) Reg Moore and REA1 Trev Day (holding cheque) in front. The Charybdis, together with H.M.S. Bacchante and H.M.S. Yarmouth, and the Royal Fleet Auxiliaries Olna and Stromness, called at the Kenyan port during their Group Four Deployment. Men from the ships helped complete a new ward at St Luke's, a charitable institution with which the Navy has been linked since 1960.

Band's gift
Portsmouth Command Volunteer Band, which is made up of musicians from Gosport and Portsmouth Service establishments, have given £100 to St Mary's Hospital Radiotherapy Unit, Portsmouth.

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This is Aircraft Control

The Admiralty Board has accepted recommendations on the future organization of the officer structure of R.N. Aircraft Control. These are aimed at improving the existing organization for Aircraft Control by providing a better balance between sea and shore service and wider opportunities in aircraft control. The changes will not affect aircrew helicopter controllers or transit controllers.

At present, aircraft control duties are split between the operational warfare role performed primarily at sea and the operational safety (Air Traffic Control) role carried out principally at R.N. air stations. The operational warfare tasks are carried out by Seamen officers, while the shore operational safety tasks are the responsibility of the separate officer branch of Air Traffic Control officers.

In the long term the intention is to build on the existing aircraft control organization and capitalize on skills acquired in both warfare and safety duties. These duties will be undertaken by the same officers trained in both roles, while at the same time the interests of officers currently trained in air control will be safeguarded.

Arrangements for implementation of the recommendations involve the formation from April 1 of a new Seaman officer sub-specialization called Aircraft Control (AC).

The new scheme will take several years to introduce fully. Meanwhile, the future employment of ratings in aircraft control duties is being studied.

DCI(RN) 57



GET WISE ON DCIs

The 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.



Sunder

"I won't say he's unfit, but if that's what he's like after just tying up his shoe laces . . .!"

ARE YOU FIT TO BE A LEADER? SHAPE UP OR SHOVE OFF!



Guidelines for

The columns of Navy News have in recent years reflected the considerable concern felt by sailors at the loss of Income Tax relief on mortgage interest paid for homes they were not occupying because of Service duties.

Problems were set by the 1974 Finance Act when it laid down that for those taking out a mortgage after March 26, 1974 (and after 1980 for those who had taken out a loan before March 27, 1974), relief was restricted to a loan for purchase or improvement of a property which at the time the interest was paid was used as the only or main residence of the borrower, his divorced or separated spouse or a dependent relative.

If the owner was absent for more than a year, the property could not normally be regarded as his main residence. Relief was allowed where the property was let at a commercial rent, but only against the owner's income from letting.

Effect of the changes was in most cases to abolish completely the Income Tax relief available to Service personnel who, on being posted away, left their property vacant for more than a year or let it at a non-commercial rent. If the property was let at a fully commercial rent but the income from letting was less than the mortgage interest payments, then the amount of tax relief immediately available was less than if the owner occupied the property himself.

In July last year a concession was announced in the Commons relaxing operation of these rules, and important questions of interpretation have now been settled.

To establish a property as your main residence you must first buy a property to accommodate yourself or, if you are married, your family, and you or your family must spend the greater part of your time there. If, having lived in it, you then leave on being drafted to another duty station, the house will be regarded as your main residence and Income Tax relief be allowed for any absence of up to four years, provided that when you leave the house you have a reasonable expectation of re-occupying it within four years.

Most Service personnel, on being posted away, have a reasonable expectation of re-occupying their house in the way required within four years. It is up to the individual to state that he has this expectation on his first Income Tax return after leaving the property. Where there is this expectation at the start of a period of absence the tax relief will run for four years even if later events, which could

not have been foreseen, put the expectation in doubt or remove it altogether.

If, after four years, the property has not been re-occupied by you or your family, mortgage interest payments from then on will be allowed only as one of the offsets against the gross income received from letting the house or against any other letting income. So, if the house is not re-occupied and is not let, no tax relief on mortgage interest payments will be obtained.

Concession

Provided you do not buy a second house and claim relief on any mortgage interest payable on a loan to acquire it, Income Tax relief will be allowed on the house you have left regardless of whether at the new duty station you live in a house designated for a particular post, a Service quarter, a hiring or privately rented accommodation.

For property to be considered to have been re-occupied after a period of absence, it must be lived in by you or your wife or dependent children for a minimum period of three months. After that, Income Tax relief is available for a further period of absence up to four years, provided that the terms of the concession are again met.

Under the concession, which is retrospective and applies to any property purchased since March 26, 1974, tax relief will be given against total income up to the full amount of the mortgage interest, regardless of how your property is used during the period of absence.

Any question on circumstances which may not exactly fit the situations outlined in the DCI (which should be read in full by those concerned) should be referred to the Tax authorities.

DCI (RN) J 62

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SAYE proposal forms and explanatory leaflet are available from banks for payment by bank standing order or from post offices for payment in cash or by Giro standing order. Or ask your pay office, or write to: The Secretary, HM Forces Savings Committee, Block B, Government Buildings, London Road, Stanmore, Middlesex HA7 4PX.

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All about Royal Arthur

The five-week petty officers' leadership course in H.M.S. Royal Arthur is a mandatory qualification for promotion to confirmed chief petty officer. Other courses held there include two-week courses for members of the R.N.R., W.R.N.S., and W.R.N.R.; pre-joining courses for fleet chiefs, chiefs, POs and leading rates from the same ship; youth study courses for senior rates employed on training duties at new entry, junior and apprentice training establishments; courses for officers employed on training duties at these establishments and for officers concerned with the training of junior officers; and acquaintance visits for officers.

Overall aim for the POs' leadership course is to make petty officers of all branches aware of the paramount need for them to be effective leaders. The course stimulates them to adapt and develop their own personal qualities to enable them to take charge of subordinates more effectively. It also covers aspects which interact with leadership, in particular divisional duties, management, and how to communicate effectively.

FITNESS TESTS

Physical fitness plays an important part in the course, the more strenuous of the activities including: one - and - a - half - mile run, three-mile run, cliff - and - chasm and obstacle course runs, five-mile run, and Black Mountains trek.

Early in the course a man's physical fitness will be

assessed. Should he prove so dangerously unfit (as a result of being grossly overweight, for example) that he is assessed to be unable, while on course, to reach a standard of fitness to permit him safely to undertake these activities, he will be returned to his ship until such time as he attains the required standards.

DCI(RN) 45

Recruiting chaplains

A lack of information among civilian clergy about the role and work of naval chaplains is said to be one of the main obstacles to the recruitment of naval chaplains.

It is felt that visits to ships and establishments by civilian clergy to give them first-hand experience of the work would do much to correct this imbalance. Two types of acquaintance visits can be arranged.

DCI(RN) 55

HELO PLAYTIME

Now its flying days are over, Westland Whirlwind XK 912 has been "put out to grass" — in the adventure playground at Notton House Special School, near Lacock, Wiltshire. It was handed over on February 7 by Capt. John Beadon, Superintendent of the R.N. Aircraft Yard, Fleetlands, Gosport. XK 912 entered service with the Royal Navy in 1957 and flew a total of 2,284 hours, including many in the Far East.



house owners

Sailors who have fought battles over Capital Gains Tax on the sale of their properties will find useful guidelines in a new DCI explaining how this tax could affect Servicemen when they sell their houses in the U.K. — and how exemption can be gained.

In the case of an only or main residence the exemption from Capital Gains Tax on sale or disposal may be partly or wholly reduced if any part of the property has not been the owner's residence at any time — for example, because it was let — or if there have been times when the owner has lived elsewhere (but certain absences are not affected by this rule). No exemption can be given if an owner has never lived in this house.

An individual may normally obtain exemption for only one residence at a time. A person who has two or more residences may nominate one as his main residence as long as he (or his family) has actually lived in it, for example during holidays and leave periods. It does not matter if he owns only one of them — he can still nominate that one. Normally he must make his nomination within two years of moving into a second house. A married quarter

counts as a second house for this purpose. When the main residence has been established, it is treated in the same way as an only residence.

Certain periods of absence will not lead to loss of the exemption if the owner and/or his family have lived in the house both before and after such absences. These are: Any periods for any reason totalling in aggregate not more than three years; any periods during which the owner was posted overseas; and any periods totalling in aggregate not more than four years during which the owner was drafted elsewhere in the U.K.

Periods of absence under different heads may be added together. During these periods the property may be let.

Exemption

After such absences the owner should normally return to live in his house. The Inland Revenue are, however, willing to waive this requirement where a house owner cannot comply because he immediately receives another draft elsewhere. This concession was introduced by Inland Revenue Notice of October 12, 1976 and will be applied in all cases where the amount of the exemption had not been finally settled by that date.

The last 12 months of ownership of an individual's only or main residence are

exempt irrespective of circumstances. In deserving cases a modest extension not exceeding a further 12 months may be allowed.

If after reading this and the DCI (which itself makes no claim to be comprehensive), a Serviceman is in any doubt he should consult his Inspector of Taxes, PD4, HMIT, Cardiff.

DCI(RN) J 63

Pursuits with a challenge

Free-fall parachuting ... sub-aqua diving ... gliding ... offshore sailing ... mountain activities (including canoeing and ski-ing) ... boat handling ... These are some of the activities which feature in Joint Service Adventurous Training. Introduced in 1973, J.S.A.T. is a form of outdoor activity involving participation in challenging pursuits. By inference these have a risk to life and limb and call for qualities such as fitness, self-reliance, physical and moral courage, initiative, powers of endurance and interdependence. The training is designed to develop these qualities.

Underlying intention of the scheme is to awaken an interest in the trainee in the hope that he will then follow his chosen activity in the various clubs and associations, and to provide a nucleus of instructors whose task will be to lead expeditions and pass on their learning to other Servicemen.

The DCI gives full details of the activities, with dates of courses for 1977 and details of how to apply.

DCI(RN) J 61

☆ NCS training

The Captain, School of Maritime Operations, has assumed responsibility for training currently conducted by the Naval Control of Shipping school in Creasy Block, H.M.S. Vernon. The school becomes the Maritime Trade Faculty of SMOPS, with an R.N. commander as Head of Faculty and responsible for developing NCS training as an integral part of training in naval operations.

DCI(RN) 21

☆ For Christians

Week-end courses in Christian Leadership are being held throughout 1977 at the Portsmouth Diocesan Pastoral Centre, Park Place, Wickham, near Fareham; Hants. They are open to personnel in the R.N., R.M., Q.A.R.N.N.S., and W.R.N.S.

DCI(RN) 27

☆ Need to know?

What are known as Non Destructive Testing techniques are used to assess materials and components incorporated in H.M. ships and submarines. Now the Ship Department NDT Training School has organized an Aids to Maintenance course for officers and senior ratings with a "need to know." The course is to be held at Keynsham, near Bristol, from July 26 to 28.

DCI(RN) 35

☆ Stores link

Stemming from recent studies into the linkage of naval air stations and Naval Aircraft Repair Organization direct to the R.A.F. air store system on the SCC computer at Hendon, Admiralty Board approval has been given to the establishment of a feasibility study team to consider the question of linking H.M. ships and R.F.A.s.

The study team is to make an initial report within six months.

DCI(RN) 46

DCI(RN) J 63 Capital Gains Tax



VOLUNTEER FOR SCHOOLS LIAISON DUTIES
"He'll be O.K. if they include approved schools!"

Protect your ears

No one could visualize a refit, DED or assisted maintenance period being possible in any degree of silence. For hearing's sake, however, it is vital that the best practices for noise reduction are applied.

Where noise reduction below a sound level of 90dB(A) is not possible, hearing protection is to be provided for and worn by all exposed personnel, the number of whom must be kept to a minimum.

Surveys of ships under repair show that percussive-type mechanical and pneumatic equipment for paint removal produced noise levels well above the permitted level, and use of these machines must be limited. Paint removal should normally be by paint remover or hand scraper.

Where removal of paint uncovers scale and corrosion this should be removed by hand for small areas. If the areas requiring descaling are extensive and there is no practical alternative to using equipment producing high noise levels, operations should be programmed to minimise the number of people affected, and hearing protection provided.

DCI(RN) 26

☆ Advanced baking

Plymouth College of Further Education is offering six places in the Royal Navy on the advanced bakery course between June 13 and July 8.

DCI(RN) 56

☆ Spectacles

When stocks of the various sizes of Mk IV spectacles have run out, defence spectacles will be introduced on a replacement basis. Plastic safety lenses will be available for them.

Entitlement rules for Service personnel who need visual correction to allow them to carry out their duties are spelt out. In some trades or roles, however, the defence spectacle is not considered suitable and the Mark IV will continue to be used. With respirator NBC S6, the Mark V is used.

DCI(RN) 36

☆ G.C.E. 49

The 49th G.C.E. examination held under special arrangements for members of H.M. Forces takes place between May 30-July 1.

DCI(RN) J39

☆ School duties

Fancy a spell on schools liaison duties? Volunteers are required from artificers / mechanics of all branches except Medical for these duties. The qualifications needed are listed, and only men who are highly recommended will be considered. The duties will last for a period of between one year and two - and - a - half years.

At present, school liaison posts are located at the following Careers Information Offices: Greater London (High Holborn), Liverpool, Hull, Belfast, Bristol, Edinburgh, Southampton, Birmingham, Glasgow, Newcastle, Derby, and Leeds.

DCI(RN) 52

☆ Off the cuff

From March 1, CPOs are to wear branch badges above the left breast pocket of overall suits instead of on the right cuff. This means that badges will be less vulnerable to grease and dirt and more easily seen. Uniformity with wear on No. 8 shirts will also result.

DCI(RN) 25

☆ Interpreters

How's your Arabic or Chinese? Applications are invited for the October 1977 Civil Service Commission Linguist and Interpreter Examinations in these and many other languages. Applications are also invited for the March / April 1978 Interpreter examinations.

DCI(RN) 48

DATES FOR YOUR DIARY

Here are the dates of the 1977 Navy Days and Air Days—

Navy Days

CHATHAM May 28 and 29
ROSYTH (Meet the Navy Days)..... July 9 and 10
PORTLAND (Open Days)..... July 23 and 24
PORTSMOUTH..... August 27, 28 and 29
PLYMOUTH..... August 27, 28 and 29

Air Days

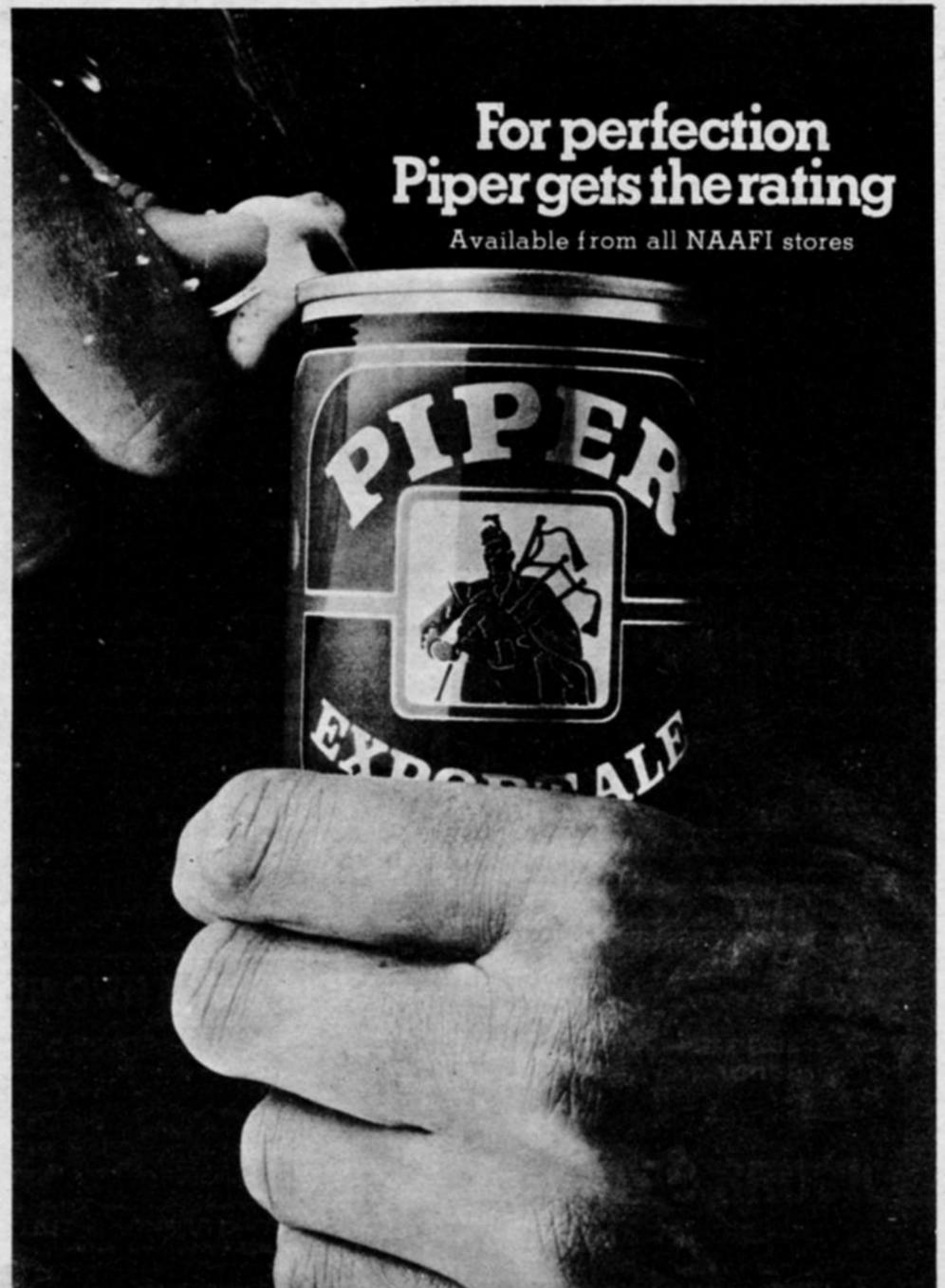
H.M.S. GANNET (Prestwick) July 20
H.M.S. DAEDALUS (Lee-on-Solent)..... July 23
H.M.S. SEAHAWK (Culdrose)..... July 27
H.M.S. HERON (Yeovilton)..... September 3

The sum of £72,000 was raised for naval charities as a result of the 1976 Days, through the considerable efforts of ships' companies and naval, marine and civil staffs in shore establishments and dockyards.

Principal distributions were: To Command funds, £23,100; R.N. Benevolent Trust and W.R.N.S. Benevolent Trust, £17,729; King George's Fund for Sailors, £16,771; Fleet Amenities Fund, £8,640; R.N. and R.M. Sports Control Board, £5,760.



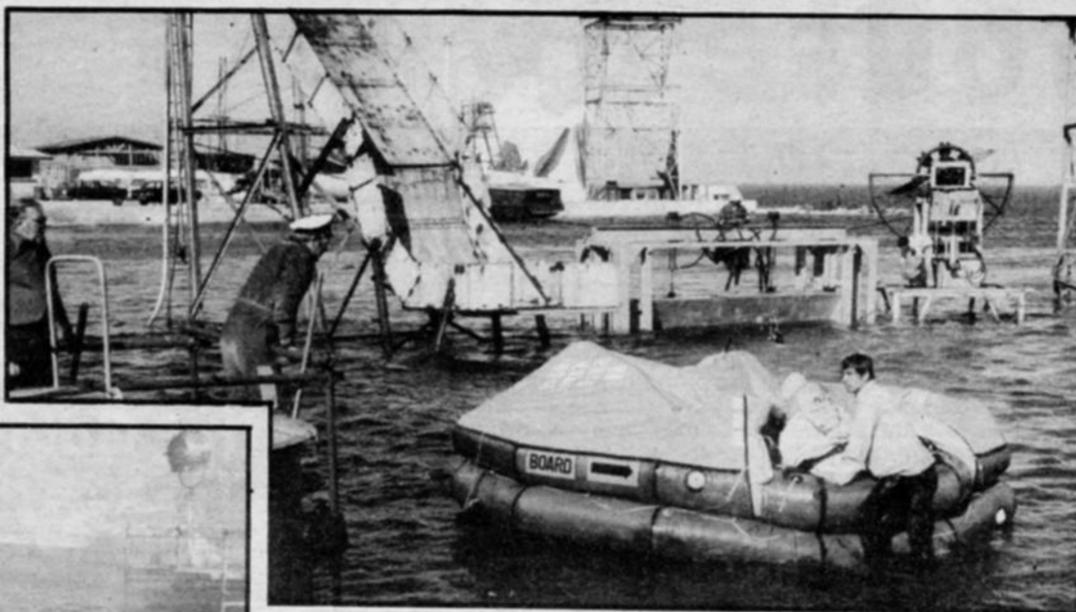
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Get it right to survive



The wind machine, wave maker, and 25-gallon "dumpers" at Malta Film Facilities can turn an area of sheltered water into a raging sea. All is calm in the picture, top right, as Sgt.

Jim Keck (in the white sweater) receives his instructions for the next sequence. In the picture above the crew of

the nearest raft seem to be in such a hurry to get out of the wild water that they have forgotten the drill. For the purposes of the film they did everything wrong — and "died."

There's a right way and a wrong way of doing everything — and when it comes to survival, the difference can be a matter of life or death . . .

The safe way and the fatal way of boarding a life raft are dramatically shown in what is said to be the most ambitious naval training film ever made. Its title is likely to be "The Vital Hour," because the film emphasizes the need to prevent the onset of hypothermia.

Almost all the work was done at Malta Film Facilities, Kalkara, either in the sea or on an indoor set where the interiors of the rafts were filmed. For this a raft was placed on a large, rocking platform and the movement was so violent that one unfortunate "survivor" actually turned pale (without make-up) and succumbed to "sea" sickness!

Rear-Admiral O. N. A. Cecil, Flag Office Malta, visited the unit to see filming in progress. After being greeted by Mr. Paul Avellino, director Malta Film Facilities, he met and talked to many of those

involved in making the film, including the actors and Service personnel taking part. These included FCPO Colin Parrett and PO Mike Rodgers, of the Safety Equipment and Survival School, and CEL George Muncaster, of the Naval Air Medical School, who were responsible for technical accuracy and maintenance of equipment.

The anti-tank troop of 41 Commando, under Sgt Jim Keck, were playing survivors — and earned much admiration for the hard work and endurance. Julian Holloway plays the leading role of the CPO whose crew do things right and survive, while others make mistakes and many die. "Disrated" from master-at-arms of H.M.S. Hero in the B.B.C. Warship series is actor Frank Jervis — in this picture he's a leading seaman!

Although made by, and for, the Navy, the film has a considerable Joint Service flavour, with 41 Commando providing a Gazelle of Salerno Flight and R.A.F. Luqa making available a Nimrod of 203 Squadron for ground and air shots.

Concorde's 10,000 visitors

More than 10,000 visitors went on board Britain's first Concorde prototype — 002 — at the Fleet Air Arm Museum Yeovilton during the first two months the interior of the plane was on show to the public.

One of the aircraft's four Rolls-Royce engines was removed when it arrived at Yeovilton last March, and this is now on display in the museum. This engine also spent part of its life in the French prototype — 001.

ROCK'S GENEROSITY FOR TWO GOOD CAUSES

"Fund-raising fever" has swept over the Rock of Gibraltar, with two good causes capturing the imagination of the Royal Navy. Dances, sports events, and numerous "whip-rounds" helped to raise a total of more than £1,900 for the H.M.S. Fittleton Fund and South Africa Lodge, the R.N. and R.M. Children's Home at Waterlooville.

"I have been most impressed by the generosity and the tremendous effort made by the relatively small naval community here," said Cdr. John Lean, who recently assumed command of H.M.S. Rooke.

A donation of £1,369.05 was sent to Capt. R. St. J. Fancourt, R.N.R., H.M.S. President, for the Fittleton Fund, thanks to the efforts of the money-raising committee led by LMEM and Mrs. Chesher, of H.M.S. Rooke. One of the main events was a dance held in the Fleet Pavilion and attended by more than 200 people, including Rear-Admiral M. L. Stacey, Flag Officer Gibraltar, Cdr. T. E. M. Kirby, former commanding officer of H.M.S. Rooke, and Cdr. P. L. Keenan, commander Gibraltar Refit Group.

Football match

The main attraction of a sports afternoon was a football match between the ship's company wives and a men's team in drag.

Other events included a marathon darts match in the Rooke Junior Rates Club and donations were received from the Senior Rates Mess, H.M.S. Rooke; the Fleet Pavilion; the Wardroom, H.M.S. Rooke; H.M.S. Rhyll; the Sergeants' Mess, R.A.F. Gibraltar; the Communications Centre; Gibraltar Police; H.M.S. Fearless, and individuals.

A cheque for £536.67 went to Commodore G. Hayne, of H.M.S. Nelson, for his South Africa Lodge appeal.

'Topping out' ceremony

The age-old ceremony of "topping out" was restored in Gibraltar where the then commanding officer of H.M.S. Rooke, Cdr. T. E. M. Kirby, laid the last square of concrete on the roof of the establishment's new administration building.

AIR TRIP FOR TREES

Christmas has gone, but it's not forgotten — especially in Gibraltar, where the staff of the Royal Naval Hospital remember the day they received their tree, courtesy of British Airways. It was presented by Mr. Barralati, the supplier, who flew out from the U.K. with trees for the hospitals on the Rock.

The picture shows the R.N. Hospital's tree being received by Senior Nursing Sister J. C. Brown and Naval Nurse M. Rust.

'Captain' fines the captain

Sea Cadet Michael Cotton, from Rhyll, youngest of three cadets embarked, was "promoted" to commanding officer during H.M.S. Rhyll's Christmas dinner, held while the ship was alongside at Gibraltar.

"Captain" Cotton's first official act as the new commanding officer was to fine the real commanding officer, Cdr. K. G. Lees, one bottle of champagne for being improperly dressed on the flight deck by not wearing a cap!



Black Watch — Fife link renewed

It was all aboard H.M.S. Fife for the Band of the Black Watch when at Portsmouth an official liaison between the Black Watch and the guided missile destroyer was renewed.

The liaison, which began in 1972, had become dormant with the Black Watch based in Hong Kong and the Fife occupied with

operational commitments.

An opportunity for the visit arose when the pipe, drum and military band of the Black Watch gave a concert in Portsmouth Guildhall. Before the concert, the 70 musicians were welcomed on board the Fife. They later visited H.M.S. Victory.

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BRISTOL MEETS DUNDAS

H.M.S. Dundas is pictured passing under the famous Clifton Suspension Bridge during the frigate's six-day visit to Bristol, for which she berthed at Princes Wharf in the city's floating harbour. She arrived in company with the minesweeper H.M.S. Soberton, which stayed for the week-end.

Before the frigate could begin to enjoy the social activities she had to be washed down and minor repairs made — she had just taken part in fish patrol with Force 9 winds. On the evening of her arrival a reception was given for the City of Bristol, the principal guest being the Deputy Lord Mayor.

During the frigate's stay, the ship's company members were invited to the local Courage brewery and to Harvey's Wine

Cellar, and they took part in a skittles match against the Police and a darts match against a local pub. But highlight of the stay was a visit to the BAC complex, where ship's company members were taken round the Concorde design shop, assembly line, flight crew simulator and the sales mock-up.

Under the captaincy of LREG Smith, the Dundas football team played a friendly

against the local Police, who triumphed 5-1.

During the time the ship was open to visitors, more than 2,000 members of local associations, schoolchildren and members of the public went on board.

Photo: CPO Tony Wilson.



Achilles for Gib.

The frigate H.M.S. Achilles (pictured) arrived at Devonport for boiler repairs in preparation for a short deployment in the Gibraltar area.

At Christmas the ship received an attractive card from the very active Achilles Association in New Zealand.

The card comprised a drawing entitled "Triumphant return" and showing the frigate's famous predecessor, the cruiser Achilles, berthing at Auckland on February 22, 1940 after the River Plate action the previous December.



Submarine anniversary plate

Collaborating with Submarine Command, Spode — makers of china and porcelain — have produced a "collector's item" limited edition of a commemorative plate to mark the Submarine Service's 75th anniversary. Details and application forms can be obtained from the Submarine Museum Curator, H.M.S. Dolphin, Gosport, Hants. Price of the plate will be £39.50 (including p. and p. and insurance).

New H.Q. for FONAC

Staff of the Flag Officer Naval Air Command expect to move into their new headquarters at R.N. air station Yeovilton before long. The new building, which was "topped out" in a recent ceremony attended by Rear-Admiral A. J. Monk, Rear-Admiral Engineering on the staff of FONAC, should be ready for occupation by Easter.

In 1971 the Flag Officer Naval Air Command and his staff moved from Lee-on-Solent to Yeovilton, where they have been housed in a number of huts and temporary buildings.



Now it's 'college under the water'

In the wake of the University of the Air comes the "college under the water" — by courtesy of the Royal Navy's Submarine Service. Three successful candidates are CMEMN Robert Stewart, CPO Leslie Davies, and OEM Mark Hickman, who have passed their GCE examination.

The three men took their "O" levels while their submarine H.M.S. Osiris was dived 350 feet below the Mediterranean.

The exam papers were mailed to Malta and collected by the submarine's education officer, Lieut. Rick Williams, of the Canadian Forces (Navy). They were locked in a safe in the sub until examination day.

'EXPERIMENTS

In off-duty hours the men studied in quiet corners of the submarine. CMEMN Stewart and CPO Davies read for an English Language exam, while OEM Hickman conducted small experiments in the radar office to help him with his Physics studies.

CMEMN Stewart, whose English exam was one he required for promotion and who now plans to take GCE in mathematics and mechanics, said, "It is fairly noisy in a submarine on the surface so we chose to take our exams while the boat dived. Even so, conditions were difficult. I took my exam in one of the machinery spaces," he said.

CPO Davies commented, "I took my exam among the torpedoes in the fore-ends of the submarine. It was fairly quiet there. Tiredness was my biggest problem because I had to fit the exam in with off-duty times during a hectic running period."

OEM Hickman is now studying for a maths examination.

Seen congratulating each other in the fore-ends of H.M.S. Osiris are, left to right, CMEMN Stewart, OEMN Hickman and CPO Davies.

Photo: CPO Eric Thompson.

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"Aren't you glad you're not a corgi?"

NEWSVIEW

Re-engaging prospects

Tightening-up on re-engagement has a slightly ominous ring, but everyone who has studied the page one story, and who is coming into the "zone" for deciding about signing on for pension, should not read into the situation more than is there.

In the past, re-engagement and recruiting curtailment has coincided with a frosty climate outside, and the present is no exception in that respect, but this time there are reasons for reassurance.

The 1974 defence cuts pressed severely on the Army and the Royal Air Force, where the numbers involved were much greater than in the Royal Navy. The Admiralty Board felt that natural wastage would bring down R.N. manpower to the level required by 1979.

All that is happening now is a readjustment where it will hurt the least, in order to fulfil the Management responsibility towards the main body of personnel.

EXTENDED SERVICE

There is deep regret over the near-elimination of service time beyond pension age for ratings who are the most experienced in the Service, and whose contribution is of the highest value. However, having the benefit of pension and gratuity, they will understand the dilemma of the Management in wishing to ensure the same opportunity for their younger colleagues.

Next, the Admiralty Board had to turn to re-engagement. Their announcement goes no further than to emphasize that if manpower shortages have resulted in any relaxed interpretation of existing rules, then that must come to an end.

The position is quite firm — that a man must be fitted in all respects to carry out his duties, including sea time and foreign drafts. Everybody understands the domestic as well as the professional implications, but it is inconceivable that the Navy should allow any ghost of "the bad old days" to harm the relationship which has been built up between the Service and the families.

MARGINAL PROBLEM

Indeed, discussion is being directed towards a greater severance of a man's personal affairs from consideration in his working life, though regard is always paid towards safeguarding the general good.

The most important aspect to be borne in mind in looking at career prospects in the Navy is that, so far as manpower is concerned, it's defence-cut problems are only marginal.

The Admiralty are bowing down on the rigging in order to ensure a well-found ship. That still means a happy one.

Having "letters after your name" may sometimes look like a bit of swank, but for men of the Royal Navy the magic symbols take on a vastly new importance when they venture into civvy street. The letters then enable them to offer nationally-recognized identification of their talents.

A store in the High Street can be seen with the slogan "We are never knowingly undersold," but the same cannot always be said of sailors. Many DO undersell themselves when they go outside and one of the ways to avoid this happening is to collect the passports to a better second career — the professional tickets which can be gained during the time in the Service.

The thousands of members of the Navy's Engineering Branch have just been issued with up-to-date guidance about the provision for registration with the Engineers Registration Board (ERB) of the Council of Engineering Institutions (CEI).

Individuals will have to pay a few pounds for the privileges described, and in these hard times could be forgiven for asking the blunt question, "What are the immediate advantages?" Indeed, the numbers coming forward suggest that reluctance does exist. While it would be honest to reply that in the early stages of a naval career the benefits are less apparent, there are factors which the young engineer may like to take into account.

The mere act of taking a professional step tends to lift the job to a higher level of satisfaction and this renewal of interest can pave the way to advanced knowledge. That is good for pride — and, sooner or later, good for money as well.

Through membership of the engineering institutions, literature is available and the opportunities to attend lectures and presentations, on your own and associated

Professional passports

subjects. Most institutions have branches around the country, offering both technical and social activities and giving a valuable insight into the civilian field.

The official announcement is the Defence Council Instruction RN 707/76 — "Recognition of H.M. Forces Engineering Trade Qualifications for Technician Engineer and Technician Registration."

All categories of artificers and mechanics with one year's experience in the 2nd Class rate are fully acceptable for registration as Technician, with the designatory letters (Tech(CEI). The cost of subscription to one of the numerous professional institutions is between £8 and £10 a year. The small annual registration fee may be included or appear as a surcharge.

Registration

When all categories of artificers and mechanics first class and above with four years' service in the rate were submitted for ERB assessment as Technician Engineer, they were accepted as having satisfactory training and experience, but in the main were not accepted as having met the required academic standard (equivalent to the Higher National Certificate or City and Guilds Full Technological Certificate).

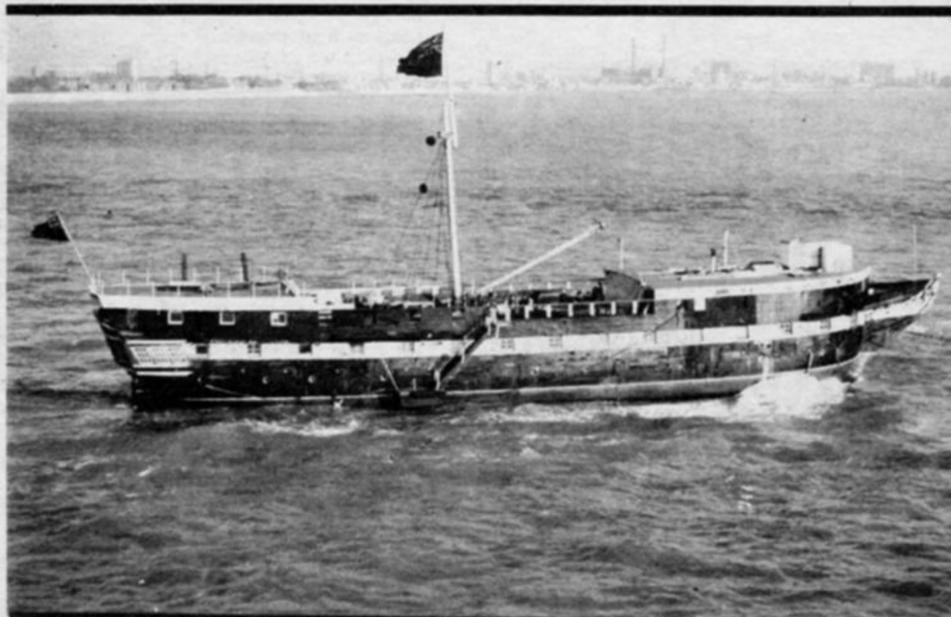
Individuals who do possess an HNC or FTC are qualified in all respects, but

there is another route to registration for the "mature candidate" category, through membership and sponsorship of a professional institution. It involves the writing of a thesis and an interview. Fees for a Technician Engineer's subscription, with the designatory letters T.Eng (CEI), vary between £12 and £15. Once again, the small annual registration fee may be included or appear as a surcharge.

Registration clearly identifies the Service engineering standards as being the same as those of the remainder of the engineering profession. It facilitates co-operation between the various engineering grades in the Service and their counterparts in design establishments and civilian firms, with whom they are required to work in the course of their duties.

Those "letters after your name" are nationally recognized and will be accepted by Government and by the engineering industry, enabling a man to take his rightful place in civvy street when he leaves the Navy.

Payment of fees would come more easily by the painless extraction from pay of a few pennies a fortnight, instead of a lump sum conflicting with other cheque demands, and perhaps this is an aspect which the Service authorities could consider as a measure of further encouragement.



FOUDROYANT IS BACK IN BUSINESS

Foudroyant, the 160-year-old teak frigate now used as a training ship for schoolchildren, has returned safely to Portsmouth Harbour after repairs at a Southampton boatyard. The successful operation means it will be "business as usual" for the Foudroyant this summer, when teenagers will join the ship for short seamanship courses. Fees from these courses pay the old frigate's running costs, but maintenance fees are a constant problem. Sailors and Wrens from H.M.S. Sultan helped out recently with a sponsored swim at St Vincent Pool, Gosport. Their efforts raised £100, which was later presented to Lady Daley, chairman of the Foudroyant Trust's fund-raising committee. Except for H.M.S. Victory, the Foudroyant is the oldest ship which has served with the Royal Navy and still survives. After the American ship Constitution, she is probably the oldest vessel afloat today.

SHIPS OF THE LINE

Triumphant after 'war'



The atmospheric picture on the left was taken by LA(Phot) R. Dobson on board H.M.S. Tiger on February 9, as the helicopter cruiser led a line of frigates into Gibraltar at the end of Exercise Locked Gate.

The units of the Fifth Group Deployment spent four days of weapon training in the South West Approaches before sailing to join other NATO forces for the exercise off Portugal. The R.N. frigates involved were H.M. ships Jupiter, Ajax, Ariadne, Danae, Aurora, Euryalus, and Antelope.

In the exercise they took part in convoy escort, carrier support, replenishment at sea, underwent all manner of air attacks, "sank" several submarines — and emerged victorious after ten days of "war."

A three-day, inter-ship sportex was arranged during the visit to Gibraltar, with the following results — the Ariadne won the Top of the Rock race; the Tiger won the basketball, badminton, volleyball, and boxing; the Antelope took the squash and shooting; the Aurora strode away with the tug-of-war; and the Euryalus outmanoeuvred everybody in the hockey.

The Group, supported by R.F.A.s Tidepool, Tarbatness and Green Rover, then spent two days of weapon training before heading across the Atlantic towards the sunshine of the Caribbean.

The Tiger took with her a painting of the ship's "pet" tiger at Marwell Zoo Park. It was a gift for an old people's day centre in Portsmouth, with which the Tiger maintains a link. In return, the ship presented the centre with a landscape in oils.



Tiger or 826 Squadron — and say you are a brass bandman."

Pictured in the band are, left to right (rear): Cdr. R. K. Arthur, LREM Whaley, AB Gibson, AB Caines, Mech Tidball, RMech Brown; (front): MEA App Ferguson, LSTD Farrimond, CK Goffe, CK Reid, MEM Firth, Sub-Lieut. T. Appleyard, Lieut. R. D. Elvin (Bandmaster).

Above right: Lining up for its first performance as H.M.S. Tiger approaches Gibraltar is the helicopter cruiser's volunteer band.

With "volunteer" the operative word, the band will be looking for more players later this year. So the call has gone out from the ship: "If you want to blow your own trumpet over the waters, fill in your C240 straight away to join the

Harrier trials in Hermes

Four Harrier aircraft carrying special equipment were embarked in the anti-submarine carrier H.M.S. Hermes for proving trials in February.

The plan was to carry out trials in the English Channel, where weather conditions were expected to give the opportunity to test the ability of the aircraft to operate from a pitching and rolling flight deck.

In the event trials in the South Western Approaches were curtailed because wind, swell and visibility were interrupting the tolerances to which the trials team wanted to work.

From the South Western Approaches the carrier headed for the Moray Firth via the Irish Sea, but after two days there was an easterly gale and she headed south in a beam sea to operate in calmer waters in the southern part of the North Sea.

Left: Heat-haze blurs the island of H.M.S. Hermes as a Harrier carries out trials.

The Sea Harrier version of the aircraft is due to be accepted for service with the Royal Navy in 1979 and the first fully operational squadron is planned for embarkation in the Hermes in 1980.

After the Harrier trials the ship visited Portsmouth.

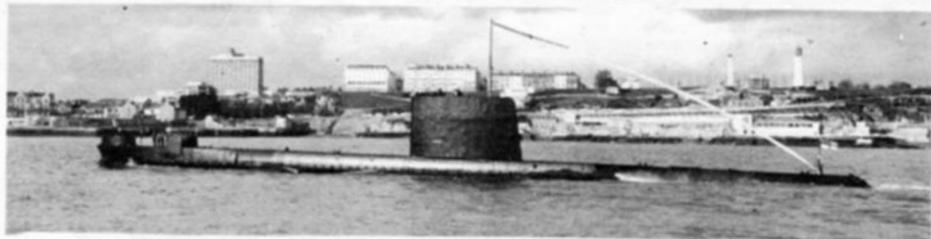
Airship idea deflated

Although the potential military applications for unconventional aircraft were kept under review, existing types of airship were not considered suitable for fishery protection tasks around the United Kingdom, particularly because of the harsh conditions in the North Sea, Lord Winterbottom, a Government defence spokesman, said in the House of Lords.



NOSTALGIC FAREWELL TO NARWHAL

H.M.S. Narwhal enters Plymouth on February 10 to pay off for the last time. Joining the Porpoise-class submarine's commanding officer, Lieut. G. M. F. Leveratt, for the ceremony were five former commanding officers — Capt. P. Cobb, Capt. K. Vause, Cdr. D. P. B. Ryan, Lieut.-Cdr. T. M. Le Marchand and Lieut.-Cdr. M. R. Todd.



Picture: LA Pratt

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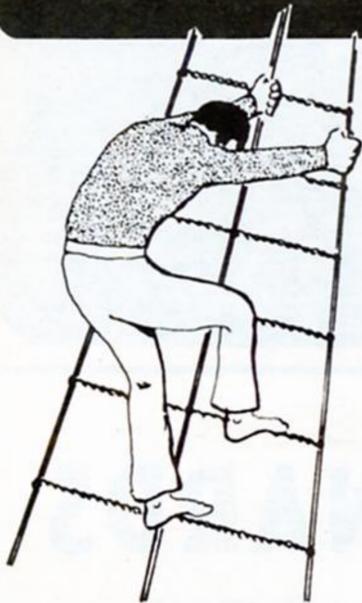
SAMPLING LIFE 'BEFORE THE MAS



One of the first fascinations of going to sea is to steer a vessel on a compass course. Here the Royalist's commanding officer, Lieut.-Cdr. (S.C.C.) Francis Drake, R.N.R., is giving instruction at the binnacle. With a name like that, how could he spend his life doing otherwise?



Naval routine is followed on board the Royalist and cadets share the chores. In the galley preparations, cooking, and cleaning, they have been known to acquire such a better understanding that, on returning home, they have staggered mums by giving a hand in the kitchen.



SQUARE RIG OFF

A sight to thrill the heart of sailor and landlubber alike, the Royalist heels under a fine spread of canvas. The rig may be regarded as old-fashioned and not all that efficient to windward, but it does provide lots of work and plenty of situations in which to keep young bodies in vigorous occupation.



The order "Heave away ho" rings from the rigger Royalist, training ship of the Royal Navy, while the eager young complement...

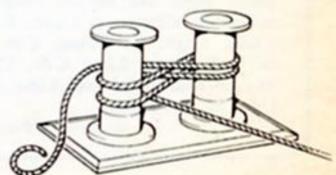
A picture from more than a century ago shows the brig is undoubtedly a dashing sight. It would have been as familiar to Nelson's tars as it is strikingly different in the modern maritime scene.

So what is the purpose of "old-fashioned" stuff — this groaning under the past to meet the needs of the present, in catering for the physical and mental wellbeing of young people? Perhaps first and foremost, the answer lies in discipline.

Any attempt to explain discipline in mere words, with "What is it?" being the challenging point, is so difficult to rebut. At sea there is no doubt. When a sailing vessel is beset by a squall nobody needs a command to become instantly alert. Something has to be done quickly. Besides the need for every hand, it is obvious that only by the acceptance of command and discipline, the situation going to be brought under control.

Confidence in leadership is the purpose of organization in such matters which may be learned in many ways, but it is doubtful if any other better than tussling with the elements.

The Royalist offers an answer to the permanent call in vigorous young men and women, the dare-devil spice of danger, the



ST' IN T.S. ROYALIST

Colour pictures by LA(Phot) Tony Thomas



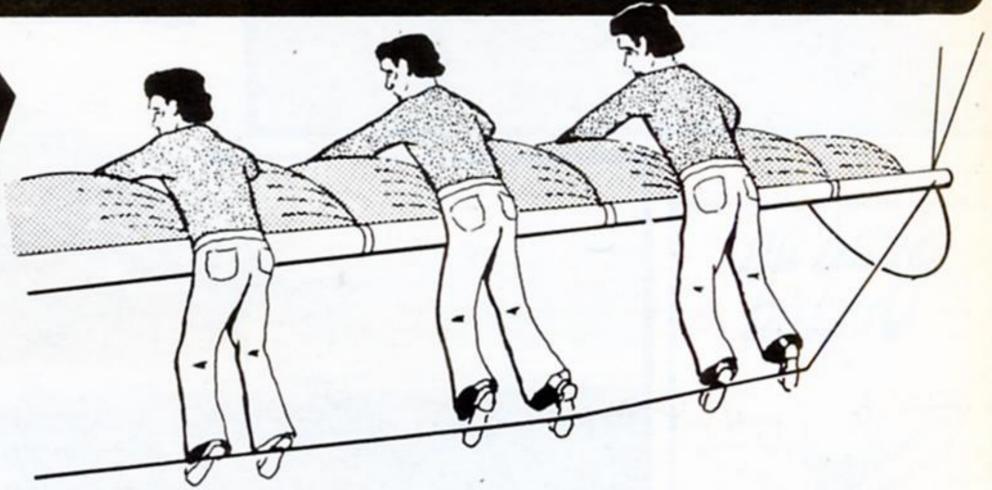
When cadets are aloft stowing sails, the deck and sea are a long way below, but the devotion to safety requirements is indicated by the record of nearly 4,000 "customers" without casualties. This picture was taken at H.M.S. Dolphin, Gosport, where the brig was berthed.



The maze of ropes is not quite as bewildering as may appear. Before going to the Royalist each cadet receives a booklet "Notes for Trainees" and this enables the young people to get a grasp beforehand and adapt quickly to the crew requirements of a big sailing vessel.



THE DAY



handsomely" rings across the waves as the square-rigged Sea Cadet Association, heels to a fresh breeze and the men strain at the ropes and swarm in the rigging.

Century ago, the ship's jack today's

Lay aloft, climbing back off the physical and people? Per- answer lies

Discipline: is a why should of view there is never vessel is hit dozen "A" aware that pretty damn every pair of by the ready obey is the light under

and the society are in other could be elements.

power to the truth for the sensation

of which remains in this environment, although in fact the attention to safety is scrupulously observed.

No mum is likely to escape a pang of apprehension as Johnny goes marching off for his spell before the mast, but she has the assurance that the brig has an expert permanent crew, ever-watchful that the personal safety belts will take care of the accidental slip or mishap.

The officers do have their moments. During a trip for a mixed Sea Cadet and Girls' Nautical Training Corps crew, a white-faced boy shot down the rigging to shout: "Please, sir, miss has fainted!" And there she was aloft, draped gracefully at the mast near one of the main yards, from which position she was gently lowered to the deck.

However, the girls have proved themselves to be no wilting violets and, either on their own or in mixed company, they have won a certain place in future operations.

The choice of square rig for the Sea Cadet Corps training vessel has ensured that there is ample gymnastic exercise for every young person aboard, and the Royalist has maintained capacity bookings since it was launched in 1971. In addition to the S.C.C. and G.N.T.C. cadets, "customers" include a few from

the Combined Cadet Force and Scouts, the ages ranging from 13½ to 16.

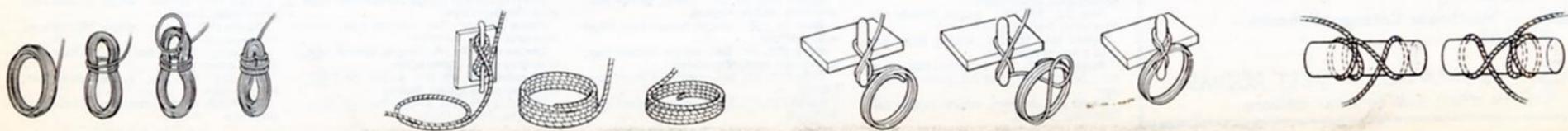
As a result of a beneficial relationship with the Daily Mirror, the newspaper gives national sailing scholarships for ten boys and ten girls each year, many of them from deprived homes.

Cost effective

Friends of the Sea Cadet Association who saw reports of financial anxiety due to the heavy cost of a major refit now nearing completion, may like to know that most of the money did come along. Apart from this type of heavy outlay, the Royalist is cost effective on the fees charged, but the general economic situation leaves little doubt that balance-sheet problems are unlikely to vanish.

For all concerned in this splendid youth venture, there is a rightness about the Royalist. In every trip there are moments when manhood begins.

Up at "the sharp end" in a fresh breeze you get a great sensation of the surging power of a vessel under sail, creaming along at 12 knots. To get this picture the photographer was out on the bowsprit while cadets on board were under instruction.



UP and UNDER!



Members of the British athletics team for the Montreal Olympics joined the fitter element of H.M.S. Berwick's complement for the traditional Top of the Rock race. The Berwick was the Gibraltar guardship at the time and the athletes were there to train in the sunshine. The event was started by Mrs. Judith Chatterton Dickson, wife of the frigate's commanding officer, who then drove up the Rock with some of the less athletic members of the ship's company and arrived at the finishing line in time to greet the winner, Barry Watson, the British Montreal marathon runner. Not surprisingly, the Olympic athletes took the first four places, but there was a special welcome for the first Berwick runner, RO Graham Owen, whose time was 24min. 40sec. When everyone had fully recovered, Cdr. W. F. F. Chatterton Dickson presented commemorative certificates to those who had completed the course.



Above: This deep, dark pool was one of the many hazards negotiated by men from H.M.S. Jupiter who visited the Lower St Michael's Caves during the Jupiter's five-day stay in Gibraltar with the 7th Frigate Squadron, H.M.S. Tiger, and H.M. submarine Churchill.

Discovered by the Army in 1942, the caves are now run by the Royal Engineers, who provide volunteer guides for tours which involve swinging on ropes and crawling on hands and knees, as well as crossing the lake by inching along a narrow ledge. Certainly not an outing for the well-dressed or faint-hearted!

Picture: LA(Phot) Jim Miller.



Left: The Rock makes a splendid backdrop for this picture of H.M.S. Churchill, as she prepares to enter Gibraltar. The photograph was taken by LA(Phot) R. Dobson, of H.M.S. Tiger.

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Joday

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12 MONTHS SERVICE

Pen Pals

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

- Allison** (17), 5ft. 8in., single, blonde hair, brown eyes, Bristol.
- Michelle** (16), 5ft. 5in., single, dark hair, brown eyes, Bristol.
- Jackie** (18), 5ft. 3in., single, auburn hair, London.
- Anne** (34), 5ft. 3in., divorced, brown hair, brown eyes, slim, three children, Peterlee.
- Marion** (18), 5ft. 8in., single, brown hair, brown eyes, Norwich.
- Carole** (18), 4ft. 10in., single, brown hair, brown eyes, Manchester.
- Sue** (20), 4ft. 10in., single, blonde hair, blue eyes, Portsmouth.
- Sylvia** (24), 5ft. 2in., single, black hair, blue eyes, Portsmouth.
- Susanne** (27), 5ft. 5in., divorced, brown hair, brown eyes, one daughter (4), Swindon.
- Janet** (18), 5ft. 6in., single, brown hair, blue eyes, Enfield.
- Deirdre** (29), divorced, auburn hair, hazel eyes, one son (six), Bromley.
- Deborah** (18), 5ft. 5in., single, brown hair, grey eyes, Bilston.
- Sue H** (17), 5ft. 4in., single, fair hair, blue-grey eyes, Watford.
- Janice** (18), 5ft. 6in., single, brown hair, blue eyes, Edinburgh.
- Frances** (18), 5ft. 3in., single, blonde hair, blue eyes, Edinburgh.
- Fiona** (19), 5ft. 5in., single, blonde hair, green eyes, Edinburgh.
- Beverley** (19), 5ft. 3in., single, brown hair, blue eyes, Gloucester.
- Jenny** (16), 5ft. 1in., single, fair hair, grey eyes, Bognor Regis.
- Sally** (15), 5ft. 4in., blonde hair, blue eyes, Stevenage.
- Sonia** (17), 5ft. 4in., single, fair hair, blue eyes, Tunbridge Wells.
- Heather** (19), 5ft. 5in., single, brown hair, green eyes, Feltham.
- Noreen** (19), 5ft. 2in., single, brown hair, brown eyes, Hounslow.
- Linda** (18), 5ft. 9in., single, brown hair, grey-blue eyes, Bedford.
- Susan** (18), 5ft. 6in., single, brown hair, blue eyes, Gateshead.
- Karen** (19), 5ft. 4in., single, brown hair, green eyes, Hull.
- Betty** (33), 5ft. 2in., separated, brown hair, hazel eyes, Portsmouth.
- Sue** (16), 5ft. 4in., single, blue eyes, fair hair, Watford.
- Sharon** (17), 5ft. 3in., single, brown hair, brown eyes, Watford.
- Susan** (18), 5ft. 8in., single, brown hair, grey eyes, Milton Keynes.
- Joan** (24), 5ft., single, brown hair, hazel eyes, Salford.
- Mary** (21), 5ft. 5in., single, brown hair, blue-green eyes, Manchester.
- Sally** (27), 5ft. 6in., single, auburn hair, Cardiff.
- Sarah** (15), 5ft. 10in., dark hair, grey eyes, Bridport.
- Elaine** (15), 5ft. 9in., blonde hair, green eyes, Bridport.
- Frances** (15), 5ft. 9in., dark blonde hair, grey eyes, Bridport.
- Sharon** (15), 5ft. 9in., brown hair, hazel eyes, Bridport.
- Chris** (15), 5ft. 3in., brown hair, grey-blue eyes, Bridport.
- Sue** (15), 5ft. 5in., brown hair, brown eyes, Bridport.
- Julie** (15), 5ft. 8in., dark blonde hair, brown eyes, Bridport.
- Nadia** (30), 5ft. 2in., divorced, fair hair, blue eyes, three daughters, Warwick.
- Joyce** (31), 5ft. 4in., single, brown hair, green-blue eyes, Brighton.
- Carole** (18), 5ft. 6in., single, dark hair, green eyes, Warrington.
- Diana** (20), 5ft. 7in., single, brown hair, brown eyes, Banstead, Surrey.
- Carol** (21), 5ft. 5in., single, brown hair, hazel eyes, Paignton.
- Julie** (23), 5ft. 5in., single, brown hair, brown eyes, Tunbridge Wells.
- Carol** (22), 5ft. 2in., separated, brown hair, brown eyes, slim, Tunbridge Wells.
- Lynne** (19), 5ft. 2in., single, brown hair, grey-green eyes, Wallsend.
- Jen** (19), 5ft. 2in., single, brown hair, blue-grey eyes, Percy Main, North Shields.
- Jean** (42), 5ft. 2in., divorce pending, brown hair, blue eyes, four sons, Faringdon, Oxon.
- Jayne** (17), 5ft. 6in., single, blonde hair, blue eyes, Brighton.
- Joy** (17), 5ft. 4in., single, brown hair, blue eyes, Ross-on-Wye.
- Pooa** (15), 5ft. 7in., blonde hair, blue-blue-grey eyes, Surbiton.
- Lesley** (16), 5ft. 1in., single, blonde hair, blue-grey eyes, Chessington.
- Christine** (16), 5ft. 6in., single, dark hair, brown eyes, Kingston, Surrey.
- Tina** (23), 5ft. 5in., single, fair hair, blue-grey eyes, Twickenham.
- Olivia** (23), 5ft. 6in., single, blue eyes, Hanworth, Middx.
- Claire** (16), 5ft. 7in., single, brown hair, brown eyes, slim, Fordingbridge.
- Kathy** (15), 5ft. 6in., auburn hair, grey-green eyes, chubby, Fordingbridge.
- Amy** (47), 4ft. 2in., divorced, fair hair, hazel eyes, Orpington.
- Elizabeth** (30), 5ft. 3in., divorced, brown hair, brown eyes, Caerleon.
- Pat** (55), 5ft. 7in., widow, brown hair, brown eyes, Liverpool.
- Queenie** (45), 5ft., single, auburn hair, green eyes, Peterborough.
- Lorraine** (16), 5ft. 7in., single, brown hair, blue eyes, Leicester.
- Ann** (18), 5ft. 5in., single, brown hair, blue eyes, Dublin.
- Libby** (19), 5ft. 1in., single, brown hair, hazel eyes, Lynton.
- Jackie** (18), 5ft. 3in., single, brown hair, hazel eyes, Lynton.
- Tracy** (16), 5ft. 6in., single, fair hair, blue eyes, Aldershot.
- Mandy** (17), 5ft. 4in., single, fair hair, brown eyes, Aldershot.
- Ann** (16), 5ft. 6in., single, blonde hair, blue eyes, Sussex.
- Yvonne** (19), 5ft. 7in., single, brown hair, brown eyes, Bath.
- Margaret** (23), 5ft. 5in., single, fair hair, blue eyes, slim, Aberdeen.
- Susan** (19), 5ft. 2in., single, brown hair, blue eyes, Birmingham.
- Jane** (16), 5ft. 3in., single, blonde hair, blue eyes, Leeds.
- Dawn** (16), 5ft. 4in., single, brown hair, green eyes, Leeds.
- Eliana** (19), 5ft. 6in., single, blonde hair, blue eyes, Southend.
- Beverley** (15), 5ft. 2in., blonde hair, blue eyes, Canvey Island.
- Pat** (24), 5ft. 4in., single, blue eyes, Portsmouth.
- Carol** (19), single, brown hair, hazel eyes, Sheffield.

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FLEET AIR ARM

To CPOACMN — V. S. Carcass (Daedalus).
W.R.N.S.
To CWREN REG — M. McVay (UK Support Unit, SHAPE).

POINTS LEADERS

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

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

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

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 (12.9.75), Nil; LS(EW)/LRO(W) — Int (1.1.77), 10; PO(M) — Int (16.1.75), Nil; LS(M) Dry, 12; PO(R) — Int (10.6.75), 5; LS(R) — Dry, 14; PO(S) — Int (11.12.75), 1; LS(S) — Dry, 8; PO(D) — Int (1.2.77), Nil; LS(D) — Dry, 2; PO(MW) — Int (21.3.75), Nil; LS(MW) — Dry, 2; PO(SR) — Dry, Nil; LS(SR) — Int (7.12.76), 1; POPT — Int (19.3.75), Nil; RPO — 182, 3; RS — 243, Nil; LRO(G) — Int (16.3.76), 4; CY — 271, Nil; LRO(T) — Int (16.3.76), 3.

PO(S)(SM) — Int (17.10.75), 4; LS(S)(SM) — Dry, 2; RS(SM) — Int (18.3.75), Nil; LRO(SM) — Dry, 3; PO(UW)(SM) — Int (21.7.76), Nil; LS(UW)(SM) — Dry, 1; POWEM — Dry, 18; LMEM — Dry, 58; POCEL — Dry, 2; LCEM — Int (15.12.76), 23; POEL — Int (12.8.76), 2; LOEM — Dry, 22; POREL — Int (25.9.75), 4; LREM — Int

(10.12.76), 19; POWTR — 84, 4; LWTR — Int (11.12.75), 5; POSA — 190, 1; LSA — Int (8.12.75), 7; POCK — 351, 5; LCK — 63, 12; POSTD — 251, 4; LSTD — Int (1.1.77), 12; POMA — 171, Nil; LMA — 146, Nil; POAF/POAM(AE) — 118, 3; LAM(AE) — Int (4.3.75), 12; POEL(A) — 148, Nil; LEM(A) — Int (2.4.75), 5; POREL(A) — 97, Nil; LREM(A) — Int (25.3.76), 11; POEL(AW) — Int (4.12.75), Nil; LEM(AW) — Int (27.1.76), 6; PO(AH) — 188, Nil; LA(AH) — Int (1.10.75), 1; POA(SE) — 434, 2; POA(MET) — Int (3.7.75), 3; POACMN — 89, Nil; POWREN AF(AE) — Int (4.3.75), Nil; LWREN AM — 70, Nil; POWREN CK — Int (13.10.76), Nil; LWREN CK — Int (17.7.76), Nil; POWREN DSA — Int (27.2.75), Nil; LWREN DSA — Int (28.2.75), Nil; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (5.6.76), Nil; POWREN PHOT — Dry, Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — Int (2.4.75), Nil; LWREN R — Int (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 (12.12.75), Nil; LWREN STD(O) — Int (4.3.76), Nil; POWREN SA — Int (1.9.76), Nil; LWREN SA — Int (6.4.76), Nil; 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 (7.8.75), Nil; POWREN WTR(P) — Int (17.2.75), Nil; POWREN WTR(P) — Int (26.6.75), 4; LWREN WTR(P) — Int (17.2.75), 6; LWREN WTR(S) — Dry, 2.

S.D. LIST PROMOTIONS

Subject to being eligible in all respects, the following ratings will be promoted to acting sub-lieutenant on the Special Duties List on October 31.

To Acting Sub-Lieutenant E(WE): ACCEA D. C. Asby, REA1 A. S. Bremner, OEA1 J. L. Bridges, REA1 A. C. Collins, AREA1 D. Coombes, ACCEA I. Cowie, CREA D. H. Fairclough, COEMN J. R. Fletcher, ACCEMN M. C. Green, CCEA W. C. Hannaford, LACREA L. R. Hayward, CCEMN N. S. Headley, ACCEA T. C. James, ACREA R. D. Jones, ACCEA J. R. Linden, CCEA R. H. Paget, REMN1 P. Woodings, REMN1 M. J. Yaldron.

To Acting Sub-Lieutenant E(WESM): CCEA K. G. Baker, CCEA M. R. Bravery, CCEA M. L. Bridgman, CCEA R. G. Davies, CEA1 C. J. Heirons, ACCEA R. J. S. Lockwood, ACCEA R. J. Miller, CREMN A. P. Randall, OEMN1 P. V. Shelley, OEMN1 D. Smith.

IN MEMORIAM

- B. T. Keay, MA. H.M.S. Drake, January 23.
- A. S. Rhodes, ALSTD. H.M.S. Seahawk, January 25.
- M. Jones, MEM. H.M.S. Sultan, January 27.
- C. E. Wyatt, OEA1(SM). H.M.S. Resolution (Starboard), January 31.
- R. McKirdy, EM(A). 849B Squadron, R.A.F. Lossiemouth, February 5.
- M. R. Griffiths, MEM1. H.M.S. Fife, February 10.
- P. Vidler, CPO(S). H.M.S. Daedalus, February 11.
- J. Beadle, CEMN1. H.M.S. Renown (Starboard), February 14.
- Rear-Admiral C. E. Lynes, At Seaford, aged 101. Royal Navy 1893-1930.
- Charles V. Carter, At Ramsgate, aged 81. Ex-PO. Veteran of Zeebrugge and Jutland.

The Mayor of Brighton, Mr. Peter Best, accompanied by his wife, visited H.M.S. Brighton at Portsmouth. They toured the ship and later had lunch with the commanding officer, Cdr. Peter Bell.

H.M.S. Hydra, which returned to Portsmouth after spending almost five years overseas on survey work, arrived at Southampton to start major refit.

Former Royal Navy lieutenant Colin Quincey is attempting to become the first man to row solo across the Tasman Sea to Australia.

The Lord Mayor of London, Cdr. Sir Robin Gillett, R.N.R., was guest of honour at a com-

NEWS IN BRIEF

bined mess dinner at B.R.N.C. Dartmouth.

While appearing in the West Country, Kenny Ball and three of his Jazzmen visited R.N. air station Culdrose as guests of members of 820 Squadron. They were presented with a photograph of two of the squadron's Sea Kings flying over H.M.S. Blake at sunset.

H.M.S. Jersey, the off-shore oil patrol ship, and a British Airways helicopter joined

forces in the North Atlantic to rescue a Danish seaman injured aboard a fishing vessel. The man later recovered in an Aberdeen hospital.

H.M.S. London and six other ships of the Standing Naval Force Atlantic under the command of Commodore John Cox, R.N., sailed south to join other NATO units for an exercise in the approaches to Gibraltar. Other visits by the Force have included Oporto, Lisbon, Brest, and Madeira.

H.M.S. Aurora, now deployed with the Seventh Frigate Squadron, has made a successful first Ikara missile firing off Plymouth. The Aurora, commanded by Cdr. R. H. Fox, joined the squadron after completing her post-refit trials and work-up.

- "JJ" (16), 5ft. 2in., single, brown hair, blue eyes, Gillingham.
- Jackie (21), 5ft. 8in., single, fair hair, blue eyes, Enfield.
- Lyn (28), 5ft. 1in., single, brown hair, brown eyes, Bath.
- Jennie (23), single, blonde hair, blue eyes, Luton.
- Karine (21), 5ft. 5in., single, brunette, brown eyes, Arundel.
- Dee (19), 5ft. 5in., single, brown hair, brown eyes, Southend-on-Sea.
- Julie (17), 5ft. 3in., single, auburn hair, blue eyes, Birmingham.
- Margaret (36), 5ft. 6in., divorced, brown hair, hazel eyes, one child (11), Plymouth.
- Marie (17), 5ft. 2in., single, brown hair, brown eyes, Bradford.
- Ruth (15), 5ft. 1in., brown hair, green-grey eyes, Bristol.
- Kathleen (16), 5ft. 1in., single, fair hair, Surbiton.
- Lucy (16), 5ft., single, fair hair, Surbiton.
- Ann (16), 5ft. 3in., single, brown hair, brown eyes, Gillingham.
- Marie (16), 5ft. 4in., single, blonde hair, blue eyes, Gillingham.
- Jane (23), 5ft. 7in., fair hair, green eyes, Bristol.
- Theresa (23), 5ft. 7in., single, fair hair, hazel eyes, Thornton Heath.
- Katy (16), 5ft. 6in., single, blonde hair, blue eyes, Thames Ditton.
- Carolyn (16), 5ft. 5in., single, black hair, hazel eyes, New Malden.
- Sharon (16), 5ft. 4in., single, fair hair, blue eyes, West Molesey.
- Elizabeth (29), 5ft. 2in., widow, brown hair, brown eyes, Walsall.
- Julie (17), 5ft. 6in., single, brown hair, blue eyes, Newbold Verdon.
- Angela (16), 5ft. 5in., single, brown hair, brown eyes, Liverpool.
- Susan (22), 5ft. 2in., single, brown hair, blue eyes, West Bromwich.
- Paula (18), 5ft. 2in., single, brown hair, brown eyes, Bristol.
- Della (17), 5ft. 7in., single, brown hair, blue-grey eyes, New Malden.
- Pat (37), 5ft., divorced, brown hair, blue eyes, Edgware.
- Audrie (39), 5ft. 4in., divorced, brunette, blue eyes, Manchester.
- Marian (24), 5ft. 9in., single, blonde hair, blue eyes, South Harrow.
- Helen (20), 5ft. 7in., single, brown hair, blue eyes, Southend.
- Stella (33), 5ft. 2in., single, brown hair, grey eyes, Birmingham.
- Joy (45), 5ft. 5in., divorced, brown hair, grey eyes, Gosport.
- Fran (16), 5ft. 7in., single, auburn hair, New Malden.
- Pauline (22), 5ft. 2in., single, brown hair, hazel eyes, Swindon.
- Susan (21), 5ft. 3in., single, black hair, hazel eyes, Epping.
- Vicky (30), 5ft. 1in., divorced, fair hair, hazel eyes, two children, Merville, Canada.
- Elizabeth (38), 5ft., separated, brown hair, grey eyes, slim, Portsmouth.
- Pam (40), 5ft. 3in., separated, dark hair, Westbury.
- Audrey (23), 5ft. 3in., single, brown hair, brown eyes, Liverpool.
- Barbara (20), 5ft. 3in., divorced, brown hair, brown eyes, Liverpool.
- Marie (19), 5ft. 4in., single, brown hair, green-blue eyes, Gloucester.
- Frances (25), 5ft. 6in., single, blonde hair, green eyes, London.
- Debbie (16), 5ft. 3in., single, fair hair, New Malden.
- Ella (36), 5ft. 6in., divorced, brown hair, blue eyes, two children, London.
- Sue (17), 5ft. 3in., single, brown hair, hazel eyes, Bradford.
- Lynn (16), 5ft. 3in., single, brown hair, blue eyes, Liverpool.
- Erika (20), 5ft. 11in., single, blonde hair, blue eyes, Nottingham.
- Patricia (28), 5ft. 5in., single, brown hair, blue eyes, Liskeard.
- Bernadette (18), 5ft. 1in., single, blonde hair, blue eyes, Dublin.
- Ruth (16), 5ft. 4in., single, blonde hair, blue eyes, Richmond, Surrey.
- Sue B. (16), 5ft. 2in., single, brown hair, hazel eyes, New Malden.
- Carole (16), 5ft. 2in., single, brown hair, hazel eyes, Kingston-on-Thames.
- Teresa (15), 5ft. 1in., brown hair, green eyes, Bradford.
- Lynn (18), 5ft. 2in., single, brown hair, brown eyes, Middlebrough.
- Katie (39), 5ft. 2in., divorced, black hair, brown eyes, two sons, Gosport.
- Patricia (15), 5ft. 5in., reddish-brown hair, blue eyes, London.
- Fiona (20), 5ft. 5in., single, brown hair, brown eyes, Glasgow.
- Debbie (18), 5ft. 2in., single, brown hair, hazel eyes, Wirral.
- Karen (16), 5ft. 3in., single, brown hair, brown eyes, Ilford.
- Ann F. (16), 5ft. 8in., single, brown hair, blue eyes, slim, Portsmouth.
- Jenny (25), 5ft. 3in., single, brown hair, brown eyes, Birmingham.
- Veronica (19), 5ft. 6in., single, brown hair, hazel eyes, slim, Glasgow.
- Gillie (43), 5ft. 5in., divorced, black hair, brown eyes, Portsmouth.
- Christine (18), 5ft. 4in., single, brown hair, hazel eyes, Walsend.
- Leone (16), 5ft. 4in., single, brown hair, brown eyes, Portsmouth.
- Cheryl (16), 5ft. 4in., single, brown hair, blue eyes, Newmarket.
- Susan B. (17), 5ft. 4in., single, auburn hair, green eyes, Newmarket.
- Jill (28), 5ft., single, blonde hair, blue eyes, London.
- Rhodna (35), single, black hair, brown eyes, Lndon.
- Ray (42), 5ft. 6in., widow, three children, Bath.
- Linda R. (24), 5ft., single, brown hair, grey eyes, Walsall.

Pen Pals

- Jacky (27), 5ft. 9in., single, blonde hair, blue eyes, Southend-on-Sea.
- Lorraine (20), 5ft. 4in., single, brown hair, blue eyes, Dagenham.
- Julie L. (16), 5ft. 8in., single, brown hair, hazel eyes, slim, Portsmouth.
- June (36), 5ft. 3in., divorced, brown hair, two children, Dundee.
- Linda W. (23), 5ft. 3in., single, dark hair, hazel eyes, Manchester.
- Tina (21), 5ft. 1in., single, brown eyes, black hair, Manchester.
- Lola (17), 5ft. 1in., single, brown hair, brown eyes, Watford.
- Margaret H. (17), 5ft. 6in., single, brown hair, brown eyes, Scarborough.
- Joie (43), 5ft. 7in., divorced, brown hair, brown eyes, two children, Andover.
- Karen B. (19), 5ft. 2in., single, auburn hair, blue eyes, Hounslow.
- Carol S. (18), 5ft. 7in., single, brown hair, brown eyes, Southall.
- Marian (23), 5ft. 6in., single, fair hair, blue eyes, Birmingham.
- Wendy (22), 5ft. 1in., single, fair hair, brown eyes, Leicester.
- Rachel (25), 5ft. 2in., single, brown hair, green eyes, Barnstaple.
- Rosemarie (17), 5ft. 4in., single, brown hair, brown eyes, Portsmouth.
- Sharon (16), 5ft. 6in., single, brown hair, brown eyes, Plymouth.
- Karen J. (15), 5ft. 5in., ginger hair, hazel eyes, Plymouth.
- Liz (20), single, brown hair, blue eyes, Romford.
- Rose (46), 5ft. 3in., widow, brown hair, blue eyes, Maidstone.

PEOPLE IN THE NEWS



Joining the Naafi Board

Superintendent ELIZABETH CRAIG-McFEELY (she was promoted from chief officer on February 1) is to become the first W.R.N.S. officer to represent the Admiralty Board as Naval Director on the Naafi Board of Management. At present serving on the staff of the Naval Secretary at the Ministry of Defence, she will take over from Capt. G. J. CHAMBERS in June.

The Naval Director is responsible both to the Chairman of the Board of Management and to the Royal Navy and shares responsibility for formulating policy and directing the Corporation's affairs, as well as representing the views of R.N., R.M., and W.R.N.S. personnel on the service provided by Naafi and advising on Service messing requirements.

Miss Craig-McFeely joined the Women's Royal Naval Service as a direct entry officer candidate in September 1952.

Picture: POWren(Phot) Sue Jackson.

James gets his second LSM

The Royal Naval Reserve Long Service medal is normally awarded after 15 years, but Petty Officer JAMES PHILPOTT, of Frindsbury, Kent, received his medal after only 11 years. PO Philpott is a rather exceptional individual, however. He is one of the few men who can claim to have earned long service medals in the Army and the R.N.R.

His Army LSM was awarded after 18 years, but he went on to complete 22 years before retiring from the Royal Signals as a warrant officer in 1959. He joined the R.N.R. in 1966 and retired this year. The extra four years he served in the Army were tacked on to his 11 years in the R.N.R.

to enable him to qualify for his second medal.

The picture shows a farewell presentation to P O Philpott, on behalf of H.M.S. Wildfire, headquarters unit of the Royal Naval Reserve at Gillingham, by the commanding officer, Cdr. R. G. SHEFFIELD, R.N.R.

Picture: PO (Phot) J. Sinclair.



A medal, a mug — and a touch of mickey-taking — marked the completion of 33 years' service by FCEA(A) EDWARD GOODWILL, while serving with 814 Naval Air Squadron embarked in H.M.S. Hermes. A special medal "struck" for the occasion, was ceremoniously pinned to Edward's chest and he was presented with a commemorative mug and celebration cake. The mickey-taking? With a full set as fine as Edward's, who needs after-shave lotion!

Watchkeeping poet

Tannoy announcements on board H.M.S. Glamorgan are entertaining as well as informative, especially when LS (M) IAN SHEPHERD is on duty as H.Q. 1 watch-keeper. Since the deployment to Australia and New Zealand in 1975/76, Ian has been making his announcements in verse!

Ian also exercises his poetical prowess in other ways: for example, he has re-written the N.B.C.D. rules in the form of a poem (all 18 verses of it) which ends with the following good advice — "So don't forget the basic rule, Do not panic. Keep your cool!"

A second Navy career to follow your first.

Are you a CPO or FCPO coming up for retirement? Then you may be interested in the openings we have in the Royal Navy Careers Service for Careers Advisers.

If accepted, you could then continue your naval career to the age of 55. (At which point you would naturally be entitled to a larger pension.)

You would almost certainly work in one of the 64 Careers Information Offices we have dotted around the country.

The work itself is interesting and varied. Most of your time would be spent advising young men (and their parents) about Navy careers and assisting in their selection.



You would also be involved in the presentation of local publicity schemes, and liaising with youth organisations.

It's a responsible job. Because for many recruits you would be their first contact with the Navy.

Entry is at the same rank that you leave the Fleet, and subject to certain conditions, you will be eligible for promotion to Lieutenant after 3 years' service.

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London,
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ROYAL NAVY

PEOPLE IN THE NEWS



Picture: LA(Phot) Jim Miller

Three officers who attended the same school in Guernsey are now serving in the same ship, H.M.S. Kent. **Lieut.-Cdr. R. J. WARD** (centre) went to Elizabeth College from 1956 to 1963 and is now the Kent's principal warfare officer. In the past he has served as gunnery officer of H.M.S. Hubberston. When this picture was taken he was due to leave the Kent to complete a communications advanced warfare course in Portsmouth.

Lieut. G. F. WOODBRIDGE (left) attended Elizabeth College between 1960 and 1968 and before joining the Kent he was the communications officer of the frigate H.M.S. Rothesay during a world deployment. He has also served in H.M.S. Chawton, which carried out numerous fishery patrols around the Channel Islands.

Lieut. C. R. MAYNARD attended the school from 1960 to 1969, as a border. He was based in Hong Kong for two years, serving in the minesweeper H.M.S. Wasperton, before joining the guided missile destroyer.

TAS MAN TAKES OVER

Since the 1920s the captains of H.M.S. Mercury, the R.N. Signal School at East Meon, near Petersfield, have all been signal officers. With the departure of **Capt DEREK A. P. O'REILLY**, however, the line was broken. His successor is **Capt. JOHN TAIT**, a TAS officer. He was formerly captain of the Third Frigate Squadron and commanding officer of H.M.S. Leander.

Capt. O'Reilly left Mercury in style, riding in a landau pulled by two greys, seen above outside the Main House.



'A true friend of Malta'

LADY BINGLEY, widow of the late Admiral Sir Alexander Bingley, has been honoured by Malta for her important "behind the scenes" efforts when Britain and the George Cross island found themselves at variance.

"Official contacts between the two governments ceased altogether during the dispute," said the citation, "and Lady Bingley succeeded in a manner most sincere and loyal to Malta and Great Britain to find ways and means to bring vital information from one government to the cognizance of the other."

"Moreover, after completing this work unostentatiously, she continued to

help Malta for no personal gain, in the field of social welfare."

When Malta became a republic its government decided to have its own system of decorations and Lady Bingley was among the first to receive the Ghall-Qadi tar-Repubblika Medal "as a true friend of Malta and a source of assistance to our country." She is pictured below being congratulated by **Mr. DOM MINTOFF**, Prime Minister of Malta.

Lady Bingley's close association with Malta began when Admiral Bingley was Commander-in-Chief Mediterranean, 1960-62, and then and since she has endeared herself to the Maltese people.



PEARLY PRINCE

Never again will a young sailor shin up the 143ft. mast at H.M.S. Ganges and proudly claim the title of "Button Boy" by standing on the nine-inch disc at the top. However, the Royal Navy still has a "button boy" to be proud of.

He's **GEOFFREY GRIMSTER-SHEPHERD**, who is a probationary medical technician at H.M.S. Daedalus — and the Pearly Prince of Oxfordshire.

Geoffrey (19) trained at H.M.S. Ganges on joining the Navy in 1975 and then worked for a while in R.N. Hospital Haslar before moving to Lee-on-Solent. His parents, who live in Wantage, are the Pearly King and Queen of Oxfordshire and members of the Pearlys' national association. In these days of synthetic materials, the mother-of-pearl buttons with which Pearlys decorate their uniforms are in short supply in this country, but through the Japanese Trade Centre in London the association managed to arrange for the supply of 100lb. of pearl buttons, which were presented by the Japanese Ambassador, **His Excellency TADAOKATO**. Geoffrey and his father (seen in this picture with the Ambassador's wife) were among the guests at a reception in the Embassy.



COD WAR CO-OPERATION

Some of the dramatic action film used by Independent Television News during the cod war was shot by two chief petty officers serving in the Leander-class frigate H.M.S. Lowestoft. The amateur cameramen were **CMEA(P) KEITH BOXALL**, who is now with the Ship Maintenance Authority in Portsmouth, and **MECHI JOHN LAWSON**, now with H.M.S. Wessex, the Solent Division of the Royal Naval Reserve.

To mark the co-operation between the frigate and I.T.N., Keith and John visited the television studio, where they met newscaster **SANDY GALL** and presented I.T.N.'s press relations officer, **FRANK DUESBURY**, with a Lowestoft plaque.

I.T.N. already had a plaque from H.M.S. Sultan as a result of an earlier visit by Keith (who is second from the left in the picture) while on his confirmation course for the CMEA(P) rate. As part of the course he produced a 3,000-word project and a one-hour presentation about I.T.N.



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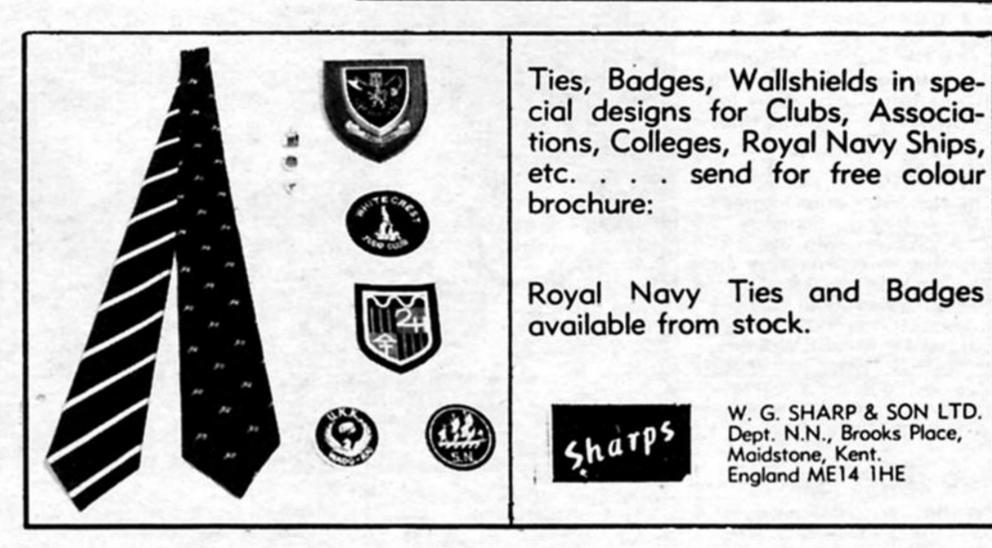
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NEWS FROM H.O.

The latest circular from Royal Naval Association headquarters in London contains the following items of news from the general secretary, Capt. R. Tiddy —

Vice-Patron

The approval of the Association's Patron, Her Majesty the Queen, has been obtained for the appointment of the past President, Rear-Admiral T. V. Briggs, as Vice-Patron. Admiral Briggs has accepted and so his name joins those of Admiral Sir Frederick R. Parham and Lady Luce on the honours board.

Annual draw

New regulations for lotteries have been approved by the House of Commons and come into force on May 1. This may mean (and Capt. Tiddy emphasises the word MAY) that the R.N.A. can once again hold an annual draw. Such competitions produced considerable income in the past, but were stopped because they were said to have been conducted in an illegal manner ("Flogging draw tickets in pubs").

Conference

The Standing Orders Committee is to meet on March 19 to consider branch motions and make up the agenda for the 1977 conference. Motions should arrive at headquarters by March 11. The National Council is to meet on April 2 to consider the agenda and the 1976 accounts.

Diaries

The National Council agreed at its meeting on February 12 not to proceed with the production of an R.N.A. diary for 1978. The loss on the sale of 1976 diaries was about £400 and the loss on the 1977 venture stands at £80 — not including the cost of postage. These losses were due entirely to lack of support from the members of the Association.

Club meeting

Another item which has suffered through lack of support is the 1977 Club meeting. Due to be held at the Nottingham Club on March 5, it has been cancelled because only two items were starters for the agenda — and only nine of the 60 or so clubs had indicated that they would be sending representatives to the meeting.

Old Contemptibles

The Old Contemptibles Association, which was founded in 1925 for those who served in France between August and November 1914, officially "fades away" on March 31. The Army Benevolent Fund is taking over the Association's remaining assets and will meet the needs of any former members in distress.

It started with a sponsored walk by "tramps," with the aim of raising £1,000 to modernise a room at the Home and ended in a glamorous nightclub with the presentation of two £1,000 cheques.

The 20-mile sponsored walk was a great success, with the income exceeding the target by £600, thanks to several serving personnel — including ratings from H.M. ships Ark Royal, Galatea, Kent, and Euryalus, and not forgetting an R.A.F. sergeant in Germany — who joined the Luton walk, or organized their own events.

One of the Luton Branch vice-presidents, Shipmate George Savva, kindly offered the use of Caesar's Palace, Luton, for the presentation dinner, which was attended by 850 people. They paid £3.50 for a three-course meal and entertainment. The star of the cabaret was Frankie Vaughan.

Guests included the then First Sea Lord, Admiral Sir Edward Ashmore (who has since been promoted to Admiral of the Fleet and appointed as Chief of the Defence Staff) and Lady Ashmore. Also Major-General John Sheffield, Commandant of the Star and Garter Home, with Mrs. Sheffield; Capt. and Mrs. Poynter, the Chief Executive of South Bedfordshire, and the Mayors and Mayoresses of both Luton and Dunstable.

During the evening a collection (see picture) and a raffle — for which one of the prizes was a magnificent iced cake made and donated by the R.N. Cookery School, H.M.S. Pembroke — raised the total donation to £2,000. The cheques were presented to General Sheffield by Admiral Ashmore and Shipmate Savva.

The two rooms for which the money was raised will be named after No. 6 Area, R.N.A. and the Luton and Dunstable Branch, R.N.A.

OBITUARIES

- Shipmate Stan Chubb, Ex-CPO, Died January 13. Vice-chairman, Colchester Branch, Royal Naval Association, Chairman, No. 5 Area. Formerly founder member, Ilford Branch.
- Shipmate John Harris, Former standard bearer, Willesden Branch, R.N.A.
- Shipmate S. Godfrey, Died in the Joyce Green Hospital, Dartford, February 5. Chairman of National Council, Royal Naval Association, when Royal Charter was granted in 1954. Later Vice-president and Trustee.
- Shipmates W. Burlinson (ex-SPO) and D. Cawood (ex-LS). Members of the Wear Branch, R.N.A.

Peter knows the drill!



Shipmate Peter Dickson (Portland), winner of the No. 4 Area standard bearers' competition, receives the Joe May Cup from the Area president, Shipmate Ron Tremlett (Bristol). On the left is Col. Sgt. Sam McLoughlan, R.M., who was one of the judges, with WO John Flockhart, R.M. (right). In the centre is Shipmate Cyril Lewis (Newton Abbot), Area Life vice-president.

Picture: CPO(Phot) Charles H. Thompson, H.M.S. Osprey

standard before last October, when he armed himself with a drill manual and approached Lieut. Brian Witts, gunnery officer at Portland Naval Base. His bi-weekly training sessions obviously paid off.

The competition was planned and organized by Shipmate Charles Thompson, Area delegate for Weymouth, who also acted as parade marshal. The judges were senior drill instructors from the R.M. Commando Training Centre, Lympstone, and main guest at a dinner was the commandant, Col. David Bailey.

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REUNION DATES

H.M.S. JUFAR: MAA G.R. Legg, of 14, Montgomerly Walk, Waterlooville (tel. Waterlooville 59607), would like to contact senior rates who served in H.M.S. Jufair from 1959 to the closure in 1971 — or anyone who served in the Minesweeping Squadron based there, or in any H.M. ship which passed through the Station — with a view to attending a reunion at Swanage on Saturday, October 29, 1977. Full details concerning accommodation and venue from MAA Legg (R.N.D.Q., H.M.S. Nelson) or RSC Dewhurst, of FOST Staff, Portland.

H.M.C.S. STRATHROY: Mr. John E. Sandison, of 2928 Queen Street, Regina, Sask S4S 2E4, Canada, will be pleased to give more details of a reunion of former crew members of the wartime corvette H.M.C.S. Strathroy, to be held in Strathroy, Ontario, in August, 1977.

H.M.S. DORSETSHIRE: Survivors are planning to hold their next reunion in Plymouth on April 9, 1977. For further information write or phone Mr. Harry J. Hockin, of 71, Mountbatten Way, Plymouth, Plymouth, Tel. Plymouth 42959.

R.N. ESCORT CARRIERS: Mr. S. T. Conway, of the R.N. Escort Carriers Reunion Committee, 32, Loxford Avenue, East Ham, London, E6 3DB, reports that so many people wish to attend the first reunion that the committee has had to cancel the plan to hold the event on board H.M.S. Belfast. It will now be held in the Abercorn Rooms, next to Liverpool Street Station, London, on Saturday, June 4.

R.N. TELEGRAPHISTS: Members of the Royal Naval Telegraphists (1918) Association are holding their 45th annual meeting and dinner at the Union Jack Club, Waterloo, London, on Saturday, April 30. Main guest will be "the Number One Sparker of the Royal Navy," Admiral of the Fleet Earl Mountbatten. All ex-sparkers welcome. Details from Mr. R. L. Maguire (hon. secretary), 131, Nags Head Road, Enfield EN3 7AD, Middlesex. Tel: 01-804 2966.

Calling old shipmates

Mr. F. D. (Bunts) Berry, of 125, Cromwell Crescent, Market Harborough, Leicestershire, would like to contact anyone who served in H.M.S. Rataipiko, a minesweeping trawler based at North Shields, 1943-44.

Mr. T. Eastwood (ex-AB), of Fletchers Hotel, Westgate, Grantham, Lincs., would be pleased to hear from anyone who served with him in ML 259 (10th Flotilla, Dover Patrol), 1940.

Mr. Frank Pugsley (ex-POGM), of 28, Trefusis Gardens, Laira, Plymouth, is anxious to contact anyone who took part in the Battle of North Cape on December 26, 1943. "Thousands of British sailors were involved and there must be many who would like to get their heads together over a pint, and chat about the Midnight Sun, the icebergs in the Denmark Strait, and the Black Horse beer in Hvalford Canteen," he writes. He would also be pleased to hear from any survivors of the German battleship Scharnhorst, which was sunk in the battle.

Mr. Ralph Barber, of 16, Aldercombe Lane, Caterham, Surrey CR3 6ED (tel. Caterham 43842) is anxious to hear from anyone who can put him in touch with ex-AB Harry Smith, who was awarded the Conspicuous Gallantry Medal for his part in the "chariot" attack on La Peszia Harbour in June, 1944.

Mr. Leonard C. Williams (former Chief Electrician / Torpedo Gunner's Mate), of 4, White Ladies Close, Havant, Hants, PO9 2ST, is trying to contact Douglas William Sizer, who served with him in H.M.S. Hood from October 1936 until he left to join H.M.S. Hardy in 1938. He was a telegraphist in the Hood and served during the war as a PO Tel in Combined Operations in Scotland. Believed to have left the Navy soon after the war, having completed his 12-year engagement.

Mr. L. Hobbs (ex-AB), of 48, Paine Street, Judea, Tauranga, New Zealand, is anxious to contact shipmates who served in M.G.B. 334. Also members of the staff of the Microgram Service, Cape Town, 1942-44, South Atlantic. Mr. Hobbs recalls the names of AB Frank Patrick and the officer-in-charge, Lieut. Summers.

BRANCH NEWS

Bicester

Shipmates from four neighbouring branches were invited to Bicester's commissioning meeting on February 22 and among the other guests was a member of the National Council of the Royal Naval Association and the Mayor of Bicester.

Bishop's Stortford

At the 29th annual meeting the chairman reviewed the successful year's events; the treasurer reported a healthy financial situation, and the social secretary outlined plans for an even busier year ahead. The annual dinner is to be held on April 23, and a buffet dance in September.

Officers were elected as follows — chairman, Shipmate Bernard Brown; vice-chairman and delegate, Shipmate Eric Taylor; secretary, Shipmate Doug Martin; treasurer and social secretary, shipmate Ken Williams; standard bearer and press relations officer, Shipmate Alan Kendall; welfare officer, Shipmate Tom Lynch.

The committee will consist of Shipmates Dave Saltmarsh, Sid Phillips, Terry Snowdon, and Alan Kendall, who will be joined by Shipmates Norman Sibley and Colin Francis for social matters.

Bletchley

Members were pleased to learn at the annual meeting on March 6 that new full members had been welcomed into the branch at the rate, on average, of one a week throughout the year.

The main hall of the club has taken on a new look, thanks to the efforts of a few handy shipmates and some of the club atmosphere — which was lost following the move into the new building — is now returning. Visiting shipmates are always made most welcome.

Shipmate George Ward deserves a special mention for his "scrounging" techniques on behalf of No. 6 Area. Having heard that he had won the trophy he took his tin around the delegates and scrounged an extra £4!

Chepstow

October may seem a long way off, but Chepstow consider that it's not too early to extend an invitation to all branches in No. 7 Area to attend the Trafalgar Parade in Chepstow on Sunday, October 23. The branch is organizing the parade on behalf of the Area and further information can be obtained from Shipmate W. Morley (hon. secretary), of 29, Strongbow Road, Bulwark, Chepstow, Gwent, NP6 5JU.

Colchester

Branch activities have included participation in the Colchester carnival, when shipmates entered a "Crossing the Line" float. Among those who enjoyed the event were Shipmates Bob Meadows (hon. secretary), G. Ludbrook, and Jim Johnstone, while Sea Cadet Robert Giles spent most of the time smothered in shaving cream!

Members thoroughly enjoyed a visit to H.M.S. Lowestoft at

(Continued in Page 33)

'Chummy ships' join forces in the North-West

Members of the Royal Naval Association's branches in the North-West of England are now working closely with their shipmates in the White Ensign Association, under the banner of the North-West Federation of Naval Associations. Main aims are to co-ordinate social functions, thereby avoiding clashes, and to raise funds to help member associations.

The chairman is Shipmate H. Hooker, of Lowton, near Warrington, and the secretary is Shipmate W. C. Heaton, of 16 Elmfield Avenue, Atherton, Manchester M29 0HW.

More than 300 people, representing ten associations, attended a buffet dance at Rawtenstall on February 11, when a telegram from the Queen was read.

The federation's press officer, Shipmate W. H. R. Arnold, of 76 Sandersons Croft, Leigh, Lancs, says that any naval association in the area is welcome to send its delegates to meetings, the next of which is to be held on March 6 at the headquarters of the Denton Branch, R.N.A. — The Jolly Hatters Hotel, Town Lane, off Stockport Road, Denton, Manchester.

(Continued from Page 32)

Lowestoft and another enjoyable event was the annual dinner at the Rose and Crown Hotel, Colchester, attended by 66 shipmates and guests.

Dagenham

In view of his forthcoming move to Norfolk, Shipmate Ken Coffee announced at the annual meeting that he would not be standing for re-election as chairman. Shipmate Jim Pounder was elected and Shipmate Coffee was thanked for his past service, both as chairman and previously as secretary. All members wished him success and happiness in his new home.

Edgware & Mill Hill

The highspot of the annual meeting was the presentation of Life Membership to the branch president, Shipmate Charlie Wheeler, who was a founder member in 1936. He is also one of the Vice-presidents of the Royal Naval Association and has been the pensions and welfare officer of the Association for many years. For his services in this respect he was awarded the M.B.E.

Guests at the meeting in the New Edgware Branch, Royal British Legion, included Shipmate Alf Woonton (chairman of the National Council) and Shipmate Alex Ronalds (chairman of No. 1 Area). The election of officers resulted in quite a change-around; the branch elected a new chairman, Shipmate Dicky Hofgartner; a new vice-chairman, Shipmate Pete Ballard, and a new deputy standard bearer, Shipmate Sheila McGrath, who is a former PO Wren. Members would be pleased to know if any other branch has a female standard bearer.

The branch meets on the third Tuesday of each month at the R.B.L. headquarters in Parnell Close, Edgware, and visiting shipmates are always welcome.

Gosport

Six new members were enrolled at the January meeting. The St



Although it's more than 50 years since Mr. J. G. Walker joined the Royal Navy, he can obviously show Junior Seaman Wayne Washin a thing or two about piping. Mr. Walker, who served in the previous Hermes in 1928, met Wayne on board the anti-submarine carrier at Devonport. He was serving in the destroyer H.M.S. Kelly when she was bombed and sunk in the Mediterranean in 1941, and is a member of the Kelly Association.

PILOTS, PAST AND PRESENT



More than half a century separates the dates on which these two pilots gained their wings. Lieut. Kim Jay (28), who is serving in H.M.S. Gurkha, shows his Wasp helicopter at Chatham to Mr. John Marsh (83), of Gillingham. Mr. Marsh trained as a pilot on 65 m.p.h. aircraft in the R.A.F. in Egypt in 1917 and says he would fly again tomorrow if he had the opportunity. After leaving the R.A.F. he worked for 45 years for the naval armament supply organization before retiring in 1958.

S 13 SPONSORS K 13 PILGRIM

Each year since he left the Royal Navy in 1926, Mr. Sid Glazebrook, of Edgware, has visited the graves of the 31 shipmates who died when the submarine K13 sank in the Gareloch, Scotland. On the 60th anniversary of the disaster, 82-year-old Sid sadly announced that the visit was his last, as he could no longer afford the return fare, which this year was £31.90, from Euston to Garelochhead.

But Sid's pilgrimage is to continue, thanks to members of the crew of H.M. submarine Osiris, who have agreed to contribute the cost of his fare from

their welfare fund.

Sid's life was saved because he was sent ashore on duty just before the K13 made her last dive. Then an able seaman, he watched helplessly as the rescue attempts continued for 51 hours.

Lieut. Rick Williams, Canadian Forces (Navy), is sonar officer of the Osiris, which has the pennant number S13 — hence the crew's feeling of a close link with Mr. Glazebrook and the old K13.

"But where 13 was unlucky for

K13 it is considered to be lucky for S13" he says. "There is a tie with dolphins and 13s motifs which only crew members who dive in the submarine at 1300 hours on a Friday the 13th are eligible to wear.

"The Osiris very successfully completed her acceptance trials on a Friday the 13th and she is 13 years old this year. In fact, anything connected with 13 seems to turn out right for us."

When told of the Osiris's offer Mr. Glazebrook said: "This

proves that the marvellous spirit of submariners is still as strong as ever."

Another old submariner with a good reason for remembering a K boat is Mr. George Kimbell, of Glenfield, Leicester, who is now the only survivor of the submarine K17 which sank on January 31, 1918.

He was one of eight men who escaped after the K17 was accidentally rammed by H.M.S. Fearless, a light cruiser. All other survivors have since died.

Mr. Kimbell (82), is a former chief yeoman of signals, and regularly corresponds with another ex-CYS, Mr. H. S. Fullbrook of 588 Oxford Road, Reading.

Valentine's Day dance was a great success and the novel decor earned many compliments for the social secretary.

Other events planned for February included a social evening on the 18th, with guests from H.M.S. Wessex, H.Q. Solent Division, R.N.R.; H.M.S. Dædalus, and the Royal Marines Association. The ladies' and men's soccer teams were due to meet teams from H.M.S. Dolphin on the 19th, when a good afternoon's entertainment was assured.

Kidderminster

The re-formed branch was commissioned on January 28 by Shipmate Ron Tasker (Tamworth Branch), National Council member for No. 8 Area. Shipmates from Stourbridge, Tamworth, Telford, and Leamington branches attended the event to give their support to the 32 members of the new branch. This number indicates the amount of interest in the Royal Naval Association in Kidderminster, where the

branch was re-formed after only two informal meetings.

The chair was taken by Shipmate Austin Cooper and the following appointments were confirmed — vice-chairman, Shipmate Rob Hangliss; secretary, Shipmate Derek Hinton (113, Manor Avenue, Kidderminster); treasurer, Shipmate Harry Skuch; welfare officer, Shipmate Shirley Raybould. The president is Lieut.-Cdr. John A. B. Thompson, R.N. (ret.), and other officers were due to be elected at the first annual meeting on February 25.

Mess nights are to be held on the last Friday of each month at the Railway Bell, Station Hill, Kidderminster.

Lincoln

A chorus line of sailor girls; a barber's shop quartet, and three "sisters" were among the popular acts on the bill of Lincoln branch's first "sods opera" for many years. Programmes were sold in aid of King George's Fund for Sailors.

The successful show was thoroughly enjoyed by all members and visitors from the Sleaford and Scunthorpe branches.

Stockton-on-Tees

Navy News had a little trouble unscrambling the signal from Stockton last month... and got the message wrong. The charity show which raised £140 for the Fittleton Disaster Fund was held in the Stockton R.N.A. Club, with entertainment by the Buffs' concert party. In fact, all the activities took place in the R.N.A. Club and not the Buffs' Club. Sorry shipmates!

Rhondda

A combined social effort by the R.N.A. and R.M.A. marked the end of a five-year stint in the local careers office by Bandmaster Dave Walton, who was presented with a tankard and an R.N.A. tie. Among the visitors was the new Naval Liaison Officer, South Wales, Lieut.-Cdr. P. Leech. H.M.S. Oracle arrived in Barry

on January 21 and members of her crew were welcomed at the branch dance and social.

Wolverhampton

At the annual meeting in the United Services Club in Humber Road, the chairman, Shipmate Dick Ward, thanked the committee and members for making 1976 a far better year than 1975, which was financially disastrous. Much of the credit was due to the efforts, on the social side, of Shipmate Reg Kean, a life member.

The secretary and treasurer, Shipmate P. Kyte, promised even better things for 1977, with several new ideas for mess socials. Through the Wolverhampton Ex-Service Council the branch has worked with other ex-Service organizations during the year and introduced a competition for "Pop's Cup." The trophy was originally presented to the Royal Navy many years ago by a Chinese businessman.

Officers elected were — chairman, Shipmate R. Ward; vice-chairman, Shipmate N. Whitehouse; secretary / treasurer, Shipmate P. Kyte; Area delegates, Shipmates T. Pickering and G. Darby; standard bearer, Shipmate T. Edwards.

Wear

The Mayor and Mayoress were guests of the club and took the opportunity of handing over the crests of H.M.S. Valiant and H.M.S. Malaya. They were accepted by the chairman, Shipmate R. Gledhill, who passed them to the "custodian," Shipmate Wally Smith, who makes a first-class job of looking after the 206 crests in the club.

Although he was an R.A.F. type, the Mayor was most impressed with the branch. The Mayoress was overwhelmed by the hospitality and thanked the secretary, Shipmate R. Robson, for a wonderful evening.

Malayas visit Mercury

Members of the H.M.S. Malaya (1937-41 Commission) Association, plus three former R.N. communicators and their wives, spent an interesting and exciting day at H.M.S. Mercury, the R.N. Signal School, East Meon, near Petersfield, on Saturday, January 22.

The 22 members of the party, who included the association's secretary, were met by the President of the Senior Rates' Mess, FCRS A. D. Shuker, and were given a warm welcome by the senior rates. Also in the party was a former leading signaller, Mr. A. A. West, who first signed on in May, 1917, and served two commissions in the Malaya.

After lunch the visitors presented FCRS Shuker with a ship's badge and a framed photograph of H.M.S. Malaya. His wife received a bouquet. There was a surprise presentation to former Chief Yeoman C. Webb and Mrs. Webb, who were celebrating their 36th wedding anniversary on that day.

During a tour of the establishment the old shipmates were most impressed by the technological advancements which had taken place since their time — but at least they recognised the Morse key! The old landmarks helped them to get their bearings, however, and they enjoyed a tour of Leydene House, while three ex-Wrens who served there were pleased to see around the W.R.N.S. quarters.

"The Navy may have changed since our days," reports ex-PO Tel. Phil (Jimmy) Green, "and certainly the Fleet has been reduced in size, but the men grow in stature with each decade — and that, to us, is a very satisfactory thought."

Royal Hospital School dinner

Old Boreman Boys and any former pupils of the Royal Hospital School (Greenwich and Holbrook) are invited to attend the annual dinner and dance of the Portsmouth Branch, Old Boys' Association, at Southsea on Friday, April 15. Tickets (£5 per head) and further information from the branch vice-president, Mr. Arthur Pratt, 5, Owen Street, Eastney, Portsmouth (telephone, evenings only, Portsmouth 35719).

'Best ever' Ajax reunion

The fifth reunion of surviving members of the 1937-40 Commission, H.M.S. Ajax, was held in the ship's company dining hall on board H.M.S. Belfast, which can be rented for such functions. The event was voted "best ever" because of the excellent attendance. Among the 124 members, wives, and guests who attended were 20 shipmates who had not previously attended a reunion and had heard about the event through a radio broadcast.

CAPTAIN'S DECANTER SET

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6 Large Whisky glasses	Each £5.75
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MORE LETTERS

The 'Packet of Woodbines'

Although I cannot be any help to Capt. (N) J. M. Thornton (Assistance to authors, December), one ship in which I served, H.M.S. Shannon, a heavy armoured cruiser, had a brief connection with the Russian cruiser Askold, or the "Packet of Woodbines" as she was termed at that time in November, 1918.

The Shannon was detached from convoy duty by Admiral Minotaur to take reliefs to the Glory and others in Murmansk, Kola Peninsula, where we contacted the Askold.

We had no difficulty, really: we were both frozen in. After some days trying to coal ship and with the assistance of two ice breakers, both the Russian ship and ourselves left for Archangel in the White Sea.

It was during this part of the duty that the Armistice was signed. It made no difference to us because, after picking up the Russian general who commanded their troops on the Western front — the Bolsheviks were after him — we disembarked the rather wary late officer-in-charge in France, thence back to Scapa and welcome long leave.

Referring again to the Shannon, if my erstwhile pal (although not between the ropes) Tich Ball sees this, the very best of British! I think we last met "Out the Straits" in 1935-6 when he was T.I. of the Veteran and I likewise of the Verity in the go-anywhere 8th Destroyer Flotilla.

J. W. F. Keightley
ex CPO T.I.

Strood,
Kent.

Chapter and verse on the big gun questions

With reference to correspondence concerning the 5.5-in. calibre gun, these weapons were manufactured by the Coventry Ordnance Co. which was not usually associated with gun manufacture for the Royal Navy.

They were intended for warships building to the orders of the Greek and other governments and differed from the type of gun normally specified for R.N. service in being fitted with the Holmstrom breech mechanism which was more complicated than the standard Welin mechanism.

The following vessels were fitted with 5.5-in. guns: Birkenhead (ex-Greek Antinarkos Condourotis), ten; Chester (ex-Greek Lambros Katsonis), ten; Hood (secondary

armament), 14 — two removed June, 1919; Furious (secondary armament as large light cruiser), 11 — ten on conversion as an aircraft carrier; Hermes, six; H.M. submarine K.17, two.

The Birkenhead and Chester were broken up after the First World War, and the Furious was re-armed with 4.5-in. guns when she was modernised in 1938; the 5.5-in. guns mounted in the Hood were landed in 1940. Some of these guns were used to arm the armed merchant cruisers Laurentic and Montclare (seven each), while others were re-allocated to the Army for coastal defence.

In all, 82 guns were manufactured, of which two (ex-Hood) remain on Ascension

Island and at least one (also ex-Hood) at Torshavn in the Faroe Islands. In addition, the gun manned by Boy Cornwell, V.C., from H.M.S. Chester, is preserved in the Imperial War Museum.

The submarine X1, a vessel built at Chatham and equipped with an assortment of second-hand items (for example the diesel generator engines came from the former German submarine Deutschland), was armed with four 5.2-in. guns of uncertain parentage.

John M. Maber,
Lieut.-Cdr, R.N. (ret.)

Ashley, Near Box,
Corsham, Wilts.

In answer to the query by Mr. G. Oliver (January), the submarine X1 carried four (2 x 2) 5.2-in. Q.F. Mark I 42 calibre firing a 70lb. shell to a range of 17,288 yards at maximum elevation of 40 degrees.

The guns were a joint effort by R.O.F. Woolwich and Messrs. Vickers Ltd. and only six were built. The four in X1 were landed at Portsmouth in September, 1936 and all were scrapped in late 1940.

X1 has had a "raw deal" from history. Although her diesels were allegedly defective and she was of no earthly use to the possessors of the world's largest merchant fleet, she was far from being a total failure. Recent books have described her as being the deepest diving submarine of her day. She also had a submerged endurance in excess of two days due to her size and large battery capacity.

Ian A. Grant

Brighton.

H.M. submarine K.17, which had two 5.5-in. guns, was lost in collision with H.M.S. Fearless in 1918 and there were only eight survivors.

The ranks of the original K. boatmen are thinning now, but when we get together for the annual reunion in H.M.S. Dolphin there is much swinging of lamps and many yarns to swap.

Regarding the correspondence about boys in submarines, all K boats and J boats had boys of 16 to 18 as boy tels. In fact I am writing today to Joe Swift, of Motherwell, who was 17 on K.13 when she foundered in the Gareloch on January 29, 1917, and Gerry Hawthorne, of Kimberley, South Africa, who was boy tel. on J.3 in 1918.

Sid H. Glazebrook,
S.O.C.A. London Branch

Edgware.

Letters on ship and submarine guns have also been received from several other readers, including Mr. P. F. Matthews (Portsmouth), Mr. W. T. Smith (Chatham) and Mr. H. C. Felton (Gillingham).

MOUTH ORGAN BANDS

In regard to the letter about mouth organ bands (January), in my time they were called Bunker Bands, and were generally formed with any musical instruments played by volunteers from the ship's company, in ships which did not carry Royal Marine bands.

I commissioned such a ship in April 1913 — H.M.S. Astra for the Cape Squadron, relieving a gunboat which I think was the Scylla.

When the Scylla left for home, she handed over to us the big drum which apparently had belonged to a Bunker Band with the Naval Brigade from the Powerful and the Terrible, who took part in the relief of Ladysmith during the Boer War.

The drum bore quite a few battle honours, and was used in our volunteer drum-and-fife band, which I joined.

I do not know what became of the drum and instruments when we paid off in July or August 1916, as we trooped home in the liner Balmoral Castle.

F. C. H. Anderson

Eastbourne.

I was a member of the mouth organ band in H.M.S. Adventure during the 1934-36 commission, having picked up the ship when she joined the Mediterranean Fleet from the China Station during the Palestine Trouble of 1935-39.

I served in H.M.S. Cossack as gunner (TAS) from April 1949 until November 1951, and remember Leading Seaman Price joining just before being relieved.

This small unit, commanded by the (then) Captain V. C. Begg, was to produce from its officer complement of that time no fewer than five officers of flag rank, namely Admiral of the Fleet Sir Varyl Begg, Vice-Admiral J. H. F. Eberle, Rear-Admiral Sir Richard Trowbridge, Rear-Admiral M. S. Ollivant, and Rear-Admiral W. J. Graham. I believe this could be a record.

Roy C. Hill
(Lieutenant, R.N., ret.)

Gainsborough, Lincs.

With reference to H.M.S. Adventure's ten-a-penny mouth organ band, China Station 1936-1938, the only other ship I served in to have a mouth organ band was H.M.S. Rodney, 1935-36.

These bands were in great demand, ashore and afloat. We had many a good evening's sing-song on board during the commission.

A. G. Gill

Gosport.

Voyage of Black Prince

I heartily agree with Mr. G. T. Patrick (December) in his admiration for the terrific discipline shown by the young men of the King's Royal Rifles who travelled in the Black Prince from Alexandria to Piraeus in 1944.

While we were running at 22 knots into a north east gale, I found on the starboard side of the focsle a half-drowned young soldier taking it green. That was his billet in Battalion orders and he was to stay there! It took a direct order from me to get him inside.

As for the Black Prince being the best, I agree she must come first.

H. C. Horne
Ex-Senr Cd. Gunner T
Saltash.

Hawkins trophy

I was most interested in reading the story headed "Hawkins trophy for Nelson" (December issue). The original ship's badge, bell and brass plate of H.M.S. Hawkins are still in service in T.S. Hawkins, which is the headquarters of the Stockport District Sea Cadets.

T.S. Hawkins lives up to the finest traditions of the Service and is jealously proud of her heritage.

J. Jepson
(ex-Sea Cadet)

Glasgow.

Fate of the Malcolm

H.M.S. Malcolm, the Scott class destroyer built in 1919, was not left as boom or breakwater as suggested in a letter in January, but was scrapped in Barrow in July 1945.

Seven of this class were used in the Second World War, and none was sunk by enemy action. They operated as short-range escorts.

F. G. Rowe
COEMN
H.M.S. Neptune.

Malaya bell query

I wonder if any reader could provide information on the half hundredweight solid silver bell which was presented by the Federated States of Malaya to H.M.S. Malaya during or just after the First World War.

I also wonder if any old shipmate knows of any Royal Navy ships which flew the flags of five admirals at masthead together at sea.

G. W. Johnson
Cannock, Staffs.

Exeter plaque mystery

Having read (January issue) that a plaque from H.M.S. Exeter was to have a new home on the new destroyer of the same name, I was curious as to how the plaque was obtained from the cruiser, which sank during the Battle of the Java Sea.

I was a first-class stoker on board the Exeter when she went down and I don't think any of us had time to grab the plaque!

Joseph Johnstone
Dunbar
Scotland.



"When you've been here as long as I have, she'll be your pin-up too!"

"Look Dad, I've travelled, just like you said I would..."

"I've had a lousy leave... The wife's building a boat in the front room."

"And what — in your humble opinion — is the matter?"

"Petty Officer Hawkins, please stop referring to our honeymoon as 'the shakedown cruise.'"

"I only came ashore to buy a postcard."

LAUGH NAVY

JACK RAISES HIS CLASS . . .

Call them exotic dancers or strippers, the young ladies who make an art of wearing as little as possible are still a top attraction for Servicemen the world over.

But fashions are changing, according to Chris Thorpe, the man in charge of Ntertainment, the Naafi's central booking service for clubs and messes in the United Kingdom.

"Stag nights are a popular part of our service," he told Navy News. "But the trend is towards more sophisticated entertainment. The average sailor is no 'pleb'. He is not the working-class Jack he used to be.

"There also seems to be a great need for family entertainment in service areas. Residents of married quarters are often left with no live entertainment when everyone else goes home during block leave periods."

Since it started a year ago, Ntertainment has organized more than 600 shows including discos, folk singers, comedians, groups and cabaret artists in every size of Service club and mess.

One of the first naval groups to benefit from the service were the Wrens of H.M.S. President, in London. With the help of Ntertainment the President Club has been putting on regular disco nights and live groups to compete successfully with the capital's nightlife.

Ntertainment is also becoming involved with the club scene at H.M.S. Warrior, H.M.S. Dryad and H.M.S. Heron, Yeovilton.

WOMEN WRESTLERS

"It's Ntertainment" — a new four-page quarterly publication produced by Naafi for club and mess committees — sets out plans including a show circuit for Scotland to take in clubs tucked away in remote areas where live entertainment is a problem.

Plans are also in hand to introduce the big band sound for the more sophisticated type of cabaret. Ntertainment will even find artists for children's shows and, at the other end of the scale, it is hoped to include women wrestlers on the books.

Ntertainment can gear its service to the

type of club for which it is catering. The President Club, for example, had a small budget, but an appetite for better-class artists.

"They decided they wanted to raise money for their own disco equipment, so we ran a special cheap rate show for them, enabling them to put money aside," said Chris.

"Now they have their own disco and the money they save on that means they can afford better-class entertainment through us.

"We try to tailor entertainment to each club. We give them what they want to see at the price they want to pay.

"It's the old principle of bulk buying. If clubs book through us we should be able to negotiate better terms on their behalf by making a number of bookings rather than an isolated one."

● Right: Dancer Jane — just one of the Naafi-booked acts who have appeared in Service clubs and messes up and down the country.



They're singing



the praises of the sea shanty

Whatever happened to the sea shanty? Has it been buried by the technological age, replaced by the hypnotic howl of piped pop?

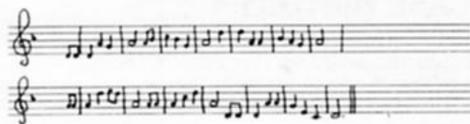
The short answer is no. Seamen may not actually chant choruses as they heave at capstans any more, but like the Negro blues, the work-song — or at least, its form — is alive and kicking.

It is, in fact, enjoying a new lease of life thanks to serving men like Lieut. Bernie Bruen and CPTI Dickie Barr, who last year formed an off-beat, folksy duo called Ratlin Down. Whenever Lieut. Bruen has a spare moment you'll find him putting pen to paper, writing words for which CPTI Barr will later find a tune.

The results, like their predecessors, are contemporary songs — modern versions of traditional sea songs, with a slight difference.

"Years ago people wrote songs about battles and ships, but not any more," said Lieut. Bruen. "Nowadays I write 'dead ship' songs, about ships which are going or have gone."

MONTAGUE WHALER



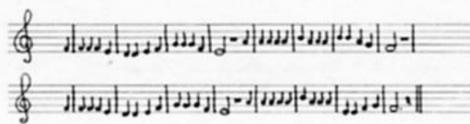
The Palliser lay waiting in the silence of the trot
To die the lonely death of the ship that men forgot.
The Grafton was the first to go, and few remember now
That Blackwood was a training ship before her final bow.

The Russell and the Hardy always seemed to share the crews.
In going, they, for many, are the hardest ones to lose.

Let Exmouth sail for ever, if their Lordships may be pleased,
The last of the sprightly Type 14s; the whippets of the seas.

— from The Ballad of the Type 14s.

THE BALLAD OF THE TYPE 14s



"They all have good, rollicking tunes and we sing them around the bazaars — at various naval clubs and establishments and, commercially, in clubs around Portsmouth.

"It would be nice if people got to know them for their historical value as much as anything else. I think they are very meaningful."

Nocturnal

Lieut. Bruen has written about 15 songs for ex-Navy folk-comedian Shep Woolley. Shep's latest LP, "Goodbye, Sailor" includes "Farewell to the Montague Whaler," which Lieut. Bruen was inspired to write when he awoke once in the middle of the night:

Your laces are frayed
And your sheets disarrayed,
Your traveller's jammed at the yard.

You've lost cringle and bung
And your planking is sprung
And the grease in your pintle's gone hard.

Your garboard strake's split
And your stretchers don't fit,
Your paintwork's beginning to peel.

Your gunwhales have dipped
And your tiller's unshipped
And the deadwood's adrift from your keel.

They once sailed you proud,
Sang your praises out loud,
The pride of the ships that you served;

But no more will they shout
As they put you about;
Is this the reward you deserved?

— from "Farewell to the Montague Whaler."

"There must be other people doing this, but I have never come across any. It is a dying art and could very well be revived. I think we need more of this in the Royal Navy because it brings people closer together."

Both Lieut. Bruen and CPTI Barr started their amateur careers by singing in folk clubs. Bruen once belonged to a Plymouth group called the Pheasant Pluckers ("all pleasant fellows") and Barr sang in the 1974 Malta Folk Festival.

They met while serving on H.M.S. Bulwark's last commission and with others formed the Malawi International Airways String Quartet, entertaining in Malta, Monte Carlo, Istanbul and Nassau.

Later, Bruen and Barr formed Ratlin Down, a group with a slightly uncertain future now that Lieut. Bruen is joining H.M.S. Gavinton in Rosyth next month as first lieutenant.

CPTI Barr is himself a songwriter "in his own right," having written four of five songs about the passing of sailing ships. The pair are hoping to produce a songbook, illustrated by Dickie, to coincide with the Silver Jubilee Review of the Fleet.

The landsman cries to Parliament,
Drive them down in a Type 14,
"Isn't it time these old ships went?"
Drive them down in a rolling sea.
Parliament cries to the Admiralty,
Drive them down in a Type 14,
"For them we have no further need.
"Drive them down in a rolling sea."

— from The Muster of the Type 14s.



● Navy News asked for a photograph to illustrate some of the many talents of Lieut. Bernie Bruen (right) and CPTI Dickie Barr. The result, by LA (Phot) D. F. O'Toole, certainly catches the spirit of it all!

VICTORY CLUB HMS NELSON — presents MARCH 1977 PROGRAMME

DAY	TIME	HAPPENING GROUP	DJ	ADM
Thurs. 3rd	8-12.00	DANCE with SHIVER	John Thompson	60p
Sun. 6th	8-11.30	DISCO	Richard Wood	30p
Mon. 7th	8-11.30	GROUPNITE with BOLLARDS	Dave Potter	50p
Thurs. 10th	8-12.00	DANCE with DELEGATION	John Thompson	50p
Sun. 13th	8-11.30	DISCO	Mick Davis	30p
Mon. 14th	8-11.30	GROUPNITE with TYKES	Dave Potter	50p
Thurs. 17th	8-12.00	DANCE with MR. SUPERBAD	John Thompson	70p
Sun. 20th	8-11.30	DISCO	Richard Wood	30p
Mon. 21st	8-11.30	GROUPNITE with RAW FUNK BAND	Dave Potter	50p
Thurs. 22nd	8-12.00	DANCE with FEDERATION	John Thompson	50p
Sun. 27th	8-11.30	DISCO	Mick Davis	30p
Mon. 28th	8-11.30	GROUPNITE with PLANETZ	Dave Potter	50p
Thurs. 31st	8-12.00	DANCE END OF TERM J.A.L.N.	John Thompson	£1

APRIL 1977 PROGRAMME

Sun. 3rd	8-11.30	DISCO	Chris Gentry	30p
Mon. 4th	8-11.30	GROUPNITE TICKLE	Dave Potter	50p
Thurs. 7th	Club closes for Leave Re-Open Mon. 25th April			
Mon. 25th	8-11.30	GROUPNITE JIGSAW	Dave Potter	50p
Thurs. 28th	8-12.00	DANCE ROKOTTO	John Thompson	50p

TUESDAY & WEDNESDAY NIGHTS ARE FILM NIGHTS IN THE VICTORY CLUB

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 PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravellin, Floriana, Malta.

Orphan money assigned

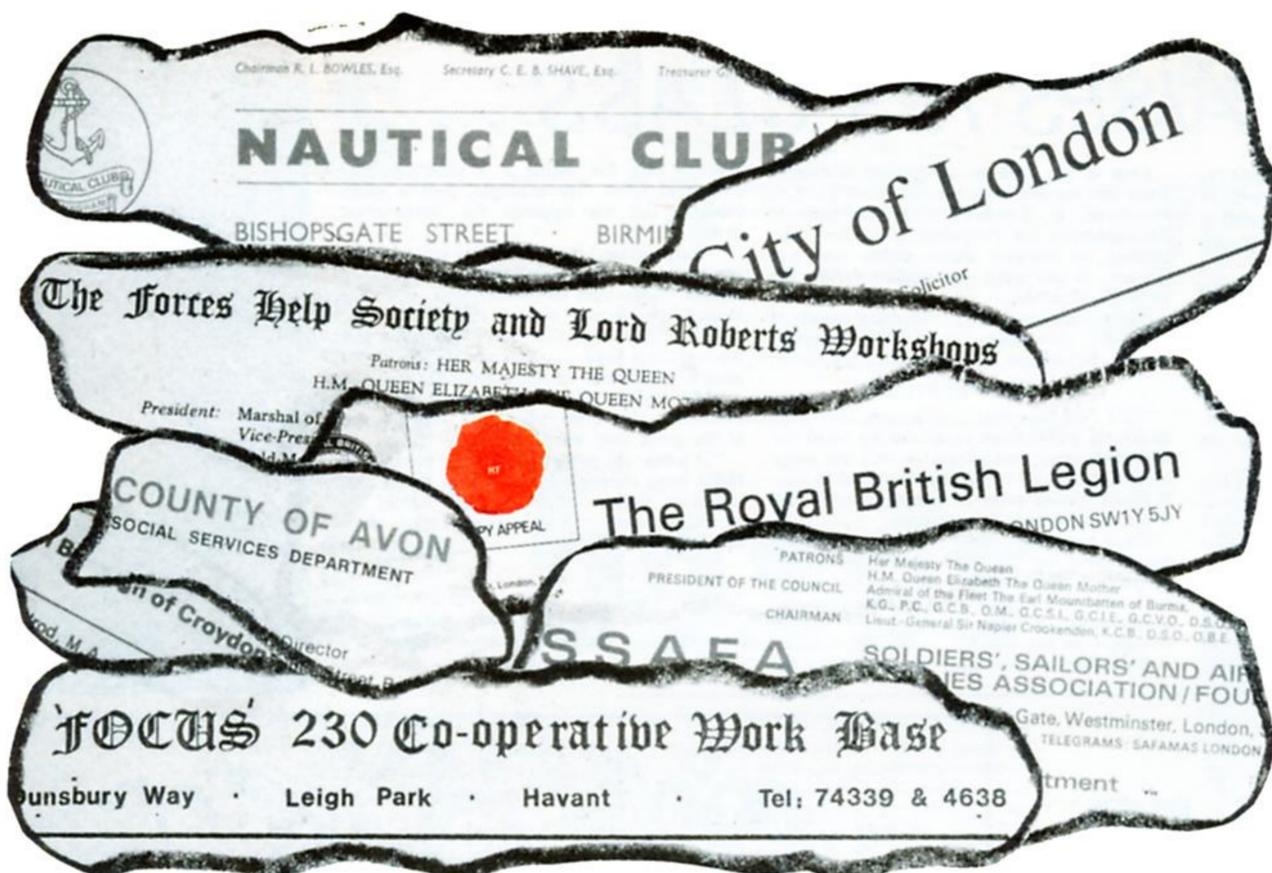
The Executive Committee, Royal Naval Benevolent Trust, has endorsed the recommendations of the Trafalgar Day Orphan Fund Trustees that allocations from the 1975 and future annual appeals should be made as follows:

W.R.N.S. Benevolent Trust 2%
 Royal Naval Benevolent Trust 43%
 Nore R.N. and R.M. Children's Trust 55%

The annual allocation to R.N.B.T. is to be used exclusively for the benefit of individual Naval orphans in need but not in residential care, and there is a strict interpretation of the word orphan and eligible orphan.

From the 1975 appeal, the R.N.B.T. share was £3,714.77 and the disbursements since September have already totalled £1386.01.

It is anticipated that the balance will be disbursed well before the next allocation (from the 1976 appeal) which will probably not be received until September 1977.



Every week about 250 letters and reports pour into the R.N.B.T., each pleading for help or outlining the facts of a particular case. They come from individuals and organizations all over the country (see letterheads above) and are processed to discover how best the R.N.B.T. can help.

When tragedy strikes ...

Whether it affects us directly or not, tragedy is a commodity we all live with. In the form of serious illness or crippling accident it can inflict undreamed of pressure on the best organized family.

The Royal Naval Benevolent Trust exists to ease this pressure where possible.

Outlined below are several cases in which the R.N.B.T. was approached, and the extent to which it was able to help.

CASE HISTORY 1

A man who served 12 years in the Royal Marines subsequently joined the prison service and, on his retirement, was employed as a porter at a local hospital.

He has a heart lesion, and a pacemaker was inserted. He was also a diabetic, had suffered a double amputation, and had to have insulin injections twice a day as well as a quota of tablets.

His wife had become depressed and was a patient in a psychiatric hospital.

Recently it was learned that the man had been in hospital for further tests, and that a convalescent holiday was necessary. The R.N.B.T. willingly met a shortfall of £66 for the cost of the holiday.

CASE HISTORY 2

Early in his married life, a serving rating experienced tragedy when one of his twins was drowned. The family came to their help, but without insurance cover, the bereaved couple were in difficulty in meeting funeral expenses.

The R.N.B.T. came immediately to their aid with grants totalling £94.29.

CASE HISTORY 3

The elder child of a serving petty officer and his wife is a mongol. This has placed a terrific strain on the mother.

With the mongol child growing and becoming increasingly active, the home which the couple are buying had become unsuitable. Costly modifications were urgently needed.

The local authority was restricted in the amount of financial help it could give, so the Trust intervened with a grant of £150. The couple have since acknowledged that the completed modifications have considerably eased the strain of caring for their mongol child.

Eastern District Coastguard Fund

On 31 October, 1976, the R.N.B.T. closed its Eastern District Coastguard Fund. This fund was created in 1916 by Lieut. Cdr. D. F. Murray, R.N., and Cmdr. N. A. Regan, R.N.V.R. It transferred to the Grand Fleet in 1919 and was one of the Minor Trusts taken over by the R.N.B.T. when it was launched in 1922.

Minesweepers and Trawlers (1939) Fund

Another fund which has been under the R.N.B.T.'s administration for some while is the Minesweepers and Trawlers (1939) Fund. During the 1939-45 War many gifts were received intended for those whose menfolk had been killed while minesweeping.

A separate Minor Trust was set up to administer them in accordance with the wishes of the donors.

Those eligible are the widows and dependants of men lost while serving in minesweepers and trawlers. The money was invested and has been bringing in an annual income. The balance is now £1,816.79.

Although a careful eye is maintained when dealing with applications from widows and dependants, there is some difficulty in establishing whether or not death was attributable to minesweeping.

Naturally, the R.N.B.T. is anxious to ensure that the money is properly utilized and if anyone knows of a deserving case falling within the broad terms of this fund, please get in touch

Scheme for disabled to end

The R.N.B.T. special scheme for invalided and disabled men, introduced in 1960 to help those who were invalided from the Royal Navy and accepted for Government industrial rehabilitation or training courses, is to be terminated.

The scheme had been widened to include men who, through injury or disease occurring after their discharge from the Royal Navy, were so handicapped as to experience difficulty in obtaining suitable employment. It proved to be of tremendous benefit, but with the increasing statutory benefits and training allowance it was thought to have outlived its usefulness.

The whole situation has been reviewed and the Central Committee has decided that the scheme should terminate on 30 June, 1977.

As from that date all applications from or on behalf of men undergoing training will be dealt with by the Grants Committee at Portsmouth under its normal casework procedures.

New chairman



New chairman of the Devonport local committee of the R.N.B.T. is CPO A. J. Hughes (pictured above). He joined the Royal Navy as a boy and has been involved in the Trust's work for the past eight years. He is also a member of the R.N.B.T. Executive and Central Committees.

● Readers may care to note that the next annual meeting of the Royal Naval Benevolent Trust will be held in the Baltic Exchange, St Mary's Axe, London, on Friday, 28 October, 1977. Proceedings are likely to start at 1500.

BY THE NAVY - FOR THE NAVY

Going up!

In the seven months ended 31 January, 1977, the R.N.B.T. Grants Committee authorized 1,734 grants totalling £78,536. Calculating annuities and minor trust payments, the total expenditure for that period was £106,399. This was an increase on the corresponding period last year.

R N B T

MINOR TRUSTS

with the R.N.B.T. at James Lane House, Portsmouth.

Bowlands Fund

In 1968, Bowlands R.N. and R.M. Maternity Home, Portsmouth, was closed and the premises and contents disposed of.

In recognition of the support given by the R.N.B.T. over the years, the Management Council decided that 45 per cent. of the net assets should be paid to the R.N.B.T. under a Charity Commissioners Scheme on the express condition that the money should be used exclusively for the benefit of the wives of serving members of the Royal Navy and Royal Marines.

Efforts were made to widen the scope of the Scheme to include the wives of men who died while serving and the wives and widows of ex-serving men, but without success.

A total of £19,671.49 was received and since 16 November, 1976, the Grants Committee has been able to allocate an amount of £542.02.

REVIEW LINE-UP: THE DETAILS

COVER STORY

More than seven miles of ships, formed in nine lines, and flanked by thousands of packed pleasure craft in allocated areas, is the maritime spectacular which will await the Queen as the Royal Yacht Britannia leaves Portsmouth Harbour for the Silver Jubilee Review of the Fleet on June 28.

From Horse Sand Fort in the east to the Bramble Bank off Cowes, the Fleet will present an impressive sight, with a total of 174 ships at present planned to take part.

Representing the Royal Navy will be 47 major surface vessels, four nuclear-powered submarines and ten of the conventional type, 23 mine-countermeasures vessels (some Royal Naval Reserve manned), four patrol craft, 12 survey vessels, and the diving trials ship H.M.S. Reclaim (the only ship which was also at the 1953 Coronation Review).

More than 20 Commonwealth and foreign warships are expected to attend, ranging from an aircraft carrier to frigates.

Patricia will lead

The biggest vessel planned to attend is the 260,000-ton tanker British Respect, of the BP fleet, and the smallest an inflatable inshore rescue craft of the Royal National Lifeboat Institution.

The Trinity House yacht Patricia will exercise the traditional right to lead the Royal Yacht through the review lines.

After the review, the evening programme will include a dinner on board H.M.S. Ark Royal, when the Queen will be entertained by the Commander-in-Chief Fleet, flag officers, and commanding officers of the Fleet.

Although changes could result from operational commitments arising between now and the review, the following is the list of ships planned to attend:—

AIRCRAFT CARRIERS AND AMPHIBIOUS SHIPS

Ark Royal (RO9), Hermes (R12), Fearless (L10).

FIRST FLOTILLA

London (D16), Antrim (D18), Blake (C99), Devonshire (D02), First Frigate Squadron. — Galatea (F18), Phoebe (F42), Alacrity (F174), Tartar (F133), Gurkha (F122), Salisbury (F32).

Second Frigate Squadron. — Apollo (F70), Hardy (F54), Torquay (F43), Dundas (F48).

Fifth Frigate Squadron. — Hermione (F58), Birmingham (D86), Nubian (F131).

Sixth Frigate Squadron. — Andromeda (F57), Naiad (F39), Brighton (F106), Charybdis (F75).

SECOND FLOTILLA

Tiger (C20), Glamorgan (D19), Fife (D20), Kent (D12), Third Frigate Squadron. — Diomedea (F16), Sheffield (D80), Arethusa (F38), Arrow (F173).

Fourth Frigate Squadron. — Cleopatra (F28), Zulu (F124), Amazon (F169).

Seventh Frigate Squadron. — Jupiter (F60), Ariadne (F72), Antelope (F170), Danae (F47), Euryalus (F15).

Eighth Frigate Squadron. — Scylla (F71), Berwick (F115), Plymouth (F126), Rothesay (F107).

SUBMARINE FLOTILLA

Superb (S109), Valiant (S102), Churchill (S104), Dreadnought (S101), Sealion (S07), Cachalot (S06), Walrus (S08), Oracle (S16), Osiris (S13), Orpheus (S11), Opossum (S19), Ocelot (S17), Opportune (S20), Otus (S18).

With more than 50 entries of a high overall standard, selecting three prizewinners in the Silver Jubilee Review Commemorative Cover Competition was not an easy task for Capt. Gordon Walwyn and Lieut. Eric Hamerton R.N.R.

Capt. Walwyn, Chief Staff Officer, Jubilee Review Staff, and Lieut. Hamerton, a Post Office official in civilian life and Philatelic Officer for the Review, had designs from which to choose which showed a wide range of ideas.

The three prizewinners were:

1, AB Watton, of H.M.S. Zulu — £15; 2, Cpl Bolt, of the Royal Marines Detachment, the Falkland Islands — £10; 3, Mr. P. N. White, of Melksham, Wiltshire — £5. Each winner also receives two dozen bottles of Courage's Jubilee Ale.



Work has started at Post Office Headquarters on preparing six designs based on the prizewinners' entries for submission to the Commander-in-Chief Fleet for selection on the final design.

MEDAL FOR 9,000

About 9,000 Servicemen will receive the Queen's Silver Jubilee medal, it was stated in a Commons written reply. Some of the medals will be awarded for merit and length of service, and some will be awarded to personnel taking part in the Jubilee celebrations.

ROYAL FLEET AUXILIARY SERVICE

Engadine (K08), Lyness (A339), Tidespring (A75), Olwen (A122), Gold Rover (A271), Resource (A480), Sir Geraint (L3027), Pearlleaf (A77).

Royal Maritime Auxiliary Service ships planned for the review are the Newton, Royster, and Goosander.

While the Royal Naval Auxiliary Service will have no vessels moored in the review lines, they will have nine in attendance, acting as anchorage patrols and despatch boats. They are:—

Portisham (M2781), Paghham (M2716), Putterham (M2784), Tongham (M2735), Thakeham (M2733), Shipham (M2726), and three fleet tenders.

Visiting ships

The Royal Corps of Transport will be represented in the review lines by the landing craft (tank) Audemer. In addition, six small craft of the 20 Maritime Regiment RCT will be employed throughout the whole review period as the Fleet's mail boats.

Among visiting ships, major units include H.M.A.S. Melbourne (aircraft carrier), U.S.S. California (nuclear-powered guided missile cruiser), N.N.M.S. Tromp, F.S. Tourville, and H.M.A.S. Brisbane (guided missile destroyers), H.M.C.S. Huron (helicopter destroyer), FGS Hamburg (destroyer), H.M.N.Z.S. Canterbury and I.N.S. Udaygiri (Leander class frigates).

Many British mercantile organizations are also participating, including the Sail Training Association, Sea Cadet Corps, H.M. Coastguard, and Royal National Lifeboat Institution.

SURVEY SHIPS

Herald (A138), Hecla (A133), Hecate (A137), Beagle (A319), Fawn (A335), Echo (A70), Enterprise (A71), Bulldog (A317), Fox (A320), Egeria (A72), Woodlark (M2780), Waterwitch (M2720).

MINE COUNTERMEASURES VESSELS

First MCM Squadron. — Gavinton (M1140), Maxton (M1165), Bildston (M1110).

Second MCM Squadron. — Wilton (M1116), Nurton (M1166), Bossington (M1133), Iveston (M1151).

Third MCM Squadron. — Shoulton (M1182), Glasserton (M1141).

Fishery Protection Squadron. — Cuxton (M1125), Brinton (M1114), Alfriston (M1103), Shavington (M1180).

Tenth MCM Squadron (R.N.R.). — Kellington (M1154), Crofton (M1216), Kedelston (M1153), Hodgeston (M1146), Wiston (M1205), Peterel (P262), Upton (M1187).

MISCELLANEOUS UNITS

Reclaim (A231), Flintham (M2628), Dittisham (M2621), Laleston (M1158), Lynx (F27), Isis (M2010), Eastbourne (F73).

Fast Training Boats. — Cutlass (P274), Scimitar (P271), Sabre (P275).

Families afloat

(Continued from Page 1)

Naval widows, and ex-service men and women who do not belong to organizations or associations, who would like to be considered for a place at Browndown are invited to apply to Lieut.-Cdr. D. M. North, Office of the Flag Officer Portsmouth, Semaphore Tower, H.M. Naval Base, Portsmouth.

It is stressed that space is limited, and that unfortunately it may not be possible to accommodate all who apply. Navy

News will help to keep families informed on details as they are finalised.

And how will you get there? Probably after the expenditure of a great deal of patience and determination... Hampshire Constabulary are making elaborate traffic plans, but expect the traffic build-up to begin very early on June 28.

Where possible, guests should avoid the use of private transport, but if this is unavoidable, "share a car" should be the motto of the day.



Boarding and Day School for Boys ages 9-18. A family school with a happy atmosphere set in 14 acres at the seaside. Small forms of 16 students. We offer 13 'O' Level and 8 'A' Level subjects. Normal games plus Judo, Swimming, Boxing, Fencing and Tennis by qualified coaches. Good careers section.

Prospectus from: The Principal, Goring Hall School, Goring - by - Sea. Telephone: Worthing 41587.

THE ROYAL NAVY LETS YOU LEARN TO FLY

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:



ROYAL NAVY FLYING SCHOLARSHIP

There are 60 Flying Scholarships available for members of the C.C.F. (R.N. and Army Sections only), the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges or schools.

ROYAL NAVY SPECIAL FLYING AWARD

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

H.M.S. VICTORY SOUVENIR SHOP H.M. NAVAL BASE PORTSMOUTH



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ALSO

THE SILVER JUBILEE FLEET REVIEW OFFICIAL SOUVENIR PROGRAMME

will be on sale exclusively from the H.M.S. Victory Souvenir Shop from 1st June, 1977 price 50p. This beautifully produced 32-page 11 1/2 in. by 8 1/2 in. book with an 8-page gatefold showing the Review Anchorage at Spithead, the Official Timetable of Events, List of Ships and Aircraft (Squadrons) taking part also contains articles and pictorial on Warships of the Royal Navy today. History and role of the Submarine Service, Fleet Air Arm, Royal Marines, Hydrographic Department, Women's Royal Naval Service, Royal Fleet Auxiliary and a history of Fleet Reviews at Spithead.

Copies (75p including postage) available worldwide. Orders must be accompanied by cheque/postal order (payable to H.M.S. Victory Shop Fund) to the Manager, Souvenir Shop, H.M.S. Victory, Portsmouth.

Please order early — we have limited stocks only.

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isn't what it used to be.

If you'll soon be leaving the services, make the most of the training you've gained in electronics and discover a really rewarding career as an Engineer or Technician in our Technical Services Department.

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The Personnel Manager,
G & E BRADLEY LTD.,
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London NW10.
01-450 7811.



When it comes to the time for you to leave the Services, have you ever thought of going into business together? There's a lot to be said for husbands and wives working as a team, sharing the responsibility for running a newsagent's and building up the business together.

It's more than a job, it's a way of life which offers independence, freedom, the chance to use your initiative and to benefit from your own hard work. For, on top of basic salaries, we pay generous commission based on turnover. A home - two bedroomed accommodation - is provided free for every couple, on appointment to your first branch.

Forbuoys is a very successful chain of newsagents spread across the country. We are continually expanding and right now we need additional people to manage our branches.

All you need to qualify is a sense of

responsibility, the ability to cope with straightforward figure work and the right sociable out-going personality.

After a thorough training you would be given a branch of your own to run with minimum supervision. This would mean coping with all the necessary day to day activities such as engaging staff, ordering stock, display, security and, of course, service to the customer. Success in your first appointment will bring its own rewards. We encourage ambition and able branch managers soon move on to bigger and better shops.

Go and talk to your Resettlement Officer and then write to us giving brief details of

your career to date and family quoting ref. FB/658 to Mr. A. C. Sanders, Personnel Manager, Forbuoys Limited, 82-84 Hampton Rd., Twickenham, Middlesex TW2 5QT



A job, a home, a future for the couple who work as a good team



*
* **When replying to advertisements please mention Navy News.** *
*

Licence without type rating

Southall College of Technology is offering four-week resettlement courses in June and November, 1977 leading to A.E.C.Pt.I certificate and covering the additional work required for the important new without type licence rating. Course and enrolment details from Mr. T. Wooldridge, Dept. of Aeronautical Engineering and Air Transport, Southall College of Technology, Beaconsfield Road, Southall, Middlesex UB1 1DP.

BAC OVERSEAS

SUPPLIERS

You could earn over **£11,200 TAX-FREE** in the next two years

British Aircraft Corporation has further vacancies for experienced ex-Service supply personnel to work at various locations in Saudi Arabia, where we are engaged in providing maintenance, technical and support facilities to the Royal Saudi Air Force.

Applicants should be medically fit and aged between 23-49. They should have experience in stock control, provisioning of future requirements, stocktaking, inventory/property accounting systems, materials handling and warehousing.

Previous experience in the documentation, handling and movement of cargo by air, and also by rail, road and sea would be an advantage.

In addition to a high **tax-free** salary, we offer free accommodation, messing, medical care and other benefits, including 15 days' leave with travel paid to the UK every 15 weeks.

For an application form and further details, simply fill in the coupon below or telephone Preston 634317.

Please send me an application form and further details. I am interested in your vacancies for Suppliers.

**The Personnel Officer (S.A.),
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Ref. 623/NN

BRITISH AIRCRAFT CORPORATION

RENT ALLOWANCE OR FREE OFFICIAL HOUSING PLUS FREE PENSION SCHEME IN THE MINISTRY OF DEFENCE POLICE

We have a limited number of vacancies now for constables in the Ministry of Defence Police. The starting pay is £2,400 per annum.

Interested? Then if you are at least 5ft. 7in. tall or more (men), 5ft. 4in. or more (women), physically fit, prepared to serve anywhere in the United Kingdom, think you have the qualities that make a good police officer and are within six months of leaving H.M. Forces, fill in the coupon below and send it off today for further details.

To: **The Chief Constable
Ministry of Defence Police
Empress State Building
London SW6 1TR**

Full Name Rank

Address

Please send me full details

Height (in bare feet).....

*DEPT. NN

Are you covered?

A recent fire at H.M.S. Collingwood revealed that of the 85 sailors involved, only one had insurance for personal effects.

DCI (Gen) S 106/74 strongly advises officers and ratings to take out their own insurance for personal effects, since claims for compensation from public funds are limited in scope, do not cover kit in transit, and may take "some time" to be approved.

On the few occasions on which compensation for private property is available, there is a fixed ceiling figure (at present £25) per article, which will not go far at today's prices.

The Gondoliers

A number of ratings from H.M.S. Collingwood are taking part in the Waterlooville Musical Players' production of "The Gondoliers" at the Kings Theatre, Southsea from Tuesday, April 26 to Saturday, April 30. Tickets can be obtained by naval personnel from CRE Chivers, 422 bldg, R.C. Group, H.M.S. Collingwood (Ext. 580). Home tel: Waterlooville 52363.

COMFORTABLE SEPARATE ACCOMMODATION

(April) for part or full-time gardener/handyman and working housekeeper, West Harting near Petersfield, for elderly widow. Wage. Regret no children. Box No. Navy News 359

HOUSE STEWARD

Waterford - Ireland

Correspondence is invited from senior men of superior ability and experience to be responsible for the general supervision and administration of all domestic staff employed at Mount Congreve. Staff includes 4/5 in pantry, 4 in kitchen and 4 housekeeping. Experience in Admiral's Residences essential.

Superior salary. 5-roomed accommodation

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To The Chief Constable
 SOUTH YORKSHIRE POLICE
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NAME
 ADDRESS



NN/3/77

SOUTH YORKSHIRE POLICE

AGE

More advice for Navy home owners

Advice for Royal Navy house owners is continued with the following tips:

Letting

The permission of a building society has generally to be obtained before the letting of a mortgaged property.

Few instances have been reported of difficulties arising through building societies refusing to give this permission. However, should anything like this occur, the Service may be able to help. Refer to DCI (Gen) S 125/75.

New Place of Duty

An officer or rating who has to seek private accommodation at a new place of duty in the U.K. because no married quarter is available, may travel with his wife at public expense on a preliminary visit to make his arrangements. Full details in NPR Art. 4809d.

Legal Expenses Refund

The tri-service arrangement for the refund, in certain circumstances, of legal and other expenses incurred in buying and selling houses was introduced in 1972 to help married men, widowers, and others (marital categories 1 and 2 in NPR) who have completed at least nine years' reckonable service.

The scheme does not form any

part of the Navy's Long Service Advance of Pay Scheme, and is designed to apply only when married quarters are not provided.

To qualify for the refund — up to certain stated limits — the sale or purchase must be a direct consequence of an appointment or draft to a new place of duty where married quarters are not available, and which permits a family to move at public expense.

Only one refund of purchase expenses, and (solely as a direct result of married - accompanied service overseas) one refund of sale expenses, may be made during a Service career.

The regulations are complicated (Naval Pay Regulations chapter 48), and anyone contemplating a claim should consult the cash/pay officer before committing himself to any course of action.

Court Ruling

A recent Court of Appeal ruling lays down that, if a Service house-owner who wishes to regain possession of his home has to resort to legal proceedings, his claim to re-possess is in no way invalidated by the fact that a married quarter may be available as alternative accommodation.

Hecate visit

When 12 children from the Princess Margaret School, Taunton, visited H.M.S. Hecate at Devonport, they were presented with a cheque for £376. The money was raised by the ship's company, which has "adopted" the school, from a number of sponsored events.

REQUIRED OFFICE MANAGER

For oil construction unit currently in the North Sea. Primary duties administration of shifts, overtime, onshore leave and all routine personnel matters concerning an international labour force of up to 350 employees. A practical knowledge of accounting required. Would appeal to Chief or Fleet Chief Petty Officer. Salary in excess of £10,000 p.a. Renewable 18 month contract. Requirement late March-early April.

Write Box No. NAVY NEWS 356

UKAEA

DOUNREAY

Dounreay Experimental Reactor Establishment has a vacancy for a

HOSTEL MANAGER/MANAGERESS

in their ORMLIE LODGE HOSTEL, THURSO, CAITHNESS

This modern hostel is situated in the pleasant market town of Thurso on the northern coast of Scotland.

DUTIES

To be responsible for the management of Ormlie Lodge Hostel providing accommodation for around 180 people, mainly long term residents. The responsibilities will include staff control, housekeeping, catering, reservations, reception and budgeting control.

The successful applicant will be required to live in the Hostel, where a part-furnished, self-contained family flat is provided.

QUALIFICATIONS AND EXPERIENCE

Experience at a responsible level in the management of a large hostel or similar establishment is required. A diploma in domestic science or membership of the Hotel and Catering Institution would be an advantage.

RATE OF PAY

£2985 - £3765 per annum (plus pay supplement of £313.20 p.a.). There is a deduction for board and lodging, which is currently £335 p.a.

Closing date for applications 17th March, 1977.

Please write for application form quoting Ref. B1435/265 to:

Staff Officer,
 DERE, THURSO, Caithness.

UKAEA

Quality Engineers

Electronic Calibration

The work involves the Engineer in the calibration and maintenance of all Electronic Measuring Instruments and Special Test Equipments used within the Laboratories and Production areas. Ideally, applicants should be familiar with Oscilloscopes, Digital Multimeters, Pulse Generators, Frequency Counters, etc., and be capable of carrying out fault diagnosis.

Candidates should be qualified to O.N.C. standard, or have relevant experience—for instance, H.M. Forces Training in Electronics.

For further details please telephone: Lynne Webb on Bracknell 3232, ext. 471 (Recruitment Office), or write quoting ref. no. D/634/ NN with a brief résumé of experience etc. to:

Personnel Officer, Ferranti Limited, Western Road, Bracknell, Berkshire.

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required by April 1977 to be responsible for the catering, kitchens and dining hall in a modern self-service refectory feeding approximately 500. Good salary, holidays, and accommodation for single person. Accommodation could be made available temporarily for a married applicant but it is hoped that such a family would settle locally.

Full particulars from The Bursar, Gordonstoun School, Elgin, Moray (Hopeman 266).

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offer the following nationally recognised six week

FULL-TIME RESETTLEMENT COURSES

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The course is designed to prepare retiring members of the armed forces for the MANAGEMENT SERVICES CERTIFICATE — WORK STUDY of the I.W.S.O.M.

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For further information and application consult your UNIT EDUCATION OFFICER

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Collins are acknowledged leaders in the field of space communications, and major suppliers of sophisticated avionics and telecommunications systems and equipment.

We invite applications from service personnel for positions in our U.K. maintenance organisation. Previous experience in the repair and testing of airborne electronic equipment or data communication equipment would be required.

Career prospects are excellent and highly competitive salaries and fringe benefits will be offered depending on experience.

Generous relocation expenses are available for suitable applicants who would need to reside in the Home Counties of West of London.

Applications for these positions should be made in writing during the six months prior to release from service commitments to:

**Personnel Manager,
COLLINS RADIO COMPANY OF ENGLAND LTD.,
Heathrow House,
Bath Road, Cranford,
Hounslow, Middlesex, TW5 9QW.**



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Rat-race? They meant
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required for a wide range of work covering the maintenance of flow, level and pressure measuring instruments, electronic and nucleonic instruments, and complex pneumatic and electronic control systems and computers.

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* Rate of pay — £57.70 per 40 hours, 5 day week
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Write for an application form quoting ref.: SEF 13/B
Works Labour Manager or ring Seascale 333,
Extension 6228 between 8.30 and 4.00 p.m.
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BRITISH NUCLEAR FUELS LTD
Windscale and Calder Works, Sellafield, Nr. Seascale, Cumbria

DECK OFFICERS

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Our fleet of 34 ships includes dry cargo vessels, tankers and roll on, roll off craft. Most are specially fitted to replenish warships under way and have facilities for the operation of helicopters.

Rates of pay for contract officers are:—
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(2nd Mates) £4107 to £5238

There is a personal non-contributory company pension scheme and compensation for week-ends worked in port.

If you would like further details of this unique Service, write or phone:—

The Careers Office, Royal Fleet Auxiliary, Room 603,
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Tel: 01-385 1244. Ext. 2192

ROYAL FLEET AUXILIARY

RFA

**When you're
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the Navy...**

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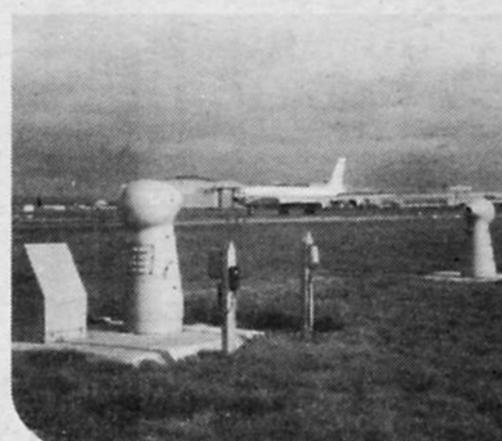
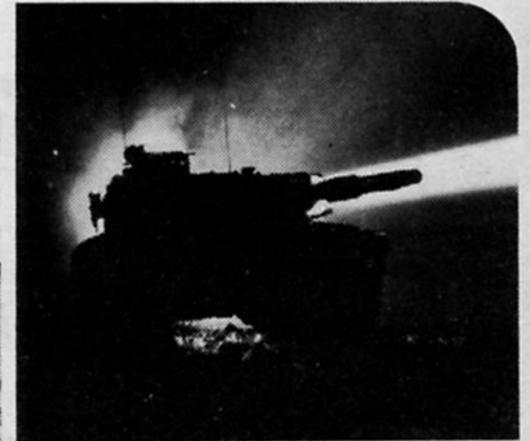
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Caribbean training for Fearless

H.M.S. Fearless is due to arrive back in the United Kingdom on March 16 after her two-month deployment to the Caribbean as Dartmouth training ship.

With more than 60 midshipmen from Britannia Royal Naval College on board, she visited Port of Spain, Trinidad, and took part in Exercise Caribrex, having transported elements of the Royal Netherlands Marine Corps from Curacao to Vieques, off Puerto Rico, for exercise with the United States, Canadian, and Brazilian

navies.

After weapon training and a rendezvous with H.M.S. Tartar, on station in the West Indies, the Fearless and her accompanying support vessels was scheduled to visit Cartagena, Colombia; Kingston, Jamaica; Port-au-Prince, Haiti; Charleston, South Carolina; and Bermuda before returning to home waters.

As well as midshipmen, the assault ship had on board a detachment from the Guards Depot, including their Fifes and Drums, on an acquaint visit with the Royal Navy.

Vice-Admiral J. H. F. Eberle, Flag Officer Carriers and Amphibious Ships, joined the Fearless for part of the deployment.

History essays

Subject for the 1977 essay competition for the Naval History Prize is "Impressment and Manning the Navy, 1600-1900." Essays of not more than 12,000 words should be written and submitted by officers before the end of the year.

For a limited competition there are prizes of £100 and medal, £60 and £40, in addition to which further prizes of £40 or less may be awarded. There is also an open competition with supplementary prizes of £40 or less.

For further details see DCI (RN) 50.



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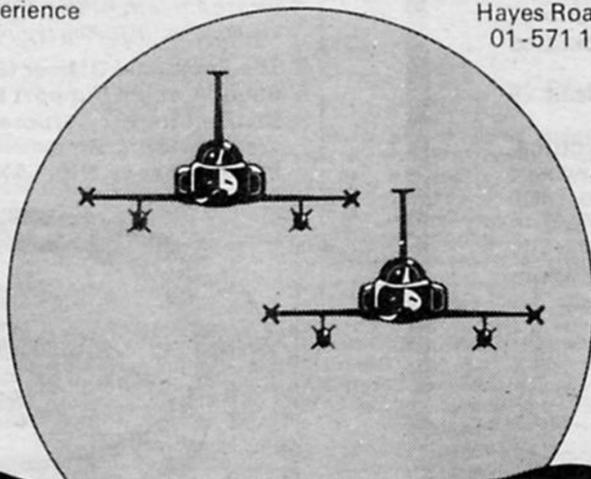
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Navy out of luck as Army retain title

The record will always show that in 1977 the Army outboxed the Royal Navy by six bouts to four. But the crowd that packed H.M.S. Nelson's gymnasium for this Services team championship decider will know that record has little to do with reality.

The facts are that the Army owe their winning margin to (a) an amazing majority decision against Navy featherweight Vic Christopher, and (b) the absence of England and Navy welterweight star Paul Kelly.

Kelly, troubled for several weeks by a hand injury, did not get past his pre-fight medical, despite his and other protestations. Yet six days later Kelly was fit enough to box, and win, for England against Ireland at Gloucester.

Controversy apart, the Navy-Army encounter produced a rip-roaring, blood-and-thunder contest entirely appropriate to these traditional rivals.

The featherweight contest, between LPT Vic Christopher and L-Cpl Len Plant, was crucial. The Army's two England representatives, Maurice Gregory and Norman Phillip, had

Chance upsets R.A.F.

The Navy duly beat the R.A.F. by seven bouts to three at Lyneham in spite of the need for some jiggling in the weight divisions.

Bantamweight Mick Chance, a control electrical mechanic on H.M.S. Defiance, sweated off half a stone to give the Navy a chance at flyweight, and AB Buck Taylor (Vernon), normally a light-heavy, gave away three stone to represent the Navy at heavyweight.

Both gambles paid off, Chance stopping his man in the first and Taylor getting a unanimous points decision over his much heavier opponent.

Also of interest to Navy followers of the sport was Paul Kelly's points win in the welterweight division. The England international reported no pain from his injured knuckle, which now appears less serious than at first thought.

R.N. v. R.A.F. (R.N. names first)
 Flyweight — CEM M. Chance (Defiance) beat LAC P. Hopkins, ko 1.
 Bantamweight — LPT V. Christopher (Collingwood) beat LAC R. Lewis, rcb 2.
 Featherweight — AB M. Garrity (Cochrane) lost to Sgt R. Rigg, pts.
 Lightweight — AB G. McBride (Daedalus) lost to SAC W. Hutchinson, rcb 3.
 Light-welterweight — MNE A. Gill (41 CDO) beat SAC D. Appill, pts.
 Welterweight — LPT P. Kelly (Nelson) beat SAC B. Henderson, pts.
 Light-middleweight — MNE B. Blinkhorn (41 CDO) beat SAC L. Carhart, pts.
 Middleweight — SAC D. Parkes (R.A.F.) received walk-over.
 Light-heavyweight — SA R. Greensacre (Mermaid) beat Jnr Tech D. Farrell, rcb 3.
 Heavyweight — AB T. Taylor (Vernon) beat LAC F. Thompson, pts.

The Combined Services Boxing Association individual championships at R.A.F. Cosford on March 2-3 see seven Navy boxers in action. They are MEM J. Cox (flyweight), LS P. Jacobs (bantamweight), AB M. Garrity (featherweight), MNE A. Gill (lightweight), LPT P. Kelly (welterweight), AB T. Taylor (light-heavyweight) and MNE A. Mitchell (heavyweight).

already accounted for flyweight Jim Cox and bantamweight Phoenix Jacobs, and a third defeat looked likely to sink the Navy before it left harbour.

So well did Christopher punch, and so often, that there was a howl of derision when the decision went to Plant. Navy coach CPO Tony Oxley's diplomatic summing up was: "That result was the talking point of the whole show."

The bout, nevertheless, earned both boxers a standing

BOXING

ovation and the congratulations of the referee.

Gradually the Navy fought back. MNE Andy Gill held off the strong and stylish Army lightweight, and minutes later light-welter AB Wayne Green won in the first round when his opponent suffered a cut eye.

MNE Ron Young, standing in for Paul Kelly, turned in a first class performance, but saw the split decision go to the Army.

AB Nick Croombes got his expected result against a tough, brawling Army light-middleweight, and AB Buck Taylor also won after three rounds of highly exciting, non-stop slugging.

Navy heavyweight MNE Andy Mitchell nearly did not survive the first round against up and coming Alan Palmer, but somehow dragged strength and courage out of his boots to take the Navy's hopes into the third round.

That final contest just about summed it up. It wasn't the Navy's night, but it so nearly could have been . . .

Royal Navy v. Army (R.N. names first)

Flyweight — MEM J. Cox (Achilles) lost to L-Br M. Gregory, stp 1.
 Bantamweight — LS P. Jacobs (Intrepid) lost to L-Cpl N. Phillip, pts.
 Featherweight — LPT V. Christopher (Collingwood) lost to L-Cpl L. Plant, pts.
 Lightweight — MNE A. Gill (41, CDO, R.M.) beat Fus. K. Phillips, pts.
 Light-welterweight — AB W. Green (Tiger) beat Cpl G. Metcalf, rsc 1.
 Welterweight — MNE R. Young (42 CDO, R.M.) lost to L-Cpl M. Gannon, pts.
 Light-middleweight — AB N. Croombes (Tiger) beat Fus. A. Jones, pts.
 Middleweight — MNE R. Young (42 CDO, R.M.) lost to L-Cpl T. Williams, stp 1.
 Light-heavyweight — AB T. Taylor (Vernon) beat Rtn H. Miles, pts.
 Heavyweight — MNE A. Mitchell (42 CDO, R.M.) lost to Pte A. Palmer, rsc 3.



Lining her sights up on target is Second Officer Penny Lee, captain of the W.R.N.S. rifle shooting team. Penny, who is serving at H.M.S. Vernon, took part in the recent women's inter-Service championship at Guildford.

ROYALS FASTEST . . . IN SPITE OF BROKEN SKI

Despite one team member breaking a ski, 45 Commando, Royal Marines, set the fastest time for the 20 kilometre patrol race during the British Nordic Ski Championships in the Allgau Mountains of South Germany.

Led by Lieut. Chris Burnett, the team of Cpl. John Bowman, Mne Chris Cole, and Bombardier Brian Desmond of 29

Commando Light Regiment, Royal Artillery, skied in 13 seconds faster than the winning team, 35 Engineer Regiment, Royal Engineers.

But the Marines lost four minutes in penalties on the shooting range to put them well

behind the Sappers in the overall timings.

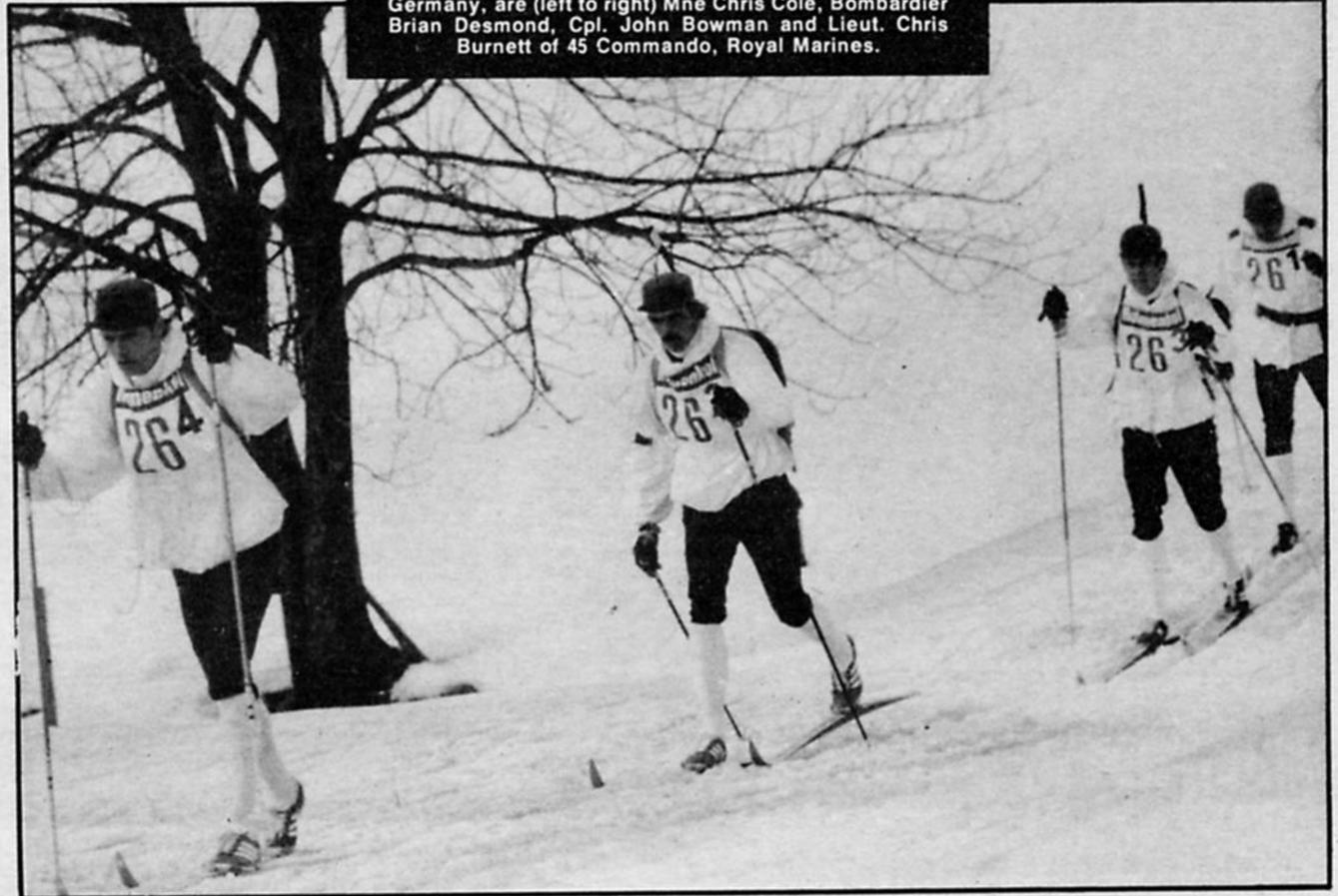
The championships at Oberjoch produced a number of good results for the Marines, ski-ing at an altitude of 5,000ft. in international and Olympic-class company.

Cpl. David Ford won the

Hors Concours prize for his performance in the 15k race, when he finished third out of 200 starters. Cpl. Bowman took fifth place in the 30k event, was third in group one of the open biathlon sprint, and fourth in the open biathlon.

L-Cpl Alan Heward was sixth in the 10k race and Lieut. Burnett was third in group three of the open sprint.

Ski-ing to the fastest time in the 20k patrol race at the British Nordic Ski Championships in Oberjoch, South Germany, are (left to right) Mne Chris Cole, Bombardier Brian Desmond, Cpl. John Bowman and Lieut. Chris Burnett of 45 Commando, Royal Marines.



W.R.N.S. push W.R.A.F. to rifle record

The W.R.A.F. .22 rifle shooting team achieved a record score to retain their Women's Inter-Service Championship at Guildford last month. The W.R.N.S. pushed them close to finish nine points adrift.

Until 1972 the W.R.N.S. dominated this competition, but since then have managed only once to take the trophy away from the W.R.A.F.

Final scores in the competition were: 1, W.R.A.F., 1,923 points; 2, W.R.N.S., 1,914; 3,

W.R.A.C., 1,891.

The W.R.A.C. Spoon, awarded to the highest individual scorer at the Inter-Services, was won by LWREN Sue Byrne (Warrior). Her score was 197 out of 200. She also won the Newcomb Trophy for the highest score in the Inter-Services and the W.R.N.S. match against the Civil Service.

AWARDS

Another member of the W.R.N.S. team to win an award was Third Officer Heather Aston (Dryad). She won an N.S.R.A. medal for the highest aggregate in three W.R.N.S. matches.

In earlier competitions the W.R.N.S. had beaten Hampshire Ladies and lost to the Civil Service.

The W.R.N.S. team for the Inter-Service match were: First Officer P. J. Bolton King (Warrior), 20 P. Lee, team captain (Vernon), 30 H. Aston (Dryad), CWREN B. Richards (Pembroke), POWREN J. Gowland (Dauntless), LWREN S. Byrne and J. Burns (Warrior), LWREN S. Thomas and WREN Ganley (Heron), and LWREN J. Maclean (Nep-tune).

Cricket coaches' course

For the first time for many years a coaching course for cricket coaches is being run by the Royal Navy Cricket Club, writes Derek Oakley.

It will take place at US Portsmouth from May 2-6 and it is hoped it will provide sufficient incentive and expertise to improve the general standard of cricket throughout the Royal Navy and Royal Marines.

The instructors for the course will be Les Lenham, the former Sussex opening batsman and now the Southern Regional Chief Coach of the National Cricket Association, and Maurice Hallam, the former Leicestershire cricketer. A personal award scheme will run alongside a general coaching

award, and the 15 who attend will be specially chosen for their future coaching opportunities.

NEW CAPTAIN

Lieut-Cdr. Ken Langley, the Education Officer of H.M.S. Dolphin, has been selected as captain of the Royal Navy representative side for the coming season. He succeeds Lieut. Mike Robinson, who has been drafted to R.N. air station Cudrose, but who will continue to captain the Combined Services. Ken Langley has been the Navy wicketkeeper since 1971 and toured the Far East with the Combined Services in 1972.

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SPORT

1977 SQUASH CHAMPIONSHIPS • BASKETBALL TOUR

Bawtree's title, again



● Lieut.-Cdr. Robin Bawtree, first lieutenant of H.M.S. Charybdis, pictured with the Royal Navy's open squash trophy which he has just won for the tenth time.

Anyone coming across the Royal Navy's premier squash trophy for the first time might be forgiven for believing it was the personal property of one Lieut.-Cdr. Robin Bawtree. His victory in the 1977 open championship was the tenth such triumph in his remarkable career, writes Mike Benson.

Bawtree, who is serving on board H.M.S. Charybdis, won his first championship 16 years ago. Such has been his supremacy in Navy squash that only long periods at sea have prevented him making his record of wins unassailable.

To win the title, Bawtree had to beat MECH1 Irvine Pratley (Daedalus), the most improved Navy player this season and the first rating to reach the final. Pratley's achievement was particularly noteworthy as he did not take up the game until his late twenties, and has played all his squash in the Navy.

There was a disappointingly small entry for the championships, held at the United Services Club, Portsmouth, and several late cancellations. But the tournament produced much entertaining squash, a fair measure of surprise results, and a consistently high standard.

SEED TOPPLED

First seed to topple was Simon Man, comprehensively beaten in the second round by Andy Dick. Three other seeds also lost games on the way to the quarter finals, and it was here that the first major upset occurred when Pratley defeated old rival Frank Smith for the first time in a major competition.

Pratley went on to defeat defending champion Paul Chaplin in the semi-finals, producing once more the

concentration and aggression that brought him a richly deserved place in the final. Chaplin, a linguist, has been far removed from squash this season. His most recent appointment has been in Moscow.

The other semi-final between Bawtree and Philip Pool produced the best squash of the week-end. Both men are natural ball players and uninhibited stroke makers.

They treated a packed gallery to an entertaining and sporting demonstration of squash. Pool did

SQUASH

most of the running and seemed to be getting into the match during a tense last game, but he was unable to test sufficiently his opponent's stamina.

PERSONAL TRIUMPH

For Bawtree, it was yet another personal triumph. Despite having been at sea for most of the season, he showed no sign of slowness throughout the tournament. His shots have lost none of their power or precision and, if anything, he plays a wider range of strokes than he did ten years ago.

Other features of the championships included a fine win for Hugh Rump in the veterans final over ex-CPTI Jim Coates. Capt. Brian Shattock, the holder, was defeated by Coates in a very close semi-final.



● MECH1 Irvine Pratley (H.M.S. Daedalus), who became the first rating to reach the final of the R.N. squash championship.

Incidentally, Capt. Shattock, chairman of the R.N.S.R.A., has awarded a fine silver cup as a permanent trophy for the increasingly popular veterans tournament.

FINE STROKES

It was good to see Alec Johnstone play some fine strokes. He is one of the younger players from which Navy teams of the future will be built. In the plate final he was well beaten by Mike Phillipson, who he had defeated in the championship proper. Phillipson played as well as he has ever done, and his court craft was particularly impressive.

It was a pity there were so few players under 30 in the championship, but it is perhaps a sign of the times that there were fewer entries in this tournament than in the lower deck

competition played in November.

It is known that squash at establishment level is booming as never before, and it can only be a matter of time before a crop of new players emerges to replace the half-dozen stalwarts who have represented the Navy over the last decade.

R.N. SQUASH CHAMPIONSHIPS, 1977

Open Singles

Quarter-finals — Mid. Paul Chaplin beat Lieut.-Cdr. M. Sauvage 9-0, 9-1, 9-1; MECH1 L. Pratley beat MECH1 F. Smith 6-9, 9-7, 2-9, 9-2, 9-4; Lieut.-Cdr. P. Pool beat Lieut.-Cdr. M. Benson 9-7, 0-9, 9-6, 9-0; Lieut.-Cdr. R. Bawtree beat Lieut. A. Dick 9-0, 9-3, 9-0.

Semi-finals — L. Pratley beat P. Chaplin 10-9, 1-9, 7-9, 10-8, 9-2; R. Bawtree beat P. Pool 9-4, 9-2, 10-8.

Final — R. Bawtree beat L. Pratley 9-2, 9-4, 9-4.

Veterans tournament

Semi-finals — Lieut.-Cdr. H. Rump beat FCPO C. Hamber 6-9, 9-5, 9-0, 9-7; ex-CPOPT P. Coates beat Capt. B. Shattock 6-9, 9-5, 9-2, 4-9, 9-2.

Final — H. Rump beat P. Coates 9-5, 9-5, 9-4.

Plate tournament

Semi-finals — Lieut. A. Johnstone beat Sgt. P. Best 9-1, 9-3, 9-7; AMN M. Phillipson beat Lieut. D. Bell 9-0, 9-2, 9-1.

Final — M. Phillipson beat A. Johnstone.

W.R.N.S. squash

The W.R.N.S. squash team finished second to the W.R.A.F. in the women's inter Service championships at R.A.F. Uxbridge. Individual champion, however, was First Officer J. MacColl of the W.R.N.S. Plate winner was LWREN S. Oldman (Excellent), with LWREN E. MacMahon (Daedalus) runner up.

First Officer MacColl (Collingwood) and CWREN REG J. Lomax (Excellent) were selected for a Combined Service match against Surrey.

Hot-shot Scots shake Navy's basketballers

The Royal Navy basketball team's recent three-day tour of Scotland opened with a devastating burst of scoring by Scotland Junior Men at Heriot Watt University.

They caught a travel-weary Navy side by surprise and scored 46 points to 12 in the first ten minutes of the game.

Navy skipper Sam Baker (Mohawk) found his land legs before long and inspired his team to considerable improvement, so that in the end the Navy lost by a comparatively small margin of 96-78.

The Navy team consisted of Baker, Peter Darlington and Micky Kemp (Seahawk), Steve Cotter and Don Currie (Nelson), Alistair McKenzie (on loan from Army S.P.T.), George Ford (R.M. Bickleigh), Neil and Brian Mephee (R.N.A.S. Yeovilton), and Richard Lines (Kent).

FIRST WIN

The annual fixture against the Civil Service at Meadowbank on the following day produced a first rate game, with the Navy recording their first victory over their opponents.

An early Navy lead slipped away into a 40-36 deficit at half-time, but some textbook play from the Mephee twins, good shooting from Darlington, excellent defence from Kemp, Ford and Baker and good support from Colley and Lionel Kurn (R.N.A.S. Portland) saw the Navy run out winners by 87-94.

Several younger players got their chance on the following day against Scottish National League side Opel Kitchens and the Navy won 39-55. Included in the team were Chick Pickering and Nigel Cheeseman from Caledonia and Peter Hurland (Daedalus).

Malabar wins island road race

Teams from H.M.S. Malabar, The Bermuda Regiment, the Canadian Forces, the Bermuda Prison Service and the Bermuda Police Force gathered at H.M.S. Malabar last month for the first Bermuda Inter-Service road running race. The race was held on an eight-mile course.

Individual winner was Police Constable D. Willcox in a time of 45 min. 6 sec. Team honours went to H.M.S. Malabar.

Full team results were: 1, H.M.S. Malabar; 2, Bermuda Regiment B; 3, Prison Services; 4, Police Force; 5, Canadian Forces; 6, Bermuda Regiment A.

The Malabar team, chosen from only ten R.N. personnel in Bermuda, consisted of LSA Stuart Neville-Rutherford (4th),

NA Chris Rendall (5th), LStd Vaughan Thompson (6th) and CPowTR John Lunn (18th).

★ ★ ★

The W.R.N.S. are hosts at Portsmouth on March 10-11 to the 1977 Inter Service hockey championships. The naval side start their defence of the title with the opening game of the tournament against the W.R.A.F. at the United Services Ground, at 9.30 a.m. on March 10.

★ ★ ★

Fourth table tennis title for W.R.N.S.

For the fourth successive year the W.R.N.S. have won the Women's Inter Service table tennis championships. At Aldershot last month, CWREN REG Marnie Fox (Neptune), RPO WREN Judy Davies (Dryad), POWREN Pat Williams (Warrior) and WREN

Judy Langridge (Daedalus) lost only three games against the W.R.A.C. and W.R.A.F. in defence of their title.

The dominance of the W.R.N.S. team was recognized in the selection of a Combined Services team to play the Civil Service after the championship. Judy Langridge, Pat Williams and Judy Davies filled the one, two and three berths in the Services' team.

★ ★ ★

A team of eight from H.M.S. Laleston won the annual Vernon road race, and also supplied the individual winner, AB Hall. It was the first time a minesweeper had been successful in the race.

Tetrathlon victory

The Royal Navy Modern Pentathlon Association fielded

a completely novice tetrathlon team for a match against Millfield School, Oxford University, Sherborne School and Spartan M.P.S., and won after trailing in the fencing and swimming events.

The team members, with their individual finishing positions, were: SEA M. Flaherty (Excellent) 8; PMT P. Dunleavy (Osprey) 3; CK C. Pike (Excellent) 13; and LMEM Ankin (Sultan) 12.

Trevor Jones

Trevor Jones, who was a major force in Royal Navy long distance running during the Fifties, has died after a long illness. He was 48.

An electrical artificer during his 22 years in the Navy, Trevor Jones served for many years at H.M.S. Ariel, Worthy Down, and at H.M.S. Daedalus. He left the Navy at the age of 40.

WHEN, WHAT AND WHERE

MARCH

2 — Football: R.N. v. Sussex (Bognor Regis).
2/3 — Boxing: C.S.B.A. Championships (R.A.F. Cosford).
5 — Rugby: R.N. v. Army (Twickenham); R.N. (U-19) v. Army Junior XV (Twickenham).
5/6 — Fencing: Martini International Epee (London).
6 — Hockey: R.N. v. Old Kingstonsians (Portsmouth U.S.S.C.); R.N. (U-21) v. Hampshire (U-21) (Portsmouth); Volleyball: R.N. v. Brookes Sports v. Roundwood Tankards (Crawley Sports Centre).
7 — Hockey: R.N.(W) v. Civil Service (Chiswick); Football: R.N. v. Dorset (Portsmouth).
7/14 — Skiing: R.N. Skiing Championships (Glenshee).
9 — Football: Inter Command quarter-finals — 1, Scotland v. N.A.C.; 2, Portsmouth v. R.M.; Hockey: R.N. v. Maidenhead (Bray).
10/11 — Hockey: Inter Services Championships, women (U.S. Ground).
11 — Athletics: Inter Services Cross Country Championships (R.A.F. Halton); Football: R.N. v. Army (Inter Services

Youth tournament) (Aldershot).
12 — Hockey: R.N. v. Acroatics (Surbiton); Netball: R.N.W. v. Southampton University (H.M.S. Nelson); Volleyball: R.N.W. v. Portsmouth (Portsmouth).
12/13 — Hockey: Combined Services fixtures (U.S. Ground); Fencing: R.N. v. Sarnia S.C. (men and women) (Guernsey).
13 — Football: R.N. v. R.A.F. (Inter Services Youth Tournament) (Aldershot); Hockey: R.N. (U-21) v. Devon (Home); Volleyball: R.N.W. v. Pool v. Exeter (Exeter); Swimming: Coventry tournament (Warwick University); Netball: R.N.W. v. Taunton (Taunton).
14/15 — Badminton: Inter Services Championships (H.M.S. Sultan).
16 — Football: R.N. v. Army (Inter Services tournament) (Portsmouth); Hockey: R.N. v. Tulsa Hill (Honor Oak).
17/20 — Hockey: R.N. (U-21) v. Notts (U-21); R.N. (U-21) v. Leics (U-21); John Player tournament; R.N. (U-21) v. Derby (U-21). Midlands tour.
19 — Boxing: C.S.B.A. v. W. Counties (Bristol).
20 — Hockey: R.N. v. Havant (Portsmouth U.S.S.C.); Volleyball: R.N. v. Inspout Poole v. Whitefield (H.M.S. Sultan).
23 — Football: R.N. v. R.A.F. (Inter

Services Tournament) (Uxbridge); Hockey: R.N. v. Army (Portsmouth U.S.S.C.); R.N. (U-21) v. Army (U-21) (Portsmouth).
26/27 — Hockey: Combined Services fixtures (U.S. Ground).
27 — Hockey: R.N. (U-21) v. Islanders (Away); Netball: R.N.W. v. North Hants (Basingstoke).
30 — Hockey: R.N. (U-21) v. R.A.F. (U-21) (Away); R.N. v. R.A.F. (Uxbridge).
31 — Football: Inter Command semi-finals, Plymouth v. Medway and winner of Scotland v. N.A.C. v. Winner of Portsmouth v. R.M.S.
31/1 Ap — Netball: Women's Inter Service Championships (R.A.F. Stanmore); Basketball: Inter Services senior and junior championships (H.M.S. Sultan).

APRIL (1st week)

1 — Football: Final of Inter Command Tournament.
3 — Hockey: R.N. (U-21) v. Surbiton (U-22) (Home).
6 — Boxing: A.B.A. (England semi-finals).
8/11 — Fencing: Birmingham tournament (Birmingham); Kayak: Devizes to Westminster Canoe Race (Devizes).

Scotland call up Rees Ward

By finishing fifth in the Scottish cross country championships last month, Lieut. Rees Ward (R.N.E.C. Manadon) has earned a place in the Scotland team for the I.A.A.F. international cross country championships being run at Dusseldorf, West Germany, later this month. It will be his third consecutive appearance for Scotland in this event. This season Ward has won the Plymouth Command, Devon, and South-West Counties cross-country championships.

The various naval command cross country championships have now been run, as will the Navy junior and senior championships at the time of going to press.

Naval Air Command — 1, PO C. Carthy (Osprey); 2, CPO J. Clare (Heron); 3, LWTR Reed (Osprey).

Medway — 1, Lieut. J. Robson (President); 2, SAC Morris (Warrior); 3, Sgt McCarthy (Warrior).

Plymouth — 1, Lieut. R. Ward (R.N.E.C.); 2, PO Cawley (Raleigh); 3, REA App Winton (Achilles).

Portsmouth — 1, AB Hall (Vernon); 2, Lieut. Hall (Nelson); 3, Lieut.-Cdr. Davies (Nelson).

Royal Marines — 1, Cpl Ford (45 CDO); 2, Mne Daglish (45 CDO); 3, Lieut.-Cdr. R. Chapman (45 CDO).



Photo: CPO Charles H. Thompson.

Navy Under-19 forward Wally Wallace could not stop Dorset and Wilts winning this line-out, but the Navy youngsters went on to a fine win by 27 points to nil.



Cdr. Bryan Rayner, the man who runs Under-19 rugby in the Royal Navy, has been appointed a selector for the England Colts Rugby XV. A former Navy and Combined Service cap, Cdr. Rayner (pictured above) is now secretary, selector and coach for the Navy's Under-19 team, selector and coach for the Combined Services Colts, and Navy representative for the England Colts Association. After 18-months at H.M.S. Collingwood, Cdr. Rayner is to join the Directorate of Naval Manpower and Recruiting as a complement review team leader.

Devonport Services in form

Devonport Services are producing some of their best rugby in years, and have lost only twice since November 6. One of these games was a Devon Cup match against Plymouth Albion which the Services unluckily lost by four points to seven.

The club's best game of the season so far was their defeat last month of a strong St Ives team by 25 points to 13. This was only the fifth time St Ives had been beaten this season, and an occasion when the Devonport Services threequarters made good use of the excellent possession provided by a pack considered the best in the south-west.

Thirteen Devonport Services players have appeared in the Royal Navy squad, and although only five have been selected for the team to play the R.A.F. at Twickenham, three more will be sitting on the bench.

One of these, Roger Tinson, is unlucky to have lost his place to Navy captain Paul Dunn.

In the absence of their Navy squad representatives, the Devonport club will be hoping to prove their strength in depth and to improve their playing record of: played 29, won 19, drawn 1, lost 9.

Navy beat the Harlequins to get first win

That first win of the rugby season proved elusive for the Royal Navy — thanks to a combination of awful weather and very good opposition, writes Mike Vernon.

In the space of 15 days the Navy took on, and lost to, Bath, Leicester, Blackheath and Bristol: as daunting a quartet of major clubs as might grace any fixture list.

The win, when it did come, was against Harlequins by the convincing margin of 29 points to nil.

The Navy's first three outings in February were against the Civil Service and the Universities, Oxford and Cambridge. The first was abandoned with the Navy comfortably in the lead, the other two both lost when they might have been won.

Now, a closer look at last month's battles:

Royal Navy 4, Bristol 19

Bristol honoured the Navy by putting out their best side, including five internationals. Considering the dank conditions, they played some magnificent handling rugby, even though over-ambition with a greasy ball occasionally let in the Navy.

Although the Navy inevitably came off second best, they gave Bristol a good run for their money and made many friends by defending courageously and refusing to capitulate.

The first half was all Bristol, apart from the last ten minutes, and the club side reached the interval with a 13-0 lead. In the second half Bristol scored only once, with a try by England winger Morley, against a try by Navy winger Harry Whale.

Cambridge University 11, Royal Navy 4

This was a game the Navy could and should have won, and the pack had cause for frustration and infuriation that they did not.

So complete was the Navy's forward domination, that the game should have been sewn up by half time. Instead, chances galore and several kickable penalties went astray.

To make things worse, the students scored on the stroke of half time during what was only their third sortie into Navy territory.

The Navy forwards launched a series of attacks in the second half and soon drove over the Cambridge line to tie up the scores. Minutes later, Cambridge went ahead with a try, and followed it up soon after-

wards with the game's only converted penalty.

RUGBY

Royal Navy 12, Civil Service 0

Shortly before kick-off, an exceptionally heavy downpour put the match in jeopardy, and it came as no surprise when, 17 minutes into the second half, the referee decided that enough was enough.

This premature end was a great pity because the Navy, playing with much fire and purpose, were well on their way to a decisive first victory.

The Navy's points came from two Geoff Fabian penalties and a try by Trevor Newson which Fabian converted.

Royal Navy 11, Oxford University 12

A Fleet Street reporter wrote after this game that "sage naval heads were politely puzzled," and he could not have been more accurate.

The first half was the Cambridge match all over again: the Navy getting all the ball and little to show for it. The only difference this time was that at least the Navy started the second half a point ahead, thanks to a fine try which nullified an earlier Oxford penalty.

The try was scored wide on the left by Harry Whale from an opportunity carved out by Shady Lane, Mick Connolly and Roger Tinson.

The second half was a different story. Oxford were reduced to 14 men and declined to play a replacement. They appeared revitalized rather than handicapped by this and the Navy were never again able to stamp their authority on the game.

Whale scored his second try of the match, and fly-half John Leigh put over a penalty, but Oxford were not to be denied and scored a goal and a penalty to win in a grandstand finish.

NAVY SET TO MAKE IT A HAT-TRICK

If the Navy's soccer team can successfully defend its Inter Service title this month it will complete a hat-trick of victories achieved only once before (1930-34) by the Royal Navy in the 58-year history of the Constantinople Cup competition, writes Jack Sheppard.

The Navy meets the Army at Victory Stadium, Portsmouth, on March 16 (1430 kick-off) and the

R.A.F. at either Uxbridge or Cosford on March 23.

On the field the team will be led by CPO Bev Dixon (R.N.A.S. Yeovilton), who has the determination, experience and skill to make that elusive hat-trick possible.

Dixon first played for the Navy as an apprentice in 1965, and has represented the Service on 47 occasions since. He played for Yeovil Town in the Southern League, and for other senior club sides.

TRINIDAD

He was captain of the Combined Services in 1975 and 1976 and will be working hard to repeat that honour this year. In 1975 he captained a successful Combined Services team on their tour of Trinidad.

February was a month of mixed successes for the Navy's senior

SOCCER

soccer side. There was a win against London University, a draw against the Civil Service and a defeat at the hands of Scottish league side Hibs.

Against London University at H.M.S. Pembroke, MNE Frank Ovard (R.M. Deal) scored one goal and played a part in the other two, scored by Tommy Johnson (Caledonia) and Ron Vercesi (Osprey).

The staff of Pembroke made this a memorable occasion by the manner in which it was staged. After the match Rear-Admiral C. M. Bevan (vice-president of the R.N.F.A.) presented the association's plaque to Lieut.-Cdr. Tony Morse, who, after long service to Navy football, was making his last appearance before retiring from the Service.

Tony Morse's greatest contribution was on the refereeing side, and he founded the R.N.F.A. Referees' Society.

The Navy played a scoreless draw against the Civil Service in heavy conditions at Victory Stadium, Portsmouth, and lost 6-2 at H.M.S. Caledonia against Hibs.

Tommy Johnson and Neil Pattison (Rhyl) scored excellent goals for the Navy in a game that was not at all as one-sided as the score suggests.

PROGRAMME

Games against Hampshire, Sussex (Bognor, March 2, 1930), and Dorset (Victory Stadium, March 7, 1930) complete the Navy's South-West Counties competition programme.

The Youth team lost 2-0 to Pompey's youth side and beat Gosport Borough Youth 2-0 in their preparations for defence of the Inter Service youth championship. They play the Army on March 12 (1030) and the R.A.F. the following day, both at the Guards Depot, Pirbright, Surrey.

Successful Saracens

The Saracens, otherwise known as the United Services, Portsmouth, 4th XV, are enjoying one of their best seasons. Their record of 11 wins in 17 outings makes them the club's most successful side.

Skipped and run by PO Mike Sheehan (R.N.D.Q.), the Saracens are made up entirely of locally serving naval personnel, plus a Naafi employee.

Army game reveals Navy's great strength in depth

The Navy's splendid victory by 29 points to nil against the Harlequins could scarcely have come at a better time. Coming as it did just a week before the game against the R.A.F. at Twickenham, it could only leave the Navy squad in great heart.

Last year at Stoop Memorial Ground the Quins hammered the Navy and were expected to repeat the dose this year. As it was the Navy won fairly easily, and might even have piled on more points.

The competition between the Navy back row and Paul Dunn, Mick Connolly and Martin Taylor, and half backs Colin Youldon and Steve Turner was responsible for four of the six Navy tries.

Much sympathy must be felt for Neil Stefanie and Roger Tinson for not getting their first caps against the R.A.F., but the Navy is fortunate to have the depth to call these two, plus Dudley Jones, Peter Plumb, Mo Vaughan and Clive Webb as replacements.

The Royal Navy XV for the match against the R.A.F. was: G. Fabian (Raleigh); H. Whale (42 CDO), A. Jones (Sultan), S. Turner (Naiad), B. Wills (Temeraire); J. Leigh (B.R.N.C.), C. Youldon (Dolphin); A. Dryburgh (Reclaim), P. Norrington-Davies (Repulse), J. Ackerman (Heron); M. Lane (Defiance), C. Richards (40 CDO), M. Connolly (Drake), P. Dunn, captain (Daedalus), M. K. Taylor (B.R.N.C.).

STRIP TORN OFF 'CRAZY' OVERALLS

Ripping open Velcro strip is a startling sound, reminiscent of splitting pants or the relief from rich living — and guaranteed to rouse messmates from their slumbers.

This highly-successful invention can also become painfully attached to hairy chests, and the mind boggles at the thought of even greater perils.

A few thoughts on the subject arrived on the desk at Navy News from MECH1 T. Galley, of H.M.S. Oberon, who delivered an amusing and somewhat devastating criticism of "the latest crazy design of today's new and so-called modern blue engineer's overalls."

His letter continued — "They replaced the idiotic polyester/nylon with a good hard-wearing denim, and took away all the pockets which we had finally won from the last denim design.

VELCRO STRIPS

"All our zips and buttons have also been removed and replaced with Velcro strip (to help us to stick to the job I reckon). One large pocket was fitted to the side (right hand) and a dressing-gown cord secreted along the inside waist (immediately ditched on the first day of wearing).

"Because of the one pocket (side, right leg), the duty-free allowance of cigarettes should be increased by at

least 50 per cent. to compensate for the number of cigarettes crushed while being carried in this unusual position.

"One also tends to walk with a pronounced list to starboard due to the weight of materials (spanners, etc.) hanging on the right leg.

"The Velcro wrap is a hazard in itself. The few members who take off their overalls before climbing into their sleeping bags (it's cold in a conventional submarine up north) wake up most of the mess as the wrap separates itself.

"To the majority of us the hazard begins as the klaxon or night alarm sounds, and 80 per cent. of the ship's company are trying to separate a sleeping bag (also fitted with Velcro wrap) from their overalls as we all try to get to a diving station.

WRIST STUCK

"One wonders if the designer has ever woken up with his wrist stuck to his chest with a Velcro strip. I could take him to any Army and Navy store and show him a pair of overalls that would suit 99 per cent. of the engineroom world."

The official reply to the letter is "We hear you, and we are going on listening." The Management will be studying formal representations from the Fleet.

Summit special for the Queen

A message relayed from a cluster of tiny, inhospitable icebound islands in Antarctica has revealed one of the more unusual tributes made to the Queen during her Silver Jubilee year.

After climbing to the summit of Aspland Island, members of the Joint Services expedition to the Elephant Island group have named the peak "Mount Jubilee."

Approval for the name will be sought from the Antarctic Place Name Committee when the expedition members return to Britain at the end of this month.

The 16-strong party, led by Cdr. Chris Furse, celebrated Christmas in mid-February after the expedition had regrouped on Elephant Island itself.

PAY

(Continued from Page 1)

Once again, if events follow their expected course, the only consolations for the Services are that they share the common sacrifice for the common good, and that their higher charges will reflect rises already suffered by the civilian population.

The final star of hope rests above the Chancellor. Since April 1976 everyone has had the benefit of income tax concessions, and all eyes will be focused on such goodies as he has to offer this year.

As a little food for thought, some calculations shown to Navy News indicate that a leading hand would need another £1,300 a year in 1977 to have the same purchasing power as he had under the 1975 Pay Code. A commander would need £3,750 more.

Repulsed: the Red Hot Mommas . . .

Rain caused the cancellation of one of Scotland's premier rugby fixtures, H.M.S. Repulse versus the Red Hot Mommas, a group of girl students from Edinburgh University.

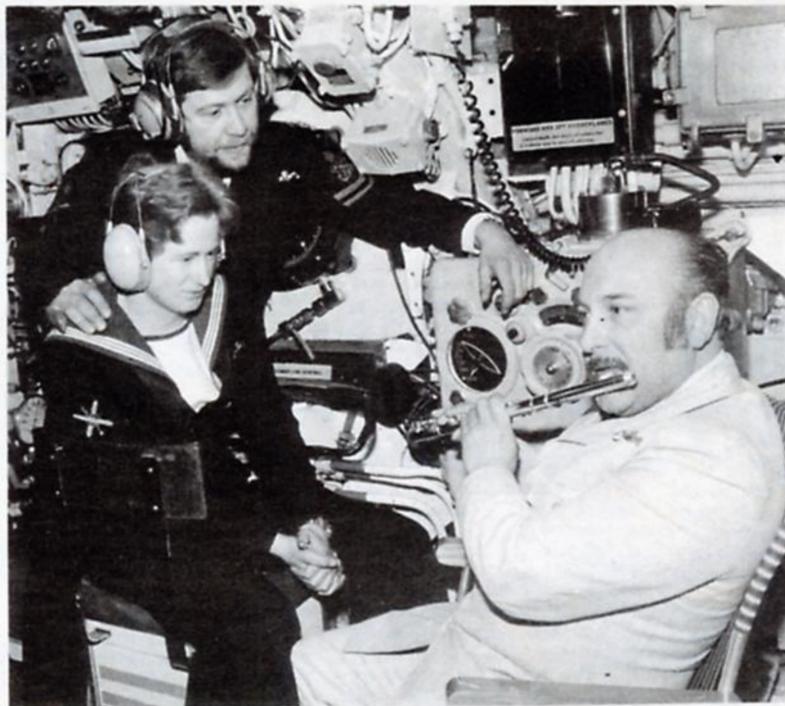
Instead of groping their way over a saturated pitch, the team from the Repulse, in refit at Rosyth, escorted their shapely rivals to H.M.S. Cochrane's gym.

Ball games, using a smaller spherical variety and buckets, ensued — as illustrated — and although the final score was not recorded, there was enjoyment all round.

Reason for the games, if a reason was required, was to raise money — in this case the total was £50 — for Dunfermline Maternity Hospital.



Photo: CPO(Phot) Eric Thompson.



Watched — but not heard! — by PO John Hill and SEA Mark Lyden (seated), amateur jazz musician Mr. Joe Monerri warbles on to a new world marathon underwater flute-playing record.

Joe's 48-hour solo in the control room of H.M.S. Grampus overtook the 43-hour record set by an American last year. And the fact that he was sitting under water (although the Grampus is permanently berthed alongside the jetty at H.M.S. Dolphin as a floating classroom) added a new dimension to the record.

The undersea flute recital, which raised money for cancer research, echoed another such recital 76 years ago. In 1901 a flautist embarked on H.M. Submarine No. 1 to "amuse the crew" while the vessel was submerged for breathing tests.

TARTAR SAILS INTO RIOT AND RESCUE

Riot and rescue have been getting H.M.S. Tartar into the headlines during the frigate's West Indies deployment.

Because the ship happened to be in the area of Anguilla when disturbances broke out, she received a summons from the Commissioner, but according to reports the "landing party" consisted only of the commanding officer (Cdr. Michael Moore) who went ashore to investigate.

JUNGLE RESCUE

Fifty sailors and Royal Marines from Tartar, assisted by the ship's helicopter, helped in the rescue of a Briton, lost in the jungle of the island of Dominica for two days. Spotting the helicopter, the man made his way in that direction and was found by villagers.

Hard work exercising with NATO forces has been relieved for the Tartar by several visits, including Belize (formerly British Honduras), Nassau, and Barbados.

Jobs fight

(Continued from Page 1)

Fifth and sixth fives have already been in short supply, but the Admiralty Board have now had to cut right back, permitting this service beyond pensionable age only for branches where the shortage is regarded as "severe."

For re-engagement, commanding officers will have to apply more strictly the criterion that a man must be fit in all respects to continue in the Service, including the liability for sea time and foreign service.

In recent times, due to manpower problems, going on for pension has tended to be "on the nod." That situation no longer applies.

Men who give in their notice will also gain an awareness of the changed circumstances. Instead of an almost automatic chance of withdrawal, "second thoughts" will only be permitted on a strict interpretation of the same guidelines applying to re-engagement.

RECRUITING

Branch transfers are being curtailed, especially into areas of surplus, and yearly extensions of service will be kept to a minimum. "Why continue recruiting?" That is a question likely to be asked. The reply is that the intake has been drastically reduced, but cannot be eliminated without creating an imbalance in the Navy manpower structure.

The Admiralty Board are keenly aware that much disappointment will be caused by their latest measures, but failure to apply the essential corrections could only mean that redundancy for ratings would have to go on the agenda. Nobody wants that to happen.

Guernsey launched

H.M.S. Guernsey, the fourth of five Island class offshore patrol vessels for the Royal Navy, was launched on February 17 at the yard of the designer and builder, Hall Russell of Aberdeen.

Herald firemen save 917 cattle

Firefighters from H.M.S. Herald struggled for 15 hours to put out a blaze on the Panamanian freighter El Tambo, and to stop the flames spreading to 917 cattle in her forward holds.

The rescue operation, off Fishguard, south-west Wales, was successful, although legal wrangles over salvage claims were to strand the cattle — with no light or heating — aboard the El Tambo for several more days.

The plight of the cattle aroused national sympathy and indignation, culminating in the intervention of the Prime Minister, Mr. Callaghan, to have the cattle transferred to other ships.

H.M.S. Herald, a Portsmouth-based survey ship, is

commanded by Cdr. Christopher Robinson. The firefighters were led by the first lieutenant, Lieut.-Cdr. John Green.

Water was played on to a bulwark to prevent fire spreading to the cattle, valued at £250,000.

The Herald later returned to the Celtic Sea to continue her operational survey work.

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