

Navy News

OCTOBER 1977 5p

DEVONPORT'S NEW 'DRY' DOCKS

Devonport dockyard's giant new frigate complex, making possible under-cover refits and maintenance unaffected by the weather, was officially opened by the Foreign and Commonwealth Secretary, Dr. David Owen, on September 23.

The three covered dry docks should make naval life in refit a much more comfortable proposition — and allow work to be completed to a higher standard.

See centre-page feature.

Boom-boom!

Right: Things went with a bang at Plymouth Navy Days when H.M.S. Leander joined in the river display by firing her anti-submarine mortars — at an imaginary target, watched by visitors on board H.M.S. Ark Royal and H.M.S. Defiance. See also page 11.

Picture: LA(Phot) Stewart Kent



SEA DOGS (AND OTHER FURRY FRIENDS) PAY OFF

With continuing fears about the spread of rabies across Europe, new precautions include a ban on pets in H.M. ships. "Land your warm-blooded mammals forthwith" is the instruction which has gone out to the Fleet, bringing to a premature conclusion the seagoing careers of pets like H.M.S. Gavinton's Junior Rabbit Grobblington — pictured left with Steward George Guy — and officially ending an era.



The situation is regarded as so serious that the risk of ships' pets escaping and coming into contact with rabies-infective animals from foreign vessels berthed close by is "unacceptable."

Until now, U.K.-based ships have been permitted to keep dogs, cats or other animals on board, although ships were advised to land them before sailing for foreign ports and some vessels found that a practical interpretation was not to have pets on board at all.

Over the years the usual routine was to seek permission from the captain to bring a pet on board. Cats, dogs and other furry and feathered friends joined ships' companies, were bestowed with rates and documentation and often went on to inspire great affection — and sometimes a few harsh words.

(Continued in back page)

Wives' poll plan gets mixed vote

With the realisation that Navy wives are about to be registered as Service voters, one or two expressions like "infringement of liberty" have been heard, but at the same time a wide measure of acceptance of the advantages is reported.

One wife (whose letter appears in page 8) says, "I fail to see why my husband's commanding officer needs to get involved on my account at all," while a chief, writing from H.M.S. Gurkha, notes that his wife has to have her declaration form attested by "a person of responsibility — such as the local vicar."

He asks, "Why are we treated differently from civilians in that we as Servicemen and now our 'spouses' have to have our declarations attested?"

Explanatory leaflets covering attestation and other points have been widely distributed — and, in fact, there are plenty of other people who can sign besides the local vicar. For instance, there appears no reason why a PO or above cannot sign for his wife, while another PO can sign for a messmate.

CHILDREN COVERED

The chief goes on to say that he still has to complete a voting declaration form which was pushed through his home letter box. "I did not have the validity of the statements attested by anyone in authority — the local electoral officer takes them as true."

A member of the staff of one electoral registration office which covers an area with a large naval community explained that this form was necessary to cover any children or others living in the house who are entitled to vote as civilians. If there are none, wording to the effect "Nil — Service voters" will suffice.

He also said that where form F/Vote/33 (for the Service member) had been arriving without Form F/Vote/34 (for the spouse) and it was noted that previously there had been a wife living at the address and registered as a civilian voter, a reminder note which it was hoped was helpful was being sent.

(Continued in back page)

ADVENTURE RACES ON

Adventure could finish as high as third in the first leg of the Whitbread Round-the-World Race. The Joint Service yacht is expected to reach Cape Town by October 10. Full story in Page 37.

HEIR SEA RESCUE?

Being heir to the Throne has never exempted Cdr. the Prince of Wales from roughing it with the rest — even when it means ditching in the pool at R.N. air station, Yeovilton.

Prince Charles took to the water on September 20 as part of his safety briefing before fulfilling an ambition to become the first member of his family to be catapult-launched from an aircraft carrier.

On September 21 he made a swift exit from H.M.S. Ark Royal, in the Moray Firth, in the observer's seat of a Buccaneer low-level strike aircraft piloted by Lieut-Cdr. Tony Morton, commanding officer of 809 Naval Air Squadron. The Prince was anxious to do the launch before the Ark Royal, last Royal Navy ship with catapults, pays off.

While at Yeovilton, the Prince of Wales presented flying wings to four Wrens who have qualified as cabin attendants — LWren Karen Nelson and Wrens Julie Dargan, Isabelle Gowan, and Helen Watson, the first to be awarded such a badge.

The Ark sailed from Devonport on September 1 for her autumn deployment, embarking 824 Squadron's Sea Kings off the Eddystone Light and then steaming north to Scotland to embark the fixed-wing squadrons for the start of her work-up.



FILMS FOR THE FLEET



Screen beauties in this month's releases. Centre, Valerie Perrine in "Mr Billion"; left, from top, Sally Kellerman ("Rafferty and the Gold Dust Twins"), Senta Berger ("Cross of Iron"), Jane Fonda ("Fun with Dick and Jane"); right, from top, Barbra Streisand ("A Star is Born"), Talla Shire ("Rocky"), Raquel Welch ("The Prince and the Pauper").

Rocky road to stardom

A small-time boxer fights the heavyweight champion of the world; an unknown singer is "discovered" by a star; a pauper changes places with a prince; a garage garage mechanic inherits a billion dollars.

Rags-to-riches is a theme running through the latest bumper package of films released to the Fleet by the Royal Naval Film Corporation.

Top of the crop are "Rocky," a compelling boxing yarn, and "A Star is Born," Barbra Streisand's latest vehicle.

Here is the full list:
Rafferty and the Gold Dust Twins (X) — Alan Arkin, Sally Kellerman. A former U.S. Marine lets himself in for a series of adventures when he gives a lift to two girls on their way to New Orleans. Columbia-Warner. No. 489.

The Shootist (A) — John Wayne, Lauren Bacall. Western centred on the last days of an elderly notorious gunman who is dying of cancer. CIC. No. 490.

Rocky (A) — Sylvester Stallone, Talla Shire. A comparatively unknown heavyweight boxer living in Philadelphia is given the opportunity of a lifetime when he is asked to fight the heavyweight champion of the world. United Artists. No. 491.

Mr. Billion (A) — Terence Hill, Valerie Perrine, Jackie Gleason. A garage mechanic who suddenly inherits a billion dollars soon finds that life is full of riotous adventure. Fox. No. 492.

Cross of Iron (X) — James Coburn, Maximilian Schell, James Mason. Story of the German Army retreat on the Eastern Front in 1943. EMI. No. 493.

The Prince and the Pauper (A) — Oliver Reed, Raquel Welch, Mark Lester. Prince Edward, heir to the throne in 1547, changes clothes with a pauper who is his identical double. The results are far-reaching. Fox. No. 494.

Carwash (AA) — Franklyn Ajaye, Sully Boyar. Comic capers during a working day in a Los Angeles car wash. CIC. No. 495.

The Seven-Per-Cent Solution (A) — Alan Arkin, Vanessa Redgrave, Robert Duvall, Nicol Williamson, Laurence Olivier. Strange story of Dr. Watson and his friend Sherlock Holmes and their efforts to discover the secret of the mysterious Professor Moriarty. CIC. No. 496.

Fun with Dick and Jane (A) — George Segal, Jane Fonda. The life-style of aerospace executive Dick Harper takes an unexpected turn when he is suddenly fired from his job and the creditors start closing in. Columbia-Warner. No. 497.

A Star is Born (AA) — Barbra Streisand. An unknown female lead singer finds fame and fortune when she is noticed by a famous rock star on his way down. Columbia-Warner. No. 498.

Two new films produced for the Director of Public Relations (Navy) are showing at cinemas throughout the United Kingdom.

"Dangerous Game," about minebunting, is the "short" that accompanies "The Spy Who Loved Me" — the latest James Bond film made with the help of the Royal Navy — while "The Anglos Incident" tells a dramatic fictional tale involving drug-smuggling and supports "The Prince and the Pauper."

As supporting programmes sometimes vary according to arrangements between distributors and management, a check with local cinemas is advisable.

Charlie calls on Apollo

"Our ship comes in" was the newspaper headline that greeted H.M.S. Apollo on the same day she anchored off the Yorkshire holiday resort of Scarborough.

Direct from a fishery patrol in the North Sea, the Leander class frigate was making her first visit to the resort since their affiliation last year.

The Apollo, commanded by Capt. George Vallings, has taken the place of H.M.S. Scarborough, with which the town had a close liaison until the Whitby class frigate went out of commission.

During their week's stay, the ship's company received a warm welcome in a region popular with the Navy because of its hospitality. A full programme ranged from football matches to calls at children's homes.

SWAM TO SHIP

Local people got a chance to look over the ship, as did comedian Charlie Williams and other stars of shows at Scarborough theatres.

Although the Apollo was anchored half a mile out in South Bay, 13-year-old David Morgan swam out for his visit to the ship. David, who lives in Scarborough, is the youngest Channel swimmer.



Left: H.M.S. Apollo at anchor half a mile off the North Yorkshire resort of Scarborough. One of the ship's prettiest visitors was Patsy Ann Scott, star of a holiday season show at one of Scarborough's theatres. Showing Patsy Ann around his ship (above) is the commanding officer, Capt. George Vallings. Above left: Comedian Charlie Williams with CK Nigel Parsons, CK Mike Kelly, and ASTWD Martin Barry.

Pictures: L'Wren (Phot) Joan Roberts



This month it is the turn of the Operations Branch to fill Drafty's Corner.

After two and a half years the Operations Branch has taken a firm shape, but in drafting terms it brings its own peculiar problems, some of which will be aired here. As you know, Drafty steps into the Seaman (Ops) life on completion of the Part III training at the various establishments. Your draft chit to your first ship will be your first contact with us, although we will have been very much concerned with you before that, mainly as numbers rather than names, making sure the machinery is oiled to fit you into your first ship with the minimum of delay — we feel that sweeping up leaves and mowing lawns is no substitute for getting on with your chosen career!

Unhappily, due to the fluctuating numbers recruited and the capacity of training establishments, there are hiccups and delays. These can be dealt with in two ways. Firstly, by shortening the first sea draft below the standard 27 months the machinery can be speeded up to provide training billets. Secondly, by getting as many as possible off to sea in additional billets while awaiting training, this mainly in the case of sonar men who are not classed up until the sea billets are available.

Both these methods have been used successfully over the past year to the extent that it is now possible to lengthen the "First sea draft" out to its full 27 months again. This way can be further cleared in ships where RMS is applied, by diluting the leading hand billets by able rates, rather than leaving them empty, thus making more room at the bottom for trainees awaiting their first sea draft. For the "old stagers" — remember Drafty is bound by a strict ratio so you won't end up with a full watch of "babies"!



A point to note at this stage: for those who have now become able rates the notification of Estimated Relief Date is by Form C207, but problems occur when the trainee fails his course, is back-classed and thus unable to join on the date given. Every effort is made to provide a new relief as soon as possible.

ROs(G) will find they may have to wait up to four months for their first sea draft. They are, however, usefully employed in Comcens ashore while they wait. Once at sea, a system of "moving up in billet" is employed for ROs(G) and the EWs. This works well until there is a hold-up in a youngster completing his Task Book one, either through inability or lack of facilities and opportunity, which will block the way for the new trainee and necessitate drafting a more experienced man above.

Having achieved the able rate in the first sea draft, everyone is drafted ashore to the many and varied complement billets (hopefully according to your DPC) before returning to sea for the next hurdle of leading hand.

It is here that Drafty's main problem lies today. There is a desperate shortage of leading hands, which is making life difficult for everybody. The obvious advantage, however, is for the keen young rating, who with the right effort can gain advancement very quickly. The more leading hands we achieve, the better the sea/shore ratio is for all, so the message is for all you bright-eyed ABs — get cracking and qualify!

The shortage of leaders at the moment is the main cause of the Reduced Manning Standard and in some branches it creates more serious effects. In the Diving Branch for instance the prolonged shortage of LS(D) is beginning to have its effect on the rate of qualification for PO(D). This year only one LS(D) has so far qualified for PO and if the trend continues we will soon be very short of supervisors. In the EW branch more ABs are required to qualify for leading hand and DCI RN 32B/77 gives details of the new Provisional Exam in Electronic Warfare for PO and Leading Rate, whereby from January 1 1978, RO(W) will come into line with the Seaman (EW).

On the bright side, the number of LPT is on the increase, which means the application of RMS ashore and afloat is being steadily reduced. LPTs will shortly start taking up their proper billets in Type 21 frigates, where POPT have previously been borne to fill the gap.

Now, a commercial from Drafty. It concerns all the exciting "Adquals" available to you. Having made the first step to LS(R) or even PO(R), why not control your own helicopter (and/or somebody else's) by becoming a helicopter controller? Always in demand, you can apply for courses on C240, or on a Red Crossed DPC if you are about to be relieved. Why not help in navigating your own ship as a navyee? If you are an AB(R) you can apply any time. All rates are welcome to explore the exciting undersea world of Jacques Cousteau as a ship's diver. These and many other diversions are available to you at the stroke of a pen!

Diversions that are not so readily available nowadays are changes of branch. In these times

NEW LOOK AT OPS

DRAFTY'S CORNER

of shortage it is unfortunately no longer possible to grant requests for branch changes for many of the OPs Branch sub branches. This is especially true of the radar men, and there will have to be compelling reasons for allowing a transfer. This is explained in DCI RN 254/77, but in addition to the shortage categories laid down there are others, particularly the missile branch, which have to be carefully looked at.

One possible way to achieve a change of scenery is to volunteer for submarines. As you are aware, many of you — mainly from the Sonar and RO(G) categories — are being "pressed" into service in submarines to help bring this important branch up to strength. In addition to the sea going requirement, General Service communicators also back up the ROSM in certain shore billets such as Neptune (gloom!) and Tamar (hurrah!). In most cases a man will be required to undergo a Morse course at either Mercury or STC Drake.

Taken all round, there is plenty of variety and challenge in the Ops Branch today and Drafty is constantly at work making sure that your career is looked after.



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'FORT TOUR' FOR PREMIER

During a flying visit to Malta the Prime Minister of Spain, Senor Suarez, found time for a quick "fort tour" in H.M.S. St Angelo. His guide was CPO German who is seen below explaining the use of the shop's bell as a font in the chapel of St Anne.

The Prime Minister was received by Rear-Admiral O. N. A. Cecil, Commander British Forces Malta; his Chief of Staff, Colonel P. Seabrook, and the commanding officer H.M.S. St Angelo, Commander J. L. Duffett.



SHIPS OF THE ROYAL NAVY

No. 263



A Jersey for extra protection

**LONG ENDURANCE
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● Left: H.M.S. Jersey off the Channel Island of Jersey, where the ship's company received lavish hospitality earlier this year.

H.M.S. Jersey is the seventh ship of the Royal Navy to bear the name of the Channel Island. The first was a fourth-rate of 1654; the last a J-class destroyer built in 1938 and sunk by a mine on May 2 1941 at the entrance to Malta harbour.

BATTLE HONOURS

Santa Cruz 1657; Lowestoft 1665; Orfordness 1666; Lagos 1759; Mediterranean 1941.



H.M.S. Jersey is the first of a class of five ships built specifically for offshore patrol work policing the new 200-mile fishery limits and offshore energy installations.

Built by Hall Russell and Co. Ltd. of Aberdeen and launched by Princess Anne in March last year, she commissioned at Rosyth at the end of 1976, and has been employed on offshore patrol work since.

Her good all-weather sea-keeping qualities and long endurance (7,000 miles at 15 knots) are ideal qualities for her work.

This year she had detained five foreign vessels for fishery offences and carried out inspections of more than 150 vessels at sea.

Another feature of 1977 was a visit to the Island of Jersey in March when the ship's company was lavishly entertained and many splendid gifts were bestowed upon the ship — including a magnificent silver bell presented to the commanding officer at a parade in St Helier's Royal Square.

Tracking

Accommodation in the Jersey is first-class, with the entire ship's company living in cabins with fitted carpets and washbasins.

The ship carries a modern sophisticated fit of communications equipment to enable her to act as a headquarters ship at the scene of any offshore disaster and to provide good links with other ships, aircraft, oil rigs and shore stations during her normal daily work.

A computer greatly aids day-to-day navigation and the plotting and tracking of suspect fishing vessels. The ship is also fitted with equipment to deal with oil dispersal in the event of a blow-out or other major oil spillage.

There is provision for replenishment at sea, although the ship's long endurance seldom makes re-fuelling at sea necessary.

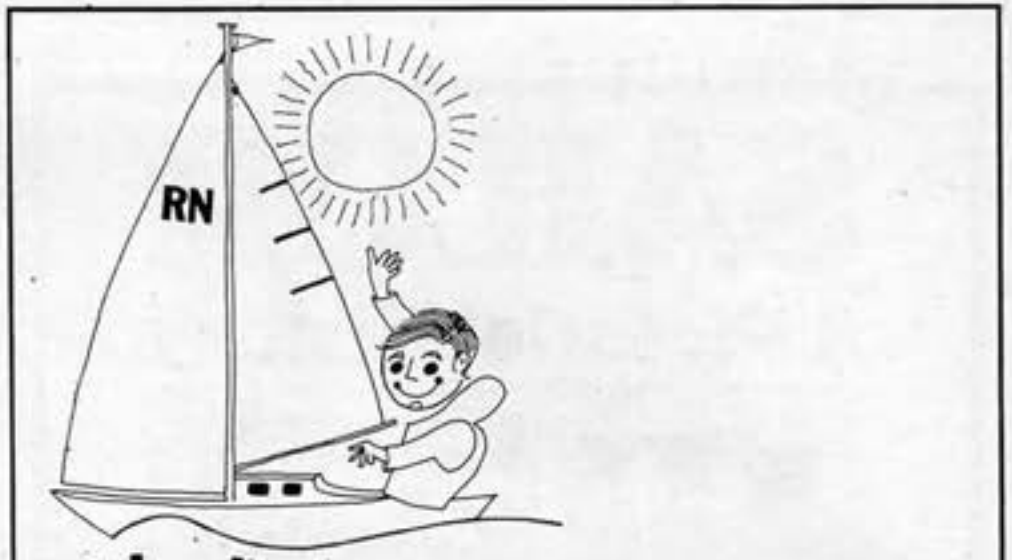
Fishing vessels are boarded using one of two

inflatable gemini dinghies powered by 40 hp out-board motors. The dinghies have been used safely in all weather conditions.

Two other ships of the class, Orkney and Shetland, are already in service and two more, Guernsey and Lindsfarne, are due to be accepted by early 1978.

All five are built by Hall Russell, as was the prototype of the design, H.M.S. Jura, now returned to her original owners, the Department of Fisheries for Scotland.

Displacement: 1,200 tons. Length: 198ft. Beam: 36ft. Draught: 17ft. Armament: One 40mm. Bofors gun. Propulsion: Two Rushton Paxman V-12 diesels; one shaft; producing 4,380 hp, giving a maximum speed of 17 knots. Complement: Five officers, 30 men; accommodation for a Royal Marines detachment.



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PHOTO POSTCARDS

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

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aiane, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Arethusa (pre-mod), Arethusa (mod), 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), Birmingham, Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadford, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carverfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Coronna (mod), Coronna (pre-mod), Courageous, Cumberland, Dainty, Demeter, 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, Excelsior, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabine, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glenmorgan, Glasgow, Graton (No. 1), Graton (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, Beachampton, Walserton, Yarron, Monkton on one postcard), Hubberston, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Kappel, Kingfisher, Kirkcubbin, 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, Maxton, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naird, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeida, Olympus, Owen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Paliser, Penelope, Phoenix, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyt, Roebuck, Rorqual, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sealion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Gerard, Sirius, Soberton, Sovereign, Striker, Stromness, Superb, 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, Ulster, Undunted, Undine, Unsa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

ABOUT BOOKS

A lavish look at the deadly submarine

For centuries, inventors and eccentrics applied their ingenuity to the design of underwater craft, but the wildest fantasies could never have hinted that the eventual product of their genius would contain the power to finish off the world as we know it.

The very sight of a submarine is enough to arouse an almost hypnotic interest — undeniably menacing as a tool of war, and yet holding the key which has thus far been a guarantee of peace.

MYSTERIES

From the tales of the past to the mysteries of the future there is a wealth of record or debate, but Richard Garrett has delved again to produce a new volume, "SUBMARINES," published by Weidenfeld and Nicolson (price £4.95).

Despite the familiarity of the material, the author has succeeded in imparting a freshness which will be especially attractive to the reader less acquainted with the subject.

PAINTINGS

The text is lavishly illustrated both in black-and-white and colour. Reproduced paintings and posters add to the appeal.

Few inventions have evolved with such continuing tragedy as the submarine, yet this aspect of naval warfare is a saga of exceptional courage, dedication — and sacrifice.

Mr. Garrett's contribution is an exciting addition to the library.

The U-boat which became a British submarine. The U 570 was captured by the Royal Navy after an attack by a Hudson bomber. She was brought back to the U.K. and renamed H.M.S. Graph. One of many fascinating pictures in Richard Garrett's "Submarines."



JACK'S WAR

A prisoner in Italy

When the British submarines Oswald and Osiris left Hong Kong in July, 1937, for U.K. and the breaker's yard, those who cheered them off included Jack Bishop, who had served in the latter boat.

Nearly two years later, his naval service took him to Fort Blockhouse, where to his surprise the aged submarines were being recommissioned. War with Nazi Germany was imminent.

Jack's new draft sent him to sea in the Oswald, to start adventures which were to continue for five years and nine months before he saw his family again.

TORPEDOES

His war was not great and glorious. On a patrol in the Mediterranean the Oswald fired torpedoes at a convoy, surprisingly suffered no counter-attack, and heard afterwards that they had sunk an Italian troopship.

A few nights later, the Oswald surfaced to be immediately rammed by an Italian destroyer. Jack and his mates (only three were unaccounted for) saw the submarine go down for the last time before they were picked up from the sea.

PRISONERS

At Taranto on August 1, 1940, they were the first prisoners-of-war to be landed in Italy.

From then on his story, "In Pursuit of Freedom," is of successive POW camps, attempted escapes, trudging over mountains, and dodging Germans. Shining through it all is the extraordinary kindness of the Italian people, sheltering stragglers of war with the certainty of a bullet if they were discovered.

Jack Bishop's experiences were shared by a great many others. His book, as prisoner-of-war literature, does not match the "greats," but it is written in readable newspaper reporting style which holds the interest.

The most unusual aspect of his wanderings was his liberation (by this time he was in Germany at the seaport of Lubeck).

RESPLENDENT

From the advancing Allies came a British Army jeep containing a lieutenant and two soldiers, to tell them it was all over. The liberation party took as prisoner a German general, who surrendered resplendent in plumed cap, silk-lined greatcoat, polished boots and spurs. He was driven off sitting somewhat precariously on the bonnet of the jeep.

SILENCE

As for the camp's residents, they greeted their freedom in complete silence. No wild cheering or hats in the air. Indeed their immediate thoughts were of sympathy with the general at his humiliating departure.

Thus ended Jack's war as an anti-climax. Still to come was his personal problem — "a wife who hardly knew me, and my two daughters aged eight, who knew me not at all."

"In Pursuit of Freedom" is published by Leo Cooper Ltd.

BOLITHO'S RETURN

"Passage to Mutiny," by Alexander Kent, is the latest in the Arrow paperback series of Richard Bolitho adventures — naval fiction by a master of his craft.

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The truth about sea serpents?

Out in the loneliness of the great oceans, a man can come to accept the unbelievable — even sea serpents.

But is the idea so far-fetched? Tales of serpents, handed down through generations of mariners, could have a basis of truth, according to "Animals of the Oceans — The Ecology of Marine Life," published by Peter Lowe (price £4.75).

The section of the book devoted to whales mentions that fossils of the whalebone species date back 100 million years, "and probably evolved from relatives of an extinct group of fossil whales, the Archaeocetes. One of these Archaeocetes, Basilosaurus, was very snake-like in build, and must have been the nearest evolution has ever come to a real sea-serpent."

AUTHORS

Authors of "Animals of the Oceans" are Dr. Martin Angel, a biological oceanographer and a world authority on planktonic ostracods, and Tegwyn Harris, lecturer in marine biology at the University of Exeter.

The text, coming from such a learned duo, is specialized and technical, and would probably make hard going if attempted as one "meal."

DIP INTO

For general readers, this is a volume to dip into and browse over, being packed with pictures of exotic tropical fish and deep water oddities — representative of the whole colourful world of

the reefs and oceans.

Small and large, all the animals are involved in a complex web of life, now endangered by man's thoughtless exploitation of their environment.

Once again it is emphasized that methods of cleansing oil spillage can be more damaging than the oil itself, thus posing a dilemma for all authorities concerned with sea and coastal pollution.

It is vital to arouse the widest possible awareness of the problems created by mankind's greed and industrial developments. This is a book which vividly portrays the wonders now so seriously threatened.

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Wife's vote: objection registered

Am I the only person who objects to being obliged to register as a Service voter despite being a civilian?

The first I heard of this was from the columns of your paper, but in due course my husband brought home the forms from his commanding officer — I declined to fill mine in.

I have had no difficulty in the past in registering as a civilian and a householder. I find I am now barred from being included on the civil householders' declaration.

While I realize the reasons behind this move, I still object strongly to what I see as an infringement of my liberty.

I fail to see why my husband's commanding officer needs to get involved on my account at all, or what necessitates anyone but servicemen or women being registered as Service voters.

I have protested to my M.P. about this and would urge anyone with similar views to do the same.

Anne Stephens (Mrs.)

Fareham, Hants.

Youngest chief?

Drafty's Corner article "I want to be a chief — HOW?" intrigued me and set me thinking what was the earliest age at which a rating could don the uniform of a chief petty officer.

I served in the Royal Navy as a Hostilities Only volunteer from 1941-46. In November, 1944, on board the cruiser H.M.S. Delhi I was advanced to ordnance artificer 3rd class and moved up into the chiefs' mess at the age of 23 years 9 months, having been recommended for three months' accelerated advancement in the Gunnery School, Devonport, in July, 1941, when an OA 5th class.

Has there ever been a younger chief? And was any other H.O. rating awarded "three months' seniority" before I was, as I was led to believe that the Admiralty Fleet Order had just been printed?

B. R. Iles

Tedley, Near Basingstoke

Navy News

Letters to the Editor

Barham Block, H.M.S. Nelson, Portsmouth, Hants PO1 3HH

They need your support

Would anyone who is interested in helping us to try to keep the Royal Marines motor-cycle display team on the road please get in touch with us?

The more support we have, the better the chance of getting the decision to disband them reversed.

This is the most spectacular motor-cycle display team in the country and for them to be disbanded now would be a great disappointment to many thousands. Please write and give us your support.

Jacqueline and Pauline Rowley

3, Chestnut Drive, New Ollerton, Notts.

BANKING ON INCONVENIENCE

It is now drawing nigh to the time that all senior and leading ratings will be having their pay paid monthly directly into their banks. I wonder whether Admiralty have given any thought to the facilities available in shore establishments for the cashing of cheques. In several establishments I know local banks "open shop" for one hour, twice a week. They offer facilities which include the cashing of cheques for limited amounts, depending on rank or rate. Larger amounts can be obtained by means of a phone call to the serviceman's bank branch in order to clear the cheque, the cost of the call being paid by the man concerned.

Once this unwelcome compulsory changeover has been implemented, the present available banking facilities will, in the majority of shore establishments, be most inadequate. It is all very well to say there are ample banks outside the establishments, but this necessitates a visit to the bank during the lunch hour and if one has no personal transport available this method is most inconvenient, if not impossible.

If compulsory pay to the banks is to stay, then more facilities for the cashing of cheques must be made available — perhaps the pay office? I hope not!

J. W. Bowell POWTR

H.M.S. Diomedea

● In "remote" establishments supply officers can cash cheques, and there should be no problem where banks are prepared to provide adequate facilities in the establishment. Navy News was told. The difficulty lies in establishments, such as in the Portsmouth area, which are not well covered by visiting bank staff and where it is not practicable for Service personnel to call at local banks during banking hours. "Ways of overcoming the problem are now being discussed in MOD" was the assurance.

Saved from the chop

... but what became of Rommel?

The most popular member of the ship's company of H.M.S. Protector during her first "ice commission" in 1955-6 was a West African mongrel dog called Rommel.

He came on board in Freetown as a tiny puppy, tucked beneath the six suit jumper of a stoker, and was hidden in the stokers' mess for several days after we sailed for Montevideo. Eventually news of the canine stowaway reached the captain,

who said Rommel would have to be painlessly destroyed by the surgeon.

Reaction below decks was incredible. It was as though a stoker had been sentenced to death. In fact, several stokers offered to take Rommel's place on death row!

At the 11th hour Capt. Wilkinson announced a reprieve and morale, particularly in the stokers' mess, soared.

Rommel became a great hit with the people of Port Stanley in the Falkland Islands, the Protector's base for Antarctic patrols. When we finally left in

spring 1956 it was decided it would be more humane to find Rommel a good home in the Falklands. He had never known traffic — Port Stanley's main street carried one vehicle every half hour at rush hour — and he'd seen more penguins (on South Georgia beach walks) than other members of his own species.

Nine out of ten Stanley families offered Rommel a home. When draft day arrived Rommel went ashore in style — in the captain's barge. The veteran three-badge AB who piped him over the side had tears streaming

down his cheeks and the entire ship's company lined the upper deck to wave Rommel off.

Rommel's new billet was with the local chemist, his wife and three children. I know the Protector completed many more commissions "down south" until H.M.S. Endurance took over. But does anyone know what became of Rommel or how long he lived after being "retired" from the Service?

Tony Carter, Ex-Stoker

Morecambe, Lancs.

Legion Sailors

In the early 1930s, under the Presidency of Maj-General Lord Loch, the Legion of Frontiersmen formed a Maritime Command.

The Portsmouth Troop of the Legion has formed its own Maritime Section to carry their work of search and rescue and life saving into the coastal waters around Hampshire and Dorset.

Membership of this section is open to all who have served in the Royal Navy or Royal Marines, or have had practical experience in seamanship in the Merchant Navy or in small craft, provided they are over age for service in any of the Reserve branches of H.M. Forces or are unable for family or business reasons to give the time necessary for membership of those forces.

Any old salt who feels the urge to go messing about in boats again and at the same time put in a little training that may help save life, can obtain further information from the O.C. of the Portsmouth Troop of the Legion of Frontiersmen of the Commonwealth, Lieut. A. A. Biddulph-Pinchard, L.F., 35 Windsor Road, Portsmouth.

G. W. H. Woods, Lieut.-Col., L.F.

A Branch H.Q. Home Command, London.

School memories

The Service Children's Secondary School, Tal Handaq, Malta, in company with the primary schools at St Andrews and Luqa, is due to close in July, 1978.

During the final academic year we hope to produce a special farewell number of the school magazine and, with this in mind, the editors would welcome reminiscences of their schooldays from former pupils of the old Dockyard School and the later Royal Naval Schools (The R.N. School, Verdala, closed in 1976).

It is believed that the Dockyard School in Malta was started over 130 years ago. Understandably, knowledge of the early history of naval schools is scanty. Any information that Navy News readers may be able to contribute, in addition to their stories of more recent times, would be very much appreciated.

Correspondence should be addressed to the Headmaster, SCS Tal Handaq, BFPO 51.

G. D. Stubbs, Cdr., Headmaster

Tal Handaq School, Malta.

Thanks a lot . . .

Loch Ewe's company

Having spent my summer leave with my family camping at the R.N. establishment Loch Ewe, I would like to thank the resident naval officer and the temporary ship's company for the splendid welcome we were afforded on arrival and for the courteous and friendly way we were treated during the whole of our stay. The ship's company have now dispersed to return to their own ships, but as a team they were superb.

I feel that too little is known of the facilities which Loch Ewe can offer to the Serviceman and his family for an out-of-the-ordinary, quiet and comparatively cheap holiday, so here listed are a few we found: ● Caravans, owned by the Sailors' Fund and for hire.

- Camping pitches — a limited number — but they are free.
- Fishing for haddock, plaice, dabs, codling and lots of others.
- Hill and mountain treks and walks.
- A lovely sandy beach within 50 yards of the site and some of the best scenery to be found anywhere.

These are by no means all the facilities, but sufficient, I hope, to whet the appetite and have Servicemen and their families holidaying at Loch Ewe for many years to come.

L. Eaton, FCPO

R.N. air station Yeovilton

Portsmouth Navy Days

My friend and I would like to thank all members of the Royal Navy at Portsmouth Navy Days. We had a memorable, though

rather wet, day on August 27 and much appreciated the helpful, cheerful manner in which we were greeted.

I am sure we will attend again next year.

Kathryn Holland (14)

Aston Clinton, Aylesbury, Bucks.

Yeovilton Air Day

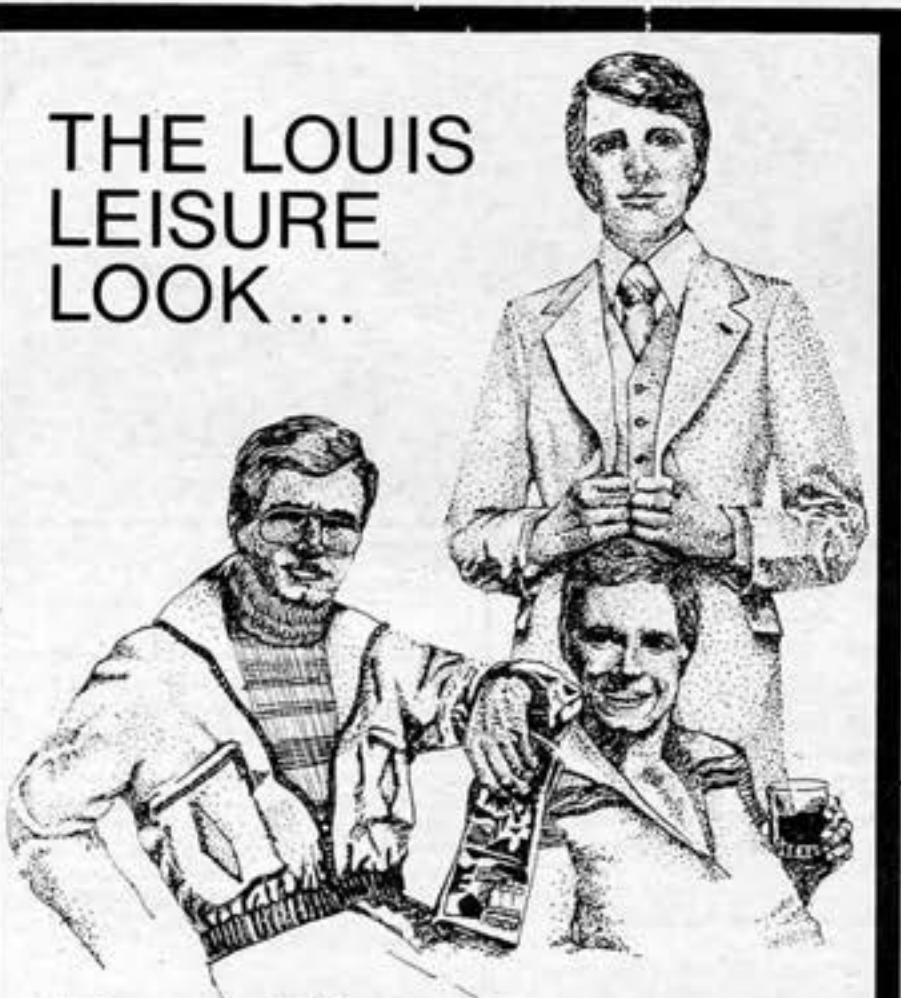
We were invited by our daughter, who is stationed at R.N. air station Yeovilton, to Air Day 1977 on September 3.

May we express our thanks to all concerned for a day of magnificent entertainment, so professional in its organization and execution.

H. A. Patrick (Mr. and Mrs.)

Barbage, Hinckley, Leics.

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Boiler
■ suited!

The "ashore in uniform" letter (August) reminds me of the time when five of us from H.M.S. Duncan, serving on the China Station in 1938-39, went ashore in Hong Kong. I was proud to go ashore in uniform, but I must say this had its advantages and its disadvantages.

On this occasion we tried to get into an hotel but we were unable to do so. To pacify us when we stood our ground the manager invited us to go to the boiler room and said he would send down free drinks. We were all stokers so perhaps it was an appropriate place!

G. J. V. Richards
Ely, Cambs. Ex-PO stoker

Atherstone's
■ stabilizers

I can confirm the statement by ex-shipwright R. C. Hills about H.M.S. Atherstone being fitted with stabilizers. She was built by Cammel Lairds (Birkenhead) and first commissioned late in 1939. She was the first of her class and all Hunt-class ships were fitted with stabilizers.

Quite a number of my old shipmates from the Atherstone are still kicking around in Birkenhead.

J. Brown
Ex-AB(SG)

Birkenhead,
Merseyside.

A law for the Mechs?

I've been in the Navy nearly 17 years and quite a few things have made my blood boil, but none so much as something which happened recently to a mechanic from a shore establishment.

He was accused of being drunk on duty — I have my opinion on this — but that's not my "drip."

My drip is why do the mechs and tiffs of this Navy get one punishment and the "rest" get another? I may be a lowly POCEL but in some billets I am equivalent to a Mech 2 or Tiff 2 and can relieve such people.

For the offence this mechanic committed I can, if convicted, lose my rate — that is, be reverted to EMI — whereas our mech/tiff friends get a fine and lose the odd badge, which in my estimation is an insult.

The Wrens have just gained equality. How about them up there giving us down here equality among the branches?

And I don't like the new uniform either!

POCEL

● The records show that a Mech 1 at the establishment concerned was sentenced by court martial to be disgraced to Mech 3 and deprived of two good conduct badges for being drunk on board on duty. A POCEL charged with being drunk on shore (a lesser offence) was fined £50.

The legal experts also point out that it is not possible to disgrace an artificer below 2nd class and a mechanic below 3rd class, both of which are petty officer status — Editor.

Saved . . . by a fast delivery

Your front page article "New Scales of Justice" (September) reminded me of the commander who kept a book containing the excuses made by defaulters.

If a person appearing before him offered an excuse not already in the book, the case would be dismissed. One morning a Sparker was adrift and later, at Defaulters, the Master-of-Arms read out the charge, "Telegraphist Blank did remain absent over leave eight minutes."

"Why," asked the commander.

"Well, sir," said the Sparker, "as I was getting off the tram outside the barracks a woman had twins."

Hastily the commander consulted his excuse book and found it was a new one. Case dismissed!

Back in the Signal School and, asked what had happened, Sparks casually mentioned that he forgot to say the twins were about four years old!

Knaphill,
Woking.

Martin R. Dury
Ex-Leading Sig.

Save while you serve with Abbey National



Canadian
■ salute!

I write in the hope that some of my ex-colleagues of the R.C.N. may see any response to this letter.

For years I waged what appeared to be a one-man campaign to correct a strange procedure practised by ratings in the late lamented Royal Canadian Navy.

On leaving a ship, by either brow or gangway, the hands had — and may still have — the habit of saluting. Who or what they were saluting I was never able to discover.

A possible explanation is that they were emulating officers who were returning the salute of the gangway staff. Perhaps your readers could throw some light on this peculiar custom.

D. G. Grainger
Ex-PO/SDI, R.N.

Carleton Place,
Ontario,
Canada.

Horse Sand
■ semaphore

I have been instrumental in bringing the semaphore from Horse Sand Fort, Spithead, ashore and am initiating a programme that is hoped will restore this machine to its former operational condition.

Could there be among your readers people who served as naval signalmen on Horse Sand or have had experience in operating semaphore machines and who could offer any information on construction details or operational procedures?

C. A. Dredge

93, Hewett Road,
North End,
Portsmouth.

Intelligence
■ puzzler

Regarding Mulberry harbours (mentioned on your book review

page, August), it may be of interest that there was one almighty kerfuffle in Military Intelligence shortly before D-Day when the words Overlord and Mulberry were both found in the Daily Telegraph crossword puzzle.

Intensive but discreet enquiries, however, exonerated the crossword compiler who, so far from being a spy or fifth-columnist, had absolutely no knowledge of those two words being the top secret names for the invasion of Festung (Fortress) Europa and the artificial harbours created for that purpose.

All the same, there must surely have been some furrowed brows in Intelligence.

Lewis F. Waters
Ex-CPOWTR

Chatham,
Kent.

About a
■ bell . . .

Recent correspondence about the bells of H.M.S. Malaya prompts me to ask if any readers know the history of one of the secondary bells, which is in my possession.

This bell is inscribed "H.M.S. Malaya" but is undated (which is unusual) and it weighs about 80lbs. It is badly cracked and the story is that this was the secondary bell (foesle) at Jutland and was cracked by the blast of the shell that hit the forward starboard 6-inch battery.

I suspect, however, that the Jutland blast damage story was invented by some hapless matelot who dropped the bell at some time in its career! In which case, I hope it did not fall on his foot, which would also have suffered "battle damage."

If any of your readers could shed any light on the veracity of the Jutland story or provide details of this particular bell, I would be grateful.

C. E. Taylor

Eastbourne,
Sussex.



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SHOWMANSHIP IS THE NAME



A Royal Navy photographer was on hand to record the drama on the right as motor-cyclists of the Royal Artillery display team crashed during a high-speed cross-over at H.M.S. Vernon Searchlight Tattoo.

The scene split-seconds after the accident was captured on film by PO (Phot) Roger Carver, of the Royal Naval School of Advanced Photography, H.M.S. Excellent. Gunner Garry Mace (right) suffered

a broken leg and Gunner George Dillon was badly bruised and shaken. As they were taken to hospital, the rest of the display team went on with the show. The crash, the first by the motor-

cycle aces for four years, happened on the third night of the tattoo and the team, pictured left at the end of a display, continued with understudies for the remainder of the week.

DRAMA

Vernon bright lights dazzle

Seven veterans of the Second World War were lit up in Portsmouth last month — without a drop to drink! The "old hands" were seven large searchlights operated by 873 Movement Light Squadron, T.A.V.R., the only unit of its kind in the Army.

They were used to provide the vital ingredient in H.M.S. Vernon's Searchlight Tattoo between September 12 and 17, the annual spectacle with a twofold aim — to raise much-needed cash for King George's Fund for Sailors and to entertain the public.

This Royal Tournament in miniature had a variety of events to suit all tastes, with contributions by both the Navy and the Army.

The Royal Navy Display team showed their versatility with a stunning show of agility on the window ladder, guts in a field gun competition and neatness and precision as the Colour Guard at the end of the tattoo.

Also included in the programme were an 1824 arms drill display by Portsmouth's Fort Cumberland Guard; demonstrations of minesweeper techniques from a model H.M.S. Bronington, complete with Gemini craft; gymnastic displays by the Pegasus team of the Parachute Regiment; and motor-cycle wizardry by the Royal Artillery riders.

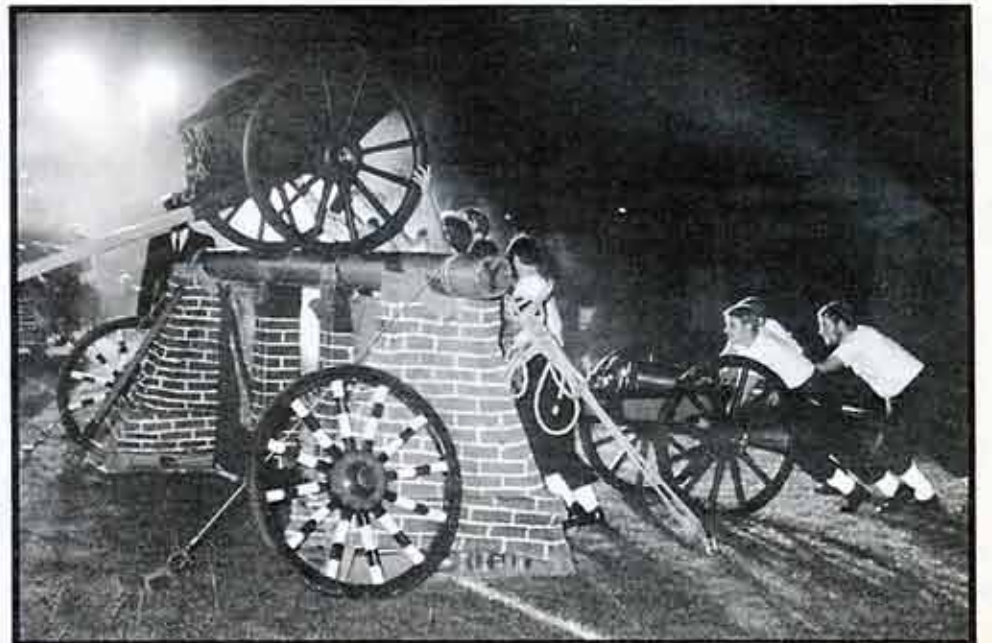
Musical interludes were provided by the Royal Marines Band of the Commander-in-Chief, Naval Home Command, the rapid-marching Junior Band of the Light Division and the Pipes and Drums of the 6th Queen Elizabeth's Own Gurkhas.

All the bands massed for the Sunset Ceremony which each day closed an entertaining and warmly-applauded tattoo.

Right: Tattoo organizer, Lieut.-Cdr. L. Jay (inset) takes the weight of his responsibility as a Royal Artillery motor-cyclist overfiles at 40 m.p.h.



Pictures on this page by Royal Navy and Royal Air Force photographers on a public relations course at the Royal Naval School of Advanced Photography, H.M.S. Excellent.



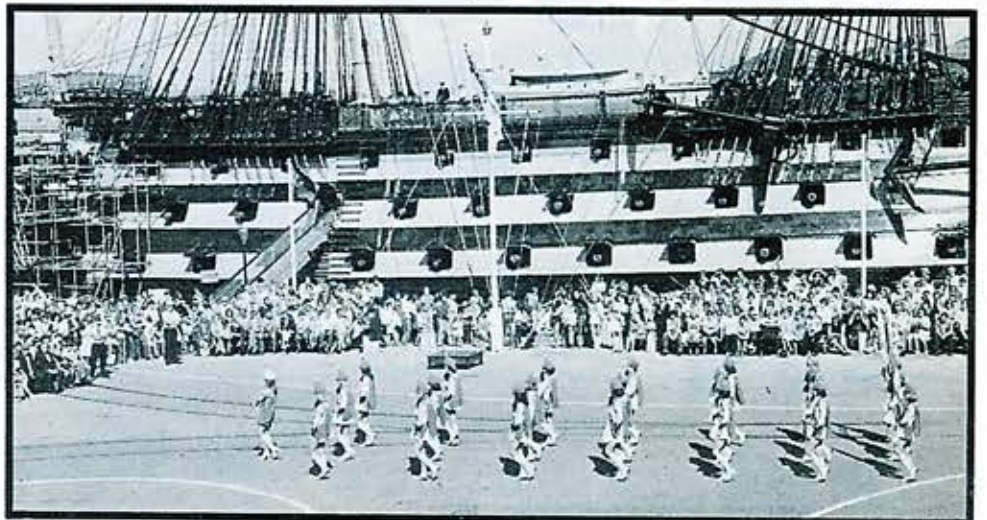
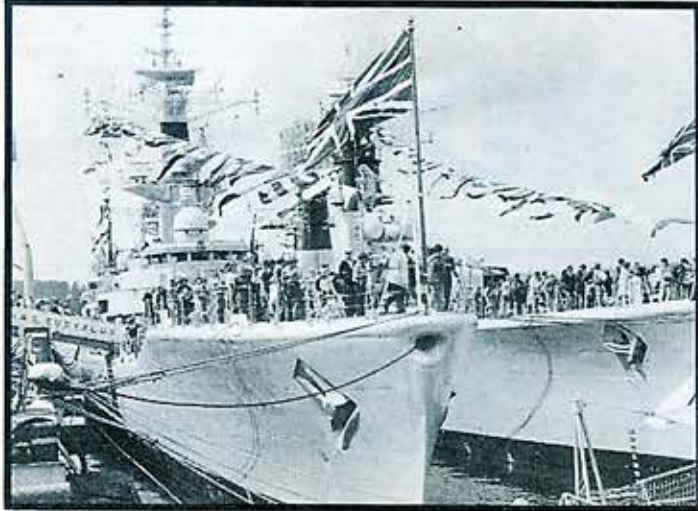
Under the spotlight: All the drama of the field gun competition, staged at the tattoo by the Royal Navy Display Team.

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THE HEART OF A GOOD COCKTAIL

OF THE GAME

The Royal Navy has a flair for capturing the public's imagination, ashore and at sea. On these two pages the spotlight falls on three events which have enhanced that reputation: H.M.S. Vernon Tattoo and Navy Days at Portsmouth and Plymouth.



... DEFENCE

Left: stem-to-stern tours of frigates attracted a steady stream of visitors at Plymouth where (centre) the Royal Marines displayed their defence tactics as part of the Lawn Display.

Right: H.M.S. Victory provides a spectacular backdrop for the British Airways Rommettes as they entertain crowds in the Victory Arena at Portsmouth Navy Days.

... DELIGHT



Arctic roll? As part of the Plymouth Navy Days exhibits, Lyons Maid presented a model of H.M.S. Ark Royal made entirely of ice cream to the commanding officer of the carrier, Capt. E. R. Anson. Pictured with the model are, left to right: Mr. David Mullender of Lyons Maid, Capt. Anson, and Lyons Maid hostess Heather Terry. Picture: LA (Phot) Stewart Kent.

Navy Days pack 'em in!

One of the remarkable features of Navy Days is not the thousands who turn up to see ships, submarines, and displays, but their readiness to travel long distances in bank holiday traffic to do so.

They journey for a variety of reasons — a love of the sea and its ships, a son or daughter in the Navy, or perhaps just because Navy Days offer an enjoyable outing for the whole family at low cost.

Bruised but happy

With admission charges varying between £1 and £1.25 per carload of passengers — who would pay 25p (adults) and 10p (children) singly — an amusing feature this year was the number of people who managed to cram into each car. The record was claimed by 16 slightly bruised but happy occupants of a Land Rover!

One coachload of visitors actually arrived at Plymouth in error. At the dockyard gate the driver complained it had taken him five hours to get there although he had been assured on leaving Southampton that Portsmouth was only an hour away! Although it was the Golden Jubilee of Portsmouth Navy Days, Plymouth took the lead with a record attendance of 88,881 against Portsmouth's 83,301, with all profits going to naval charities.

In terms of ships Plymouth was tops too, offering visitors an all-star cast headed by the aircraft carrier H.M.S. Ark Royal and the commando carrier H.M.S. Hermes, supported by the nuclear Fleet submarines Valiant and Superb, and the Type 21 frigates Alacrity, Amazon, and Arrow.

Another Plymouth attraction — apart from the ideal weather — was an exhibition to mark the 40th anniversary of Drake's circumnavigation of the world.

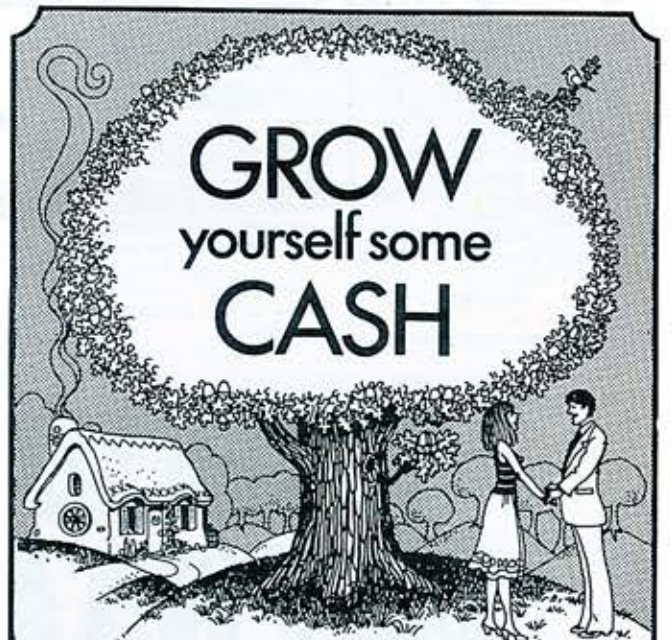
Thousands

If the sun smiled on Plymouth, heavy rain throughout the first day gave Portsmouth Navy Days a poor start from which they partly recovered in finer weather later.

Despite the attractions of the guided missile destroyers Sheffield, Kent, Devonshire, and Fife, the frigates Rhyl, Arethusa, and Apollo, the helicopter cruiser Blake, and the five NATO mine countermeasures vessels manned by sailors from Britain, Holland, Belgium, and Germany, pride of place in the ships' attendance register went to the R.F.A. stores support ship Tarbatness, with more than 20,000 visitors.



Fascinated Navy Days visitors take the place of aircraft on the flight decks of H.M.S. Ark Royal (foreground) and H.M.S. Hermes at Devonport.



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GET WISE ON DCIs

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

★ Screws in

Glass fibre may have ousted wood for the construction of boats, but when there is a hole to be mended the Royal Navy still believes in a copper sheet and a slab of good old fearnought (tallow coated). However, "the contents of boats bags for the modern Fleet" have been revised and for GRP boats the old copper tacks to hammer on a patch have been replaced with drills and self-tapping screws.

DCI (RN) 496



"I've gone off gin lately, dearie."

GOOD SPORTS

Service personnel have received a personal message from the Minister for Sport (Mr. Denis Howell) seeking their co-operation as supporters in maintaining the good name of British football abroad. His statement embodies the recommendations of the Working Party on Football Crowd Behaviour.

DCI (RN) J 557

JOIN THE FOAM GUARD!

One foam-filled mattress and a cigarette end can lead to a fire risk with exceptional hazards, due to the speed with which an outbreak can spread, and the dense toxic fumes.

Then why use foam? The answer is that natural materials are in short supply, and so the furnished trade turns to foam plastics and rubber for upholstery, both in furniture and mattresses. Such products are used throughout the Services.

Where foamed materials are protected by a suitable covering the risk from small ignition sources is greatly reduced. Both Government departments and trade research organizations are actively developing safer

foams and better coverings, which will be incorporated, eventually, in new Ministry of Defence purchases.

This, however, will take a long time. Meanwhile all Service and civilian staff need to be aware of the current risks. On no account are Service respirators to be used as they do not provide the firefighter with adequate protection against smoke from a foam material blaze.

An official statement offers guidelines for stringent fire precautions where "foam" furniture and mattresses are used or stored. Fire parties are to have special instruction.

DCI (RN) J 556

★ Stage coaching

The Royal Navy's 1978 Theatre Festival will be held between March 6 and April 14, and enthusiasm for amateur acting is likely to produce plenty of applicants for the annual Theatre Course organised by the British Theatre Association and to be held in London from October 26 to 29 this year.

Forty-five places are available, the fees being paid by the Ministry of Defence. The syllabus will be practical, including a visit backstage to a London theatre, as well as attendance at a current London production.

DCI (RN) 542 and 543

★ Signal change

The post of Director of Naval Signals was terminated on August 8, 1977, and his duties were taken over by the new post of Chief Naval Signal Officer. CNSO also holds the new post of Assistant Director of Naval Operational Requirements (Command, Control, and Communications), to be known as AD(RC). The new arrangements will be revised in April, 1979.

DCI (RN) 492

★ Allowances

What is a "reasonable travelling distance"? The question will no doubt provide a subject for discussion when naval personnel apply for subsistence allowance relating to temporary duty.

In order to cut costs, subsistence allowance is only payable when it is certified that no suitable Service accommodation (including Army or R.A.F.) is available in the area, but no guideline is given on what would be a "reasonable" journey. No doubt much would depend on the nature of the transport.

DCI (RN) 541



★ Engineers' dinner

Unforeseen difficulties prevented the holding of the 1977 Engineer Officers' Dinner, but the annual spring sequence will be resumed at Greenwich on March 31, 1978, when the principal guest will be the First Sea Lord, Admiral Sir Terence Lewin. There will be no conference on that occasion.

★ Band base

From September 12 the permanent location of the Royal Marines Band of the Flag Officer Naval Air Command will be the R.N. air station, Yeovilton.

DCI (RN) J499

★ Prize winner

The Boyle-Somerville Prize for 1976 has been awarded to Cdr. D. J. Newing.

DCI (RN) 547

★ Wrens wait

Last year's forecast of scope for senior WRNS caterers has proved to be over-optimistic, and the introduction of a WRNS Catering Accountant category cannot now be considered before 1979. This is because the male Catering Accountant branch has not yet reached its planned size, due to a fluctuating rate of entry resulting from overbearings in two of the branches from which catering accountants regularly transfer.

Until there is a steady situation, the official view is that it would be unwise to make permanent provision for a WRNS Catering Accountant category.

DCI (RN) 530

★ Essay contest

Prizes of £25, £15, and £10 are offered in the junior ratings' essay competition for the Lieut.-Cdr. Hooper awards. Entries have to be submitted through commanding officers by December 31, 1977.

DCI (RN) 544

★ Leadership

Further courses in Christian leadership have been arranged for the period September to December, 1977, at the Royal Air Force Chaplains' School, Amport House, Andover, Hants. Subjects include welfare counselling and family life study.

DCI (RN) 511

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NAAFI EXCLUSIVELY FOR YOU

MORE SCOPE FOR WRNS

Officers of the Women's Royal Naval Service are to have a new career structure from January 1, 1978, "planned to enable them to demonstrate their ability, with training and experience, to undertake a wider variety of professional tasks, and thus develop to the full their potential for promotion."

The Admiralty Board announcement follows on the policy set out in DCI (RN) S69/75.

According to this latest Board decision, the new career structure is designed to equate as closely as possible with R.N. procedures and to produce an even flow of officers into and out of each rank.

Most of the nine pages of the latest DCI deal with the technicalities of alignment with R.N. procedures for promotion. It is emphasized that, whatever the changes, the same number of promotions will be made as under existing arrangements.

DCI (RN) 529



"Trust her to get it wrong by promoting her developments!"

Admirals all . . .

Promotion to vice-admiral took place on September 2 of Rear-Admiral S. F. Berthon, whose appointments have included Director of Defence Policy and Commodore of R.N.B. Plymouth, and who in 1974 became Flag Officer Medway and Port Admiral Chatham.

Rear-Admiral T. H. E. Baird, a former commanding officer of H.M. ships *Acute*, *Ulysses*, and *Glamorgan*, is to be Director General of Naval Personal Services in January. His appointments have included Captain Mine Countermeasures, Captain Fishery Protection, and commanding officer H.M.S. *Lochinvar*. He was Captain of the Fleet on the staff of C-in-C. Fleet before becoming Chief of Staff to the C-in-C. Naval Home Command in 1976.

Capt. J. M. H. Cox, is to be promoted rear admiral on January 7 and to be Chief of Staff to the C-in-C. Naval Home Command in November this year in the acting rank of rear-admiral. He has commanded H.M. ships *Dilston*, *Surprise*, and *Norfolk*. He led the R.N. Presentation Team for the Autumn 1973 tour and later became Director of Naval Operations and Trade. In April 1976 he became Commander Standing Naval Force Atlantic as a commodore.

MISSILE EXPERT

Capt. J. R. D. Nunn is to be promoted rear-admiral on January 7 and to be Port Admiral Rosyth in November this year in the acting rank of rear-admiral. A

APPOINTMENTS

weapons electrical engineer, he was for three years senior systems development engineer for the *Seaslug* and *Seadart* missile system. His latest appointment has been as Assistant Chief of Staff (Intelligence) on the staff of the Supreme Allied Commander Atlantic, Norfolk, Virginia.

Surgeon Capt. F. J. O'Kelly was promoted surgeon rear-admiral and became Surgeon Rear-Admiral (Ships and Establishments) from August 23. As a young officer he served with the Royal Marines at home and in Hong Kong, Singapore, and Malta. More recently his appointments have been Deputy Director of Health and Research on the staff of the Medical Director General (Naval), and Medical Officer in Charge, Gibraltar.

Col. Sir Stuart Pringle is to be promoted major-general, and to be Major General Royal Marines Commando Forces on February 2. His appointments have included Chief Signal Officer R.M., second - in - command 40 Commando, and commanding officer 45 Commando Group. He was appointed Colonel General Staff, Headquarters Commando Forces in 1974.

Other appointments recently announced include:
 Capt. D. J. Bradby, Birmingham in command, December 30.
 Capt. W. A. Tofts, *Seahawk*, January 23 and in command.
 Capt. P. J. Symons, Dryad as Director Maritime Tactical School, January 17.
 Capt. R. J. F. Turner, Kent in command, December 22.

Capt. J. B. L. Watson, *Hermione* in command and as Capt FS, February 14.
 Cdr. G. W. R. Biggs, *Supert* February 4, and in command.

Cdr. J. J. Blackham, *Tartar* October 18 and in command.

Lieut.-Cdr. P. J. L. Kelly, *Beagle* in command, December 5.

Lieut.-Cdr. M. D. Y. Phillips, *Wakafui* in command, December 5.

Lieut.-Cdr. J. W. Page, *Echo* in command, November 22.

Lieut.-Cdr. R. A. Barker, As Staff Officer Sussex Div. R.N.R. and in command Perm. Staff and for Kellington in command, January 3.

Lieut.-Cdr. R. E. Lavery, *Enterprise* in command, December 29.

Lieut. A. C. Gordon-Lennox, *Maxton* February 14 and in command.

Lieut. P. J. Ellis, *Opportune* in command, November 1 (Previously announced appointments cancelled).

Lieut. A. B. Mather, *Kingfisher* in command, January 21.

Lieut. J. M. Ellison, *Vigilant* February 14 and in command.

SCOUTS ON THE AIR

WRNS

Supt. M. Sherriff, *Nelson* December 13 for duty on Staff of CINCPACVHOME as Command WRNS Officer and CSOPH.
 Supt. N. C. Thomas, *Centurion* December 19 for duty with DWRNS as Deputy Director and for duty with DGNPS.

OBITUARIES

D. R. W. Cowling, Capt. August 10.
 D. P. English, CEM. H.M.S. *Cochrane*, August.
 P. M. Mokryk, AB(S) (SM), H.M.S. *Cochrane*, September 6.
 N. A. Coggin, AIT APP, H.M.S. *Fisgard*, September 9.
 D. L. Cameron, LCPL, 40 Commando, R.M. September 19.

R. G. Little, Lieut.Cdr. R.N. (retd.), Scarborough, Ontario.
 W. Throssell, Ex-Chief Mech. Hull, July 27.

H. C. Burgess, Ex-Stoker 1, Aged 81, Newport, Gwent, August 16.
 H. Peppersell, Lieut.Cdr. R.N. (retd.), Plymouth, August 21.

The Royal Naval Amateur Radio Society plans to hold a radio "teach-in" for 50 Hampshire Scouts at H.M.S. *Mercury* on October 14, 15 and 16. This coincides with the 20th annual Jamboree - on - the - Air during which Scouts throughout the world will link up with each other via amateur radio.

The teach-in will cover a variety of topics, with film and slide shows and practical exercises in soldering and plug wiring.

ENGADINE VISIT

R.F.A. *Engadine*, the helicopter support ship, paid a five-day visit to Felixstowe, which adopted the ship earlier this year. It was the third visit to the town by the *Engadine*, which has had an active link with Norfolk and Suffolk Sea Cadets for several years.



A Fiat for the week-end £10 plus VAT. Applies to any 1,000 c.c. car available for hire at 8 a.m. on Saturdays

Tel. Fareham 82811, Portsmouth 691621 or W'ville 54641

TO ALL MEMBERS OF THE REGULAR FORCES

Make sure of your vote for as long as you serve

To be able to vote your name must be on the Register of Electors.

Arrangements for the registration of members of the Armed Forces and their wives or husbands have been made easier by a recent Act of Parliament. With effect from 16th February 1978, you and your spouse once having been registered as Service voters will remain registered, and entitled to vote at Parliamentary General and By-Elections and Local Government Elections, until you leave the Forces. Your registration might also be necessary to enable you to vote at any future referendum.

To be included in the Register of Electors which comes into force on 16th February 1978, and all subsequent registers while you continue to serve, you must, provided you are 18 years of age by 15th February 1979, make a SERVICE DECLARATION on form F/Vote/33 which you should have received by now from your Unit or Ship. If not, ask for one. (You should, if you are married, also receive form F/Vote/34 for your spouse to complete.)

- * Wives or husbands of members of the Armed Forces are no longer able to register as civilian voters and it is important that you obtain a form F/Vote/34.
- * The forms must be signed and dated not later than 10th October 1977 (15th September 1977 for N. Ireland constituencies).
- * You should then send the form to the Electoral Registration Officer at your local council office at home*, using envelope F/Vote/37 provided, to reach him not later than 16th December 1977.
- * If you, or your spouse, are not 18 years of age by 15th February 1979 you should complete form F/Vote/33 (and your spouse should complete form F/Vote/34) now. This will ensure that, provided you are still serving, you will be included in the Register of Electors and be able to vote as soon as you are 18 years of age.

Fill in your form NOW or you may lose your vote.

*Chief Electoral Officer Belfast by 15th December for N. Ireland residents.

Your vote matters - don't lose it



★ SA training

A four-day course of pre-joining training for senior stores accountant ratings has been approved. While intended primarily for petty officers and above drafted to frigates and similar ships, the course will also be open to senior stores accountant ratings proceeding to any seagoing draft and to other senior stores accountant ratings on an opportunity basis, where there is spare capacity and a requirement for the training.

DCI (RN) 510

★ New trousers

Stocks of the new ready-made navy blue worsted / polyester trousers are now sufficient for the garments to be brought into general use for officers. The style is similar to the current No. 12 dress trousers, including a fitted belt of self-material.

Later, when officers are all in possession of heavy wool jerseys and the new trousers the currently optional, but little used, blue working dress blouse and trousers will be discontinued for general wear, except during the early stages of new entrant service at Britannia Royal Naval College, Dartmouth.

"Rough" serge garments for new entrants will, however, be discontinued when blouses in worsted / polyester are available for wear with the new trousers.

DCI (RN) 527

★ Everyday jackets

Officers' windproof jackets are now available for everyday wear, with current pattern detachable shoulder badges of rank, on ordinary duty and working occasions. They may also be worn for home-to-duty travel, except in public transport.

The British warm style overcoat is to be discontinued from uniform outfits. The outer coat for general wear is to be a navy blue raglan-sleeved gaberdine "top-coat" with shoulder badges of rank (except with Nos. 1 and 2: 1W and 2W dresses on full ceremonial occasions).

The "top-coat" is the restyled raincoat referred to in DCI (RN) 336/76. Long greatcoats for special ceremonial occasions will be available on loan when required.

DCI (RN) 528

★ University list

How can a sportsman improve his performance? The highly successful East German Olympic team believe that it can be done by applying "the science of mechanics, physiology, and psychology." Officers and ratings interested in the subject will find that it is included in the widely-varying list of university residential courses available in the period September, 1977, to January, 1978. Fees are paid by the Ministry of Defence.

Computers figure frequently in the course titles, but the subjects also include industrial safety, family welfare, optical communications, gliding, management, behaviour under stress, and "selling ideas, goods and services."

DCI (RN) 540

Revised task books

The voice of the Fleet having been heard on the subject of Operations Branch task books, numbers two and three are to follow number one in having revised versions, "designed with due regard to the feedback on the existing documents."

Task book one leads to qualification in the able rate, with task books two and three forming part of the provisional examination selection system for leading rate and petty officer, respectively.

Where books two and three are almost completed they will not be changed for new ones and ratings who have partially completed existing task books will be credited with a like amount in the new issue. Guidance on the completion of the superseded book one has already been given.

Task books two and three have been designed to allow ratings to progress towards their provisional examination for advancement, wherever they may be serving.

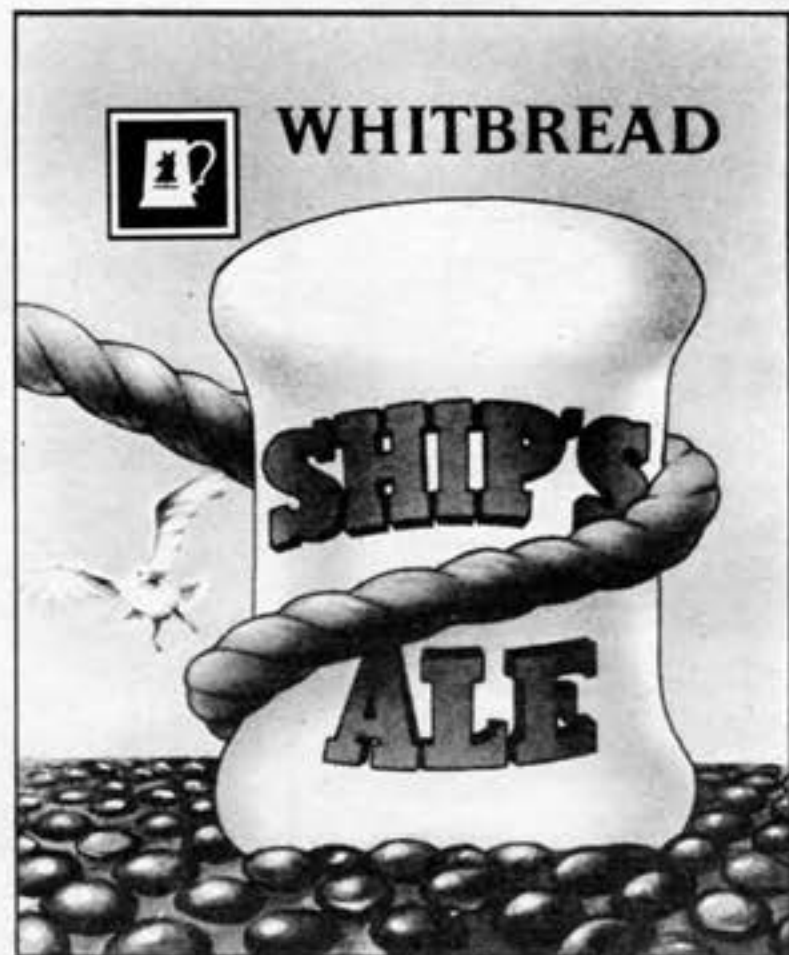
DCI (RN) 495

Whitbread

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TRADITIONAL STRONG ENGLISH BITTER

**Specially
brewed for
seafarers**



A Whitbread beer

FAMILIES PAGE

Cautionary tale of mum-to-be and her 70p...

Husband away at sea and only 70p between an expectant mother and starvation... this was the daunting prospect conjured up by a letter received from a wife not long married. But the full story proved more illuminating and some of the factors which led up to the situation are worth the telling.

In her letter, the wife, living in a quarter, said, "My husband has not had time to make an allotment for me before his ship sailed. He managed to make one out the day it sailed. "I was in a situation where I had to go to the Navy Welfare, where I was informed they would wire the ship. I had 70p to feed myself and pay for electricity until my money came through. Luckily I was able to collect money the following day. "The same happened this week. No allotment book — so I went back to the Welfare, where I was

informed my book would not be through until next week. They said I could draw two weeks' money then." The writer also went on to say that she would like people to realize that "Navy wives aren't so well off as they think we are."

Two weeks

A question which immediately occurs is why the husband did not make allotment arrangements in good time. "Managing to make one out on the day the ship sailed," might not appear the ideal solution!

When the lady contacted Welfare she said that her husband had sailed the previous week, saying he would declare an allotment starting from the week of his sailing.

But H.M.S. Centurion knew nothing of the declared allotment and in any case two weeks were needed for it to be operative.

Welfare, realizing the wife's plight, signalled the ship with the request that the husband "remit money soonest" to a local establishment for collection by the wife.

Planning

That afternoon a reply was received from the ship saying that an allotment would start the following week and in the meantime asking the establishment concerned to pay the wife £20 as soon as possible. The news was passed on to the wife.

It all adds up to a cautionary tale with lessons of foresight and care. How the rating came to sail away leaving a pregnant wife with insufficient funds to cope is a pertinent question.

More careful planning and responsibility would seem the need, and many wives (particularly the more experienced ones) would no doubt have ensured before their husband's departure that these — and other arrangements — were in order.

Hoping for the best and looking

for a quick cash handout is no substitute for proper provision.

Incidentally, the personal pocket of at least one sympathetic person who knew of the wife's plight provided an instant sub.

Bargain barracks

Have you an eye for a bargain? If so, and with Christmas coming, you may find some in the Services Thrift Shop, open in St George Barracks, Gosport, every Thursday from 9.30 a.m. to 11.30 a.m. and from 1.30 p.m. to 3.30 p.m.

Run by Service wives on a voluntary basis, the shop sells clean and good-condition clothing, toys, household goods and other items. A deduction of ten per cent. made on all goods sold provides regular help for various charities, which last year benefited by £500.



A tight spot for Tina as she goes down to have a look round the minehunter H.M.S. Nurton on families day. Tina, the daughter of LCK Ray Pollocks, is being helped in her descent by MEM Robotom. One of the highlights of an enjoyable day for those who went to sea was an air-sea rescue demonstration. Picture: LA(Pfor) D. F. O'Toole.

Down the hatch!

BABY TALK

One happy baby stole the scene and another tried to get in on the act when the Director of the WRNS (Commandant S. V. A. McBride) called at the H.M.S. Rooke families clinic during a three-day visit to Gibraltar. On the right is the baby's mother, Mrs. Brenda Hill, wife of SA Hill, and in the centre SNS Annie Gaughan.

During her stay at GIB., Commandant McBride attended an ecumenical service in the Cathedral of the Holy Trinity to celebrate the Women's Services diamond jubilee.

She met present and ex-serving members of the Women's Services and visited all departments on the Rock where Wrens work, also visiting R.N. Hospital Gibraltar.

HOOE HOMES DISCUSSIONS

A number of Navy wives at Plymouth attended a meeting at the Community Centre, Stamford Close, Hooe, at which the current situation was outlined on condensation problems which have arisen in some of the 82 single-storey, white brick quarters at Stamford Close.

Factors discussed included ventilation and electric heating, and its cost. The meeting followed a petition which received more than 50 signatures.

Navy News was told that much thought had been given in Plymouth to ways of combating this problem, which was not a new one.

It is understood that at present the situation is being considered

by MOD in London, by staff of the Commander-in-Chief Naval Home Command and by the Property Services Agency.

'Thank you, Mr. Prosser'

In support of Mr. Bill Prosser — the Rowner "Good Samaritan" mentioned on Families Page last month — a reader in Blackwood, Gwent, has written to say how much Mr. Prosser helped when she and her husband were moving to Wales at short notice.

He not only arranged for the removal at reasonable cost, but gave generously of his time. "I was feeling a bit low after having everything to do myself, but after talking to him a few times I felt much better.

"Once again I say thanks to Mr. Prosser... I will never forget him."

Father and son

Prompted by the many pictures printed in Navy News of members of one family serving in the Royal Navy, Mrs. J. Bagwell, of Farington, near Leyland, Lancs., writes to ask if there are many families like hers. She has husband and two sons serving.

"I wonder, too, if we have one of the oldest and youngest members of the R.N.? My husband has been in for 28 years this November, and our younger son joined on July 26, just four days after his sixteenth birthday."



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Should you wish to withdraw your money before completion of the five year term, it will be arranged as quickly as possible, and provided your contract is at least one year old you will receive tax-free interest of 6% p.a. (if the contract is less than one year old you simply get back your contributions).

S.A.Y.E. proposal forms and explanatory leaflets are available from banks for payment by bank standing order, or from Post Offices for payment in cash or by GIRO standing order.

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Scarborough	£10.90	Cowesby	£5.20
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Sunderland	£10.90	Barnby	£4.20
Midleborough	£10.05	Oxford	£3.50
Stockton on Tees	£10.05	Worcester	£4.90
Darlington	£7.50	Gloucester	£6.65
Leeds	£9.25	Plymouth	£5.75
Bradford	£8.95	Newton Abbot	£5.75
Huddersfield	£8.60	Exeter	£5.20
Sheffield	£8.05	Portland	£3.50
Chesterfield	£7.50	Darchester	£3.50
Nottingham	£6.90	Swansea	£6.65
Leicester	£6.15	Cardiff	£5.75
Northampton	£5.20	Newport	£5.45
Reading	£9.25	Bristol	£4.20
Liverpool	£9.25	Bath	£3.85
Birkenhead	£8.95	Salisbury	£2.30
Chester	£8.60	Exminster	£4.20
Manchester	£8.05	Swindon	£3.85
Warrington	£9.50	Marlborough	£3.50
Newcastle under Lyme	£6.90	London (Portsmouth)	£3.50
Stafford	£6.65	London (Gosport)	£3.50
Wolverhampton	£6.10	Hull	£9.25
Birmingham	£5.75		

N.B. To all ships visiting Portsmouth — Special facilities to meet your particular traveling requirements can be organized at short notice — write, telephone or call.

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A HOME FROM HOME FOR HELICOPTERS . . .



The three Wessex V flights attached to the Royal Fleet Auxiliary vessels Resource, Regent, and Tidepool now have a "home" to go to when they are not at sea. On September 9 they officially came under the wing of 772 Squadron, which provides search and rescue facilities in the Portland area and is the Fleet Support Unit for Flag Officer Sea Training. This means that the helicopters will be housed and serviced at Portland when not embarked in an R.F.A.

The flight commander is Lieut. Chris Bilgith, who has served in R.F.A. Resource's flight for seven months. The Resource — pictured above — is at present carrying out her work-up with Flag Officer Sea Training.

NEW FROM AIRFIX



DEFENDER TO THE ATTACK!

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

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

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

Technical details

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

BRITTEN-NORMAN DEFENDER
1/72nd Scale



Vive la Bossington!

If the cheer "Vive la France" went up from the ship's company of the minehunter H.M.S. Bossington as she left Arcachon, 40 miles south of Bordeaux, it was appropriate. For five sunny days the ship had enjoyed the French way of life at this thriving resort on the rugged, Atlantic coast.

The Bossington's visit to Arcachon, regarded by the ship as a tonic after strenuous patrols, was in response to the town's request to have a Navy ship attend their annual Festival of the Sea. This event attracts thousands of small boats and the last time the Royal Navy had sent a representative was in 1973, when H.M.S. Scimitar attended.

FESTIVITIES

On arriving at the resort the Bossington found herself among old friends. No fewer than eight other mine countermeasures vessels from six countries were there, some of which were known to the Bossington in her STANAV-FORCHAN days.

With temperatures in the 80s and the ship berthed 200 yards

from the beach conditions were ideal for sunbathing, swimming, sightseeing and barbecue parties. The sun continued to shine for ship's open day and for the cocktail and children's parties held on board.

Despite gathering storm clouds the festival itself was an impressive sight. In the morning the ships anchored in line dressed overall. Mass was celebrated in the open-air, after which thousands of small boats sailed past the ships. Festivities continued throughout the day, culminating in a spectacular fireworks display.

Stormy visit for Sealion

Rough seas and high winds helped to make H.M.S. Sealion's six-day visit to Cromer a memorable affair. With the submarine anchored a mile and a half off the East Anglian seaside resort, ferry services between shore and boat became decidedly awkward.

One party of libertines had to be rescued by the Cromer inshore lifeboat when their Gemini inflatable broke down, and things really became interesting when 50 or so officers and men on shore leave had to return to the Sealion at the end of the visit. Stormy weather made it impossible to ferry them back in the Gemini, so a Whirlwind helicopter from the Coltishall-based search and rescue flight had to be called in to assist.

In a three-hour operation, all the men were flown out to the submarine and winched down to the heaving deck.

Good game, good game!

If there are many skilled chess players in the Navy, there are as many more on the way up. As an on-ship, off-duty pastime, chess is streaking ahead. It is stimulating, time-consuming, portable, and can be played in all weathers (subject to sea-sickness!) It is sometimes played in the most unlikely settings . . .

The Fareham Shopping Centre, for example, was the venue for a six-day display sponsored by the Royal Navy. Here some top Navy players took on the public, playing a number of people at the same time.

The players who took part were: Mr. A. F. Brameld (R.N. chess champion of the year), Dr. W. H. Silber, Lieut.-Cdr. R. Addison, LWTR M. M. Street, and M. Cole.

Ton-up for Culdrose rescuers

A 76-year-old man from Penryn was the subject of the 100th search and rescue mission launched from R.N. air station Culdrose this year.

On September 14 he was seen floating off Falmouth and was pulled out of the sea by police and coastguards.

A Wessex helicopter was scrambled and within 15 minutes it had reached Penderennis Point, lifted a stretcher off the rocks, and had the patient on his way to hospital in Truro. The helicopter was crewed by Lieut. Mike Briggs, POACMN (Diver) Tony Duriez, and LACMN Iain Weston.

Since January 1 a total of 53 people have received assistance in this way. Fourteen of the missions were undertaken by Sea King helicopters, including 11 long-range sorties to airlift injured seamen to hospital from vessels in the South Western Approaches.

Locking up for the night

Wrens . . . as you climb into bed in your diaphanous something a la Dior, or Marks and Sparks, count yourself lucky — you might have been making the trip in lock-knit pyjamas. And worse — going to work next day complete with vest and corset. That's if you happened to be serving in the 1940's.

The unglamorous facts were uncovered as a result of an item in last month's Navy News. The request was for a "pudding basin hat" and other items of Wrens' uniforms, for an exhibition by the National Maritime Museum, Greenwich, November.

It was met by the Royal William Yard Museum, Plymouth, custodians of items of Service clothing once they are obsolete.

APOLLO VISITS APOLLO

The Apollo Cub Pack of the 11th Havant Scout Group were given a memorable afternoon when they visited H.M.S. Apollo at Portsmouth Naval Base on September 11.

The Cubs, with their leaders, Mr. Bob Nicoll, Mr. Dave Selby and Mr. Vic Milne, were guided around the Leander-class frigate by LS Alan Hunt, LOEM Frank Rawlinson and LOEM Peter Finch and were later entertained to tea on board.

On leaving the ship a small shield was presented to Lieut. D. S. Upton to mark the occasion and establish a link which was strengthened two weeks later when two officers from the ship attended a pack meeting at Havant. They presented to the Cubs a ship's badge and a framed photograph of the Apollo.

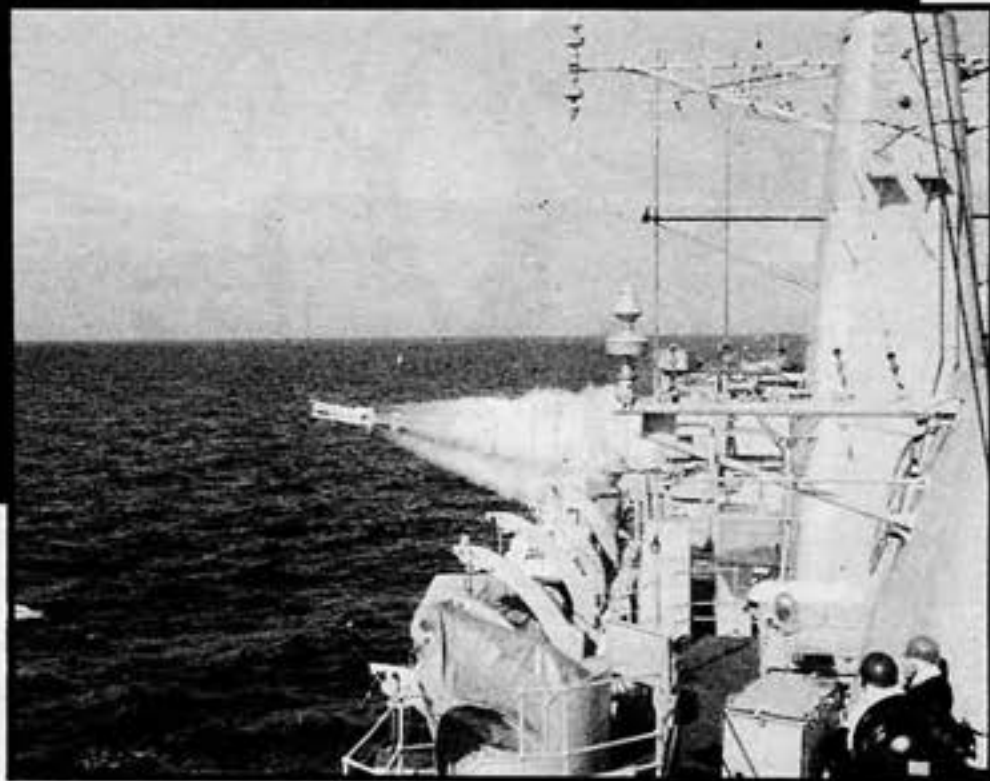
Kent's 'Slugs' show a turn of speed

Smoke shoots from the four solid propellant boosters as a Seaslug missile is fired at an airborne target from H.M.S. Kent on the Aberporth range off the Welsh coast. The series of firings for which a record time was claimed by the Kent earned the ship a company relaxation which included a popular Sods Opera.

Later, the guided missile destroyer deployed across the Atlantic, hurricane Clara tried to "evict" the ship from Bermuda, but there was no budging her until she was good and ready to head for Savannah, Georgia, and Norfolk Virginia.

U.S. loan officers commended

In recognition of the high standard of their work and the individual contribution they made while on loan for two- and - a - half years to the United States Navy, Lieut-Cdr. John Gillott and Lieut-Cdr. Anthony Adlard each received a commendation from the Secretary of the United States Navy. The former was attached to the Fleet Combat Training Centre, Virginia, the latter to Naval Air Rework Facility, San Diego.



Kingfisher takes a 'short cut'

H.M.S. Kingfisher, the first Bird-class patrol vessel to be built, has become the first of the class to transit the Caledonian Canal, between Inverness and Fort William. This 50-mile route connects the east and west coasts of Scotland and is about 350 miles shorter than the northabout route through the Pentland Firth. It also enables ships to avoid heavy weather.

The canal — which had been closed since August, 1967 — is navigable by vessels of up to 49 metres in length, with a maximum beam of ten metres, and a draught no greater than 2.7 metres.

However, as the Kingfisher's commanding officer, Lieut. G. Churton, will testify, the passage is exciting enough in a vessel of the Kingfisher's size, 37-7-2.

The channel has 18 miles of canals and elsewhere the canal fairway passes through four freshwater lochs, of which Loch Ness is by far the deepest and best known.

Ambuscade home with NATO trophy

H.M.S. Ambuscade's six-month spell with the NATO Standing Naval Force Atlantic ends on a triumphant note — she returned to Devonport last month the acclaimed winner of the Stanavforlant Cock Trophy, held aloft here by one of the frigate's sportsmen.

While visiting Norfolk, Virginia, the six ships of the force battled it out at tennis, swimming, volleyball, football, table tennis, badminton, basketball and deck hockey.

As well as being declared overall Olympiad winners, the Ambuscade won individual trophies for tennis and deck hockey and were runners-up in three other events.

With Stanavforlant the Ambuscade steamed 30,000 miles, visiting 16 ports in nine countries. Her relief is H.M.S. Naiad.



EXPED. ON ICE

Imagine living and working on a dome of ice the size of Cornwall. That was the challenge met by 16 members of the 20th annual Joint Service Colleges Expedition who have returned from Jostedalbreen — a Norwegian icefield covering 340 square miles and rising to 6,700 feet.

During the spell on ice the team trained in mountain navigation, rock climbing and icecraft. Treks with up to 70lb. loads were made across the ice-cap, often over severely crevassed regions.

Earlier work by this series of expeditions was continued. A survey was conducted on a glacier to note its movements and continuing recession.

The expedition, led by Mr. Brian Parker, senior lecturer in oceanography and nuclear science, Britannia Royal Naval College, Dartmouth, included Sgt. D. J. Welsh, R.M. (Team Leader), Second Lieut. J. B. McCubbin R.M., Sub-Lieut. P. Cariss, Mid. C. A. Johnstone-Bart, and Mid. D. E. N. Almond.

Cachalot pays off

The Patrol-class submarine H.M.S. Cachalot, which was first commissioned in September, 1959, paid off at Plymouth on September 2. She is now up for disposal.

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NEWSVIEW

Sad tailpiece for sea pets

The patter of tiny feet when a four-legged friend joined a ship's company failed to find universal acclaim, and who could blame a first lieutenant for having reservations? On the other hand, the history of the Royal Navy is littered with stories of animals who have brought great pleasure (as well as a measure of mischief) aboard and served with distinction, often in hard times and far from home. Acts of bravery and kindness figure in the tale.

Perhaps the dogs, cats and rest of the menagerie played a more important role as objects of affection, and reminders of comforts to be found ashore, for the generations of sailors accustomed to the extended separations of yesterday. And it was not just sentimental Jack who loved his pet; the records show how high-ranking officers sometimes had their animals on board as well.

NOTORIETY — AND LOVE

Ships' pets have often hit the headlines in Navy News, too. Readers may recall pieces about cats like the late lamented Fred Wunpound, and canines such as the notorious Dog 1st class Fred Mutley, whose dubious claim to fame included encounters with the naval patrol and a record sheet which showed an unexplained "unselfish rape" on a VIP's corgi at Portland!

This edition contains a letter from a reader fondly recalling the mongrel Rommel who served in the ice patrol ship H.M.S. Protector. Such was Rommel's appeal that many years later the ex-stoker is attempting to discover the dog's eventual fate after being put ashore in the Falklands in a tear-stained ceremony.

From an earlier period one of the outstanding dogs was the much-loved pedigree pointer Judy, who patrolled the mighty Yangtze in river gunboats in the 1930s, later helped men survive Japanese PoW camps and was awarded the "animal V.C." No one could read the book which she inspired without a lump in the throat.

PROTECTION THE AIM

Gradually the pets afloat have faded from the scene, and now they finally disappear from Royal Navy ships in the interests of rabies precautions. A sad but necessary step, it is said, and who will disagree if its purpose is to protect humans and animals from a terrible disease.

Man's best friend... or confounded nuisance, they remain a well-remembered bunch and, as the last of them are beached, all will wish them happy landings.

PENSIONS

Next spring the new State earnings-related pensions scheme starts and, like people in all walks of life, members of the naval community have been wondering how they will be affected.

In what are undoubtedly uneasy financial times for many, the answer appears a happy one. For not only should there be no deterioration in present entitlements, but some improvements are promised. And into the bargain there could be reductions in National Insurance contributions of up to £1.46 a week in some cases.

Object of the new State scheme, due to come into force on April 6 and to replace the old Graduated Pensions Scheme, is that every employee in the country should belong to a pensions scheme which will provide an earnings-related pension besides the basic flat-rate "old age" pension.

£££

To get an extra State pension, you can expect to pay extra in National Insurance contributions. But not everyone needs or wants to pay for this when their occupations already provide for a pension.

Employers with occupational pensions schemes were given the opportunity of contracting their employees out of the new State scheme — with resultant lower N.I. contributions — if the occupational scheme provided a pension at least the equivalent of the additional State pension.

Knowing the merits of the Armed Forces Pension scheme (which links with the "old age" pension to provide for retirement), the Ministry

Opting out could save you money

of Defence — like many other employers — decided to contract out of the State scheme as many Servicemen and Servicewomen as possible, and has now given notice of this intention in DCI(RN) J.570/77.

As far as the Royal Navy and Royal Marines are concerned, this applies to all except officers on gratuity - earning short service commissions, who are not members of the Armed Forces Pension scheme and so must belong to the State Pensions Scheme.

£££

The result of the contracting-out decision is that all but the few remaining in the State Pensions Scheme will pay reduced N.I. contributions from April 6, the reductions ranging from 23p a

week, compared with today's contributions, for those with weekly taxable pay of £35, to £1.46 a week for those with weekly taxable pay of £105 and over. Those remaining in the State scheme will pay from 27p to 79p more, depending on their earnings.

£££

As a result of arrangements which will apply on introduction of the new scheme, members of the Armed Forces Pension Scheme will:

- Continue to qualify for the present rates of immediate Armed Forces pensions and tax free terminal grants on leaving with 16 years reckonable service (from age 21) for officers and 22 years reckonable service (from age 18) for ratings, plus, at age 65 (men) and 60 (women), the "old age" pension. (In addition to whatever additional earnings-related State Pension or occupational pension they may qualify for by their employment after leaving the Service).

£££

- On leaving from age 26 onwards with at least five years reckonable service but before qualifying for immediate pension, continue to be eligible for a preserved Armed Forces Pension and terminal grant at present rates payable at age of 60 and where appropriate an immediate resettlement grant, plus the "old age" pension at age 65 or 60 (in addition to whatever earnings-related State pension or further occupational pension they may qualify for by their employment after leaving the Service).

- On leaving with at least five years contracted-out service (i.e. from 1983 onwards), but before the age of 26, will be eligible for a preserved Armed Forces pension payable at age of 60.

- If not qualified for an Armed Forces Preserved Pension, be bought back into the State Scheme at the expense of the Ministry of Defence, all service in the Armed Forces counting towards an eventual earnings-related State Pension.

£££

Widows of "Immediate" pensioners or "Preserved" pensioners with at least five years contracted-out service will, if they also qualify for State widows' benefits, be eligible for a Forces Family Pension.

Those on short-career gratuity-earning commissions will:

- Pay increased N.I. contributions (up to 79p a week on today's terms).

- At age 65 (men) or 60 (women) qualify for the "old age" pension, plus an additional earnings-related pension (examples are given in the Appendix to the DCI).

- Continue to receive tax-free gratuities, as an essential recruitment and resettlement feature of the short-service career.

Full details are contained in the DCI and for those with any representations to make regarding the decision to contract out, the DCI advises them how to go about it.

Now, news of Angela...

Television newsreader Angela Rippon paid a flying visit to R.N. air station Culdrose on September 2 at the invitation of 820 Squadron, whose commanding officer, Lieut.-Cdr. Stan Turton, is pictured presenting her with a squadron badge and photograph. Miss Rippon was shown the operation of the front-line Sea King anti-submarine unit currently disembarked from the helicopter cruiser H.M.S. Blake, and accompanied Lieut. John Wingate on a "flight" in the Sea King simulator.



GOING WEST

Big sister gives aid: H.M.S. Hermes, the Royal Navy's anti-submarine carrier, refuels the frigate H.M.S. Penelope on passage to Bermuda during the latest Westlant Deployment.

It was one of the many exercises and evolutions by the task group — which also included H.M. ships Antrim, Kent, Diomedes, Arrow and Sheffield, with R.F.A.s Tidereach and Resurgent — early in the deployment.

During a Sunday on passage a group flight deck sports event in H.M.S. Hermes was won by the ship's Fleet chief and chief petty

officers, who narrowly defeated the Royal Marines and 814 Squadron teams.

Visiting ships' team prize went to the Diomedes, five of the team of eight being members of the frigate's Royal Marines detachment.

● R.F.A. Stromness, on the way to rendezvous with the task group, rescued a lone sailor 500 miles off the Irish coast after he had drifted for four days on his upturned 17ft. inflatable dinghy.

Mr. Enda O'Coineen, who was attempting a trans-Atlantic crossing, was transferred to H.M.S. Ambuscade.



Busy deployment for Group Six

Seven Royal Navy warships supported by Royal Fleet Auxiliaries left the United Kingdom early last month for the seven-and-a-half month Group Six Deployment to the Far East and Australia.

Commanded by Rear-Admiral Martin Wemyss, Flag Officer Second Flotilla, the group comprises the helicopter cruiser H.M.S. Tiger, the nuclear submarine H.M.S. Dreadnought, the Fourth Frigate Squadron — H.M. ships Cleopatra, Amazon, Zulu, Mohawk and Rhyll — and R.F.A.s Grey Rover, Regent, Tarbatness and Tidepool.

After work-up in the Western Approaches, course was set for Gibraltar and most ships endured air inspections by teams from the staff of Flag Officer Carriers and Amphibious Ships.

Gibraltar was the first real get-together in both the professional and sporting senses. A two-day inter-ship sports competition resulted in the Zulu winning the Top of the Rock Race, the Dreadnought the sailing, the Mohawk the basketball, the Rhyll the squash and cricket, the Amazon the soccer and shooting, and "Tiger's Head" the tug-of-war and volleyball, with five of the boxing medals going to the Tiger.

When points were finally totalled, H.M.S. Amazon emerged as Cock of the Group.

Major escort

After four days, the Group sailed to take part in a major NATO convoy exercise — Display Determination — throughout the Mediterranean, culminating in amphibious landings in Turkey involving 41 Commando. The Group's task was to provide the major escort for the convoy.

At the end of the exercise the Group was scheduled to split and make courtesy calls on such places as Istanbul, Thessaloniki and Piraeus before transiting the Suez Canal.

Ships were due to visit ports bordering the Red Sea, Arabian Sea and Persian Gulf before taking part in another exercise with CENTO maritime forces. During the passage to the Far East and Australia exercises are also planned with the United States and Australian navies.

Three ships will spend Christmas in Hong Kong and the remainder at ports in Australia. The return journey is scheduled to start early in the New Year, with calls at ports in the Far East and Indian Ocean, and the ships are due back in the United Kingdom in April.



Above: H.M.S. Tiger, flagship of Rear-Admiral Martin Wemyss, Flag Officer Second Flotilla, leads H.M. ships Zulu, Cleopatra, Mohawk and Amazon through the mist as they prepare to enter Gibraltar on September 14.



Right: At the coalface — Admiral Sir Henry Leach, Commander-in-Chief Fleet, talks to REA3 Seaman and MEM Burch during his visit to H.M.S. Tiger at the time of Exercise Highwood. On the left is Capt. S. A. C. Cassels, commanding officer of the Tiger. At the end of the exercise the Tiger returned to Portsmouth for leave and an assisted maintenance period before leaving for the group deployment to the Far East.

Picture: LA(Phot) J. R. Battersby-Hill

GOING EAST

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If it makes sense to service the family car under cover rather than down a windy, rainswept drive, there has to be a case for looking after warships in the comparative comfort of a glorified "garage". It is a philosophy which finds impressive embodiment in the monumental frigate complex just opened as part of Devonport dockyard's modernization programme.

A trio of Royal Navy frigates can now be serviced simultaneously indoors after being manoeuvred through the towering entrances to under-cover docks, housed in one massive structure which boasts a capacity of about a million cubic metres.

The advantages, apparently overwhelming, should transform the standard of life for men working and living on board. Life in the dry, away from the wind and from Devonport's average

annual rainfall of 40 inches, must contribute to the morale of the men involved, both Service and civilian. No longer is work planning at the mercy of the weather — which in future, of course, cannot be held responsible for why that bit wasn't painted last Tuesday!

Parts can be transported between stores, ships and workshops in the dry, and good lighting is always available. Boots and shoes should be drier and

cleaner by the time men reach the ships, and there is no need for those temporary awnings which signify gaping working holes in ships' structures.

Another — and very basic — advantage is that ships' heads can be "plugged in" to the dockyard sewerage system, eliminating the excuse (if one were needed) for a quick dash up some greasy woodwork and across a murky, wet dockside.

To one first lieutenant whose ship has already sampled the undercover delights, it was clearly good news. There might be great advantages from a work progress point of view, he said, but for him it was all about men and morale. "Worth every penny," was the verdict.

His only (very mild) reservation was that his nice clean deck was now subject to aerial "attack" from birds also attracted to the comfort of the complex, and who apparently did not find the ship such a worthwhile target when outside!

Everyone concerned realizes the opportunities offered by the new £18 million complex and the yard is conscious of what is at stake. Those who work on H.M.S. Galatea (first frigate to undergo a 26-week refit) would be setting the pattern for the future, the general manager has told the work force, and it was no exaggeration to say there would be world-wide interest in their efforts.

GUZZZ GARAGE

OPEN
FOR
BUSINESS



Left — Sailor and civilian at work in the "garage" on the new H.M.S. Ardent. Below — H.M.S. Antelope in dry dock in the new complex.

Nelson's Column, even if minus the Lions, could stand in each of the three covered dry docks of Devonport's massive new frigate complex. Six reinforced concrete towers, 175ft. high, support the three dock entrance doors, each comprising four vertically sliding "leaves".

Flapgates, operated by push-button, are fitted at the dock entrances and a basin entrance. These can be operated more quickly and with far less effort than the traditional ship-type caisson, which has to be floated into and out of position.

The 131ft. high clearance of the doors above the dockside means that ships can dock in the steel-framed complex without masts and aerial arrays being removed.

Trolleys running along the dockside and operated from a console at the head of each dock draw the ships into the docks.

Accommodated within the complex are staff offices, workers' amenity centres, support stores and workshops. The storage facilities, to which there is access by ramp, crane and lift, include lock-up stores for ship equipment, while the offices have rooms for ships' company members.

SUBWAYS

Round the docks run about a mile-and-a-quarter of subways — big enough to ride your bike through — and carrying main services to dockside galleries.

Cranes on either side of each dock are 20-ton capacity, designed to give maximum ground space, each having two wheels near the cope edge and two wheels at a higher level. A five ton capacity radio-controlled traveller crane is fitted in the apex roof over the centre line of each dock for lifting mast and aerial equipment.

BASINS

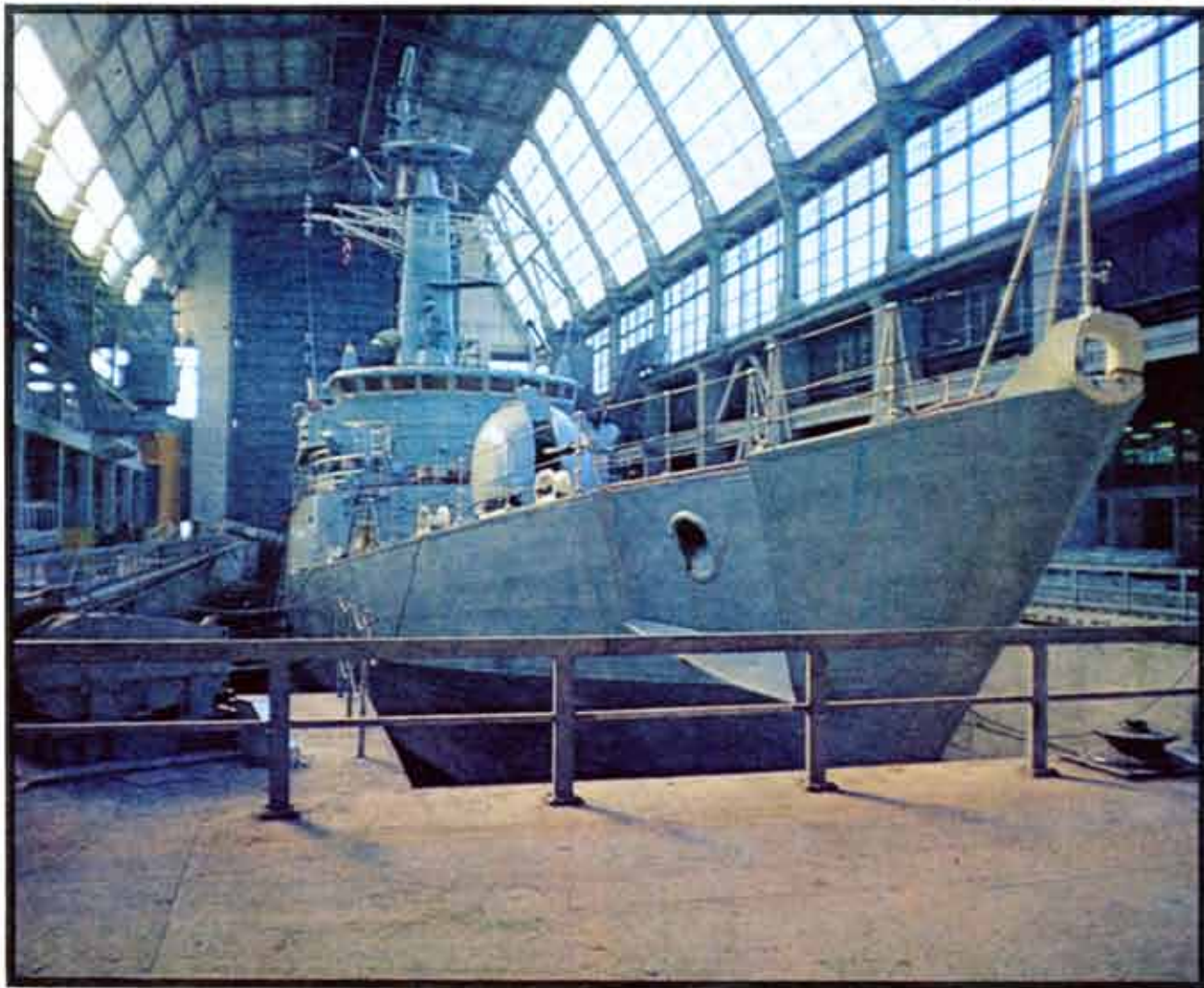
There are two fitting-out basins, and the outside tasks will include flashing up of steam-driven ships, and testing and tuning of radio, radar and sonar equipment. Wet berths are served by a 50-ton crane and three ten tonners.

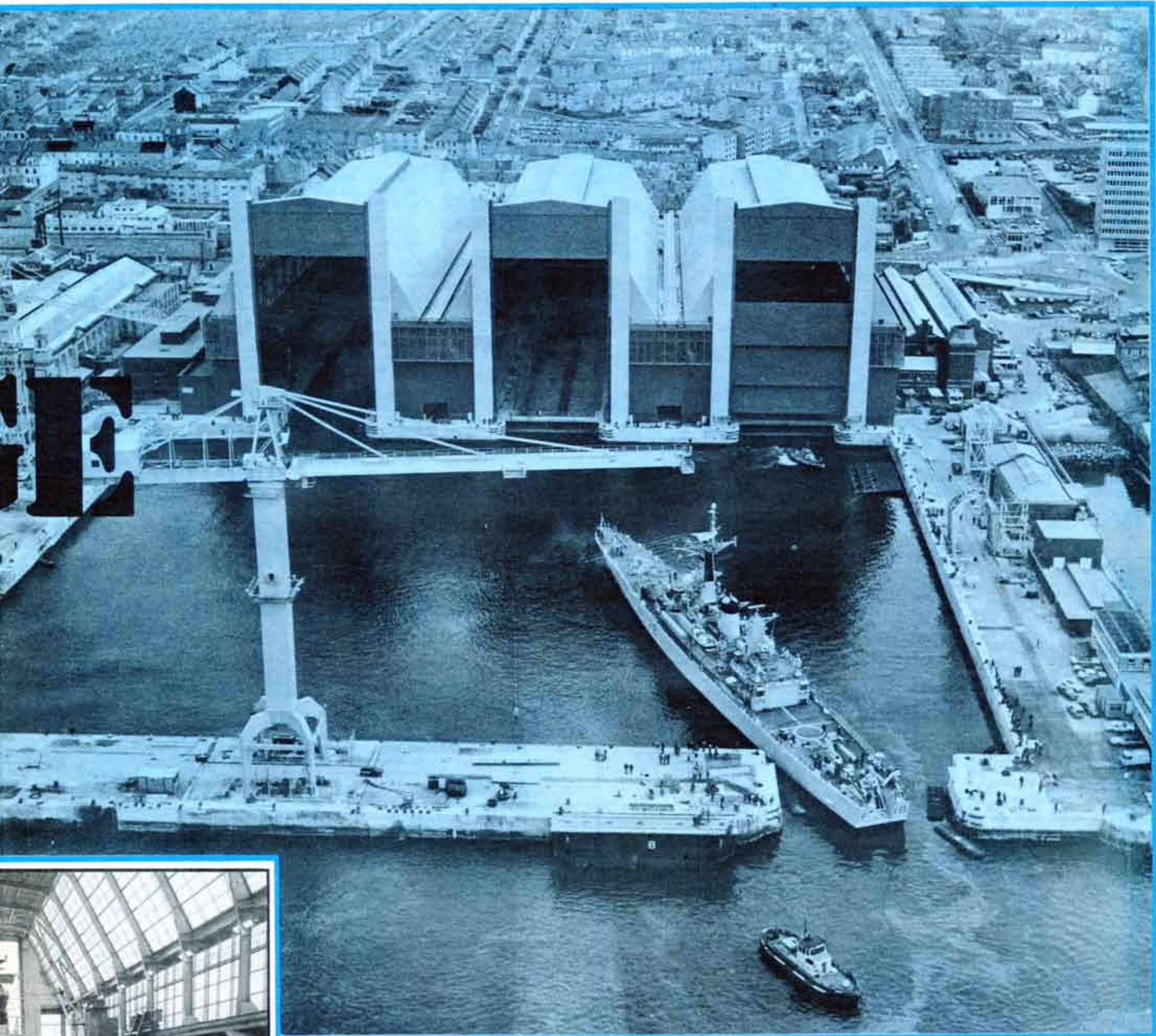
Thousands of tons of hand-faced granite were moved during the rebuilding of the docks to provide the three new covered docks, which are longer and deeper than the originals and with vertical walls replacing the traditional stepped sides.

LEADING

Demolition, enlargement and construction work has continued throughout the 1970s following the decision that Devonport should become the leading Royal yard for refitting frigates, together with the need to modernize ageing and war-damaged facilities.

Now it has a distinctive structure, with cathedral-shaped dock covers, where much of the modern equipment incorporates developments not previously used in Royal yards.





Galatea is first

An impression of the mammoth proportions of the new frigate complex can be gained from this picture featuring the Leander-class H.M.S. Galatea, which becomes the first frigate to start a six-month "indoors" refit. She moved into No. 6 dock as part of the official opening ceremony in September, having earlier made a successful trial run into No. 7 dock.

Another Leander, H.M.S. Cleopatra (left) has already had a spot of routine maintenance in the complex, as has the Type 21 H.M.S. Antelope. H.M.S. Active was given a tilt test for weapons checking, as was her brand new sister ship H.M.S. Ardent following passage to Plymouth, where at a ceremony in early September she was accepted for Royal Navy service.

EXOCET ALIGNMENT

H.M.S. Sirius has had Exocet alignment trials in the complex, which has also accommodated a submarine. Due to lack of dock availability elsewhere in North Yard, No. 7 dock was used for the final refit docking of H.M.S. Olympus by using a docking cradle.

November should see three frigates in together — H.M.S. Ambuscade in No. 7, the Galatea in No. 6 and the Sirius in No. 5.

Right — A job in the dry for LOEM Stuart, pictured with the 4.5in. Mark 8 gun of the Type 21 H.M.S. Antelope.



HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS... HELPING HANDS...



"Ready, not-so-steady, go!" H.M.S. Sovereign's marathon cyclists about to streak off to Derby from Chatham Naval Base on their Pusser's "Red Devils".

Picture: PO (Phot) John Sinclair.

Red Devil cavalcade

Twenty submarines from the nuclear-powered H.M.S. SOVEREIGN changed down to pedal power to raise more than £500 for charity. Mounted on a cavalcade of Pusser's "Red Devils", the sailors pedalled the 170 miles from Chatham Naval Base to Derby, which has a close liaison with the Fleet submarine.

Led by Coxswain John Watchman, the cyclists took two overnight stops to complete their marathon effort, and succeeded in raising about £550 for the Brentford Children's Home and T.S. Malaya, the Derby unit headquarters of the Sea Cadet Association.

A much longer ride — 400 miles in all — by six members of the Commander-in-Chief Fleet's SUPPLY STAFF at Northwood raised £25 for the Queen's Silver Jubilee Appeal. The team was led by the Fleet Supply Officer, Cdr. David Allen, and cycled in relays from Rosyth Naval Base to

Northwood in 32 hours. Other members of the team were Lieut.-Cdr. Brian Porter, Lieut.-Cdr. Charles Scott, FCSA John Soden, FCCA David Jones and CPO William Parry.

The "super stars" competition among staff of the Flag Officer Carriers and Amphibious Ships, based at FORT SOUTHWICK, raised more than £100 for the Queen's Silver Jubilee Appeal. Everyone on the staff, including FOCAS himself, Rear-Admiral William Staveley, took part in the 13-event sporting programme.

Personnel serving at H.M.S. TAMAR have bought an ex-Army Land Rover for use at the Hong Kong Playground Association's adventure training centre on Lantau Island. The vehicle has made life a lot easier for underprivileged Chinese students travelling between the two adventure training camps on Lantau, Hong Kong's largest island.

H.M.S. COCHRANE'S Lion Club has presented a cheque for £100 to the Variety Club of Great Britain to help finance their "Sunshine

Coach" scheme for handicapped children. The Lion Club is a recreational club for junior ratings, run by their own committee.

Fifty sailors took the plunge at H.M.S. FIGGARD'S pool to raise money in a sponsored swim for Guide Dogs for the Blind.

Sixty young sailors at H.M.S. COLLINGWOOD raised more than £200 for King George's Fund for Sailors by running quarter-mile circuits around the parade ground — at a penny a lap.

If you have ever stood in the street with a flag box; organized a garden party or an autumn fayre; run a dance or a fashion show, then you will know that it takes qualities associated more with saints than sinners to get people to part with money. It also takes stamina.

People of such quality have over the past 60 years helped to raise more than £11½ million for King George's Fund for Sailors. This money provides financial support for maritime charities

which help seafarers and their dependants. In 1976, grants of £430,000, were made to 100 charities.

King George's Fund, which celebrated its diamond jubilee on July 5, was launched during the First World War. During the months in which German U-boats were most active, a shocked nation's response to the loss of life at sea was to send money pouring in to maritime charities. There were many of these in existence at the time and the need soon arose for a central organization to control the flow of money and conserve some for distribution in time of peace.

ROYAL PATRONAGE

At a meeting in Trinity House, London, in March, 1917, officers of the Royal and Merchant navies, representatives of marine benevolent institutions, and many others, agreed to establish a fund as a memorial of the public debt to seafarers. Helped by the Daily Telegraph, a general subscription list was opened. Special fund-raising groups were formed and many appeals were made.

These activities immediately aroused the interest of King George V, who gave his name to the fund and authorized the general council to use the royal cypher in all correspondence

and in public notices. His son, Prince Albert, later King George VI, accepted the office of president. Since the Fund was launched on July 5, 1917, it has always been honoured with royal patronage.

It is now controlled by a central council in London representing officers and men of the Royal Navy, Royal Naval Reserve, Merchant Navy, fishing fleets and ship owners. The appeal organization on a national basis covers 13 areas, most of which have a paid secretary to help and advise members of some 80 voluntary committees. Scotland and Northern Ireland have a separate organization, but work in close liaison.

The Fund is not allowed by its charter to make grants direct to individuals, but gives advice on the society best able to help. They also set up an information service to assist those charities concerned with Royal Navy officers.

While radio broadcasts, royal film premieres, and theatre previews help provide money for the fund, the main task of raising cash is done by those who give their time voluntarily. This annual job is akin to painting the Forth Bridge: no sooner is it finished, than it is time to begin again. Perhaps when they ask your help, you will remember this.

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

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

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

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

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

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

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

Then spare something more.

KGFS

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

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



This is what you might call a pretty fit bunch of walkers. These senior ratings of the WRNS based at Chatham collected £155 for the Silver Jubilee Appeal Fund after a seven-mile sponsored walk. They are pictured being sent off by the commanding officer of H.M.S. Pembroke, Capt. Anthony Tippett. The girls are Chief Wrens June Prior, Beryl Richards and Kath Edwards, and PO Wrens Margaret Howells, Joyce Finemore, Jenny Gooch, and Linda Tapp.

Picture: LWren (Phot) Joan Roberts.

Calling old shipmates

The commanding officer of the present Type 21 frigate, H.M.S. Ardent, Cdr. A. G. M. A. Provest, would like to contact anyone who served in the last Ardent, a destroyer which was built in 1929 by Scotts of Greenock. She was sunk off Narvik in action against the German battleships Scharnhorst and Gneisenau on June 8, 1940.



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After a lapse of years it's strange how people are re-united — often by sheer chance. A forgotten photograph or letter, or a return visit to a place with associations, can lead the way to a door opening on the past.

A return visit to La Maddalene, Sardinia prompted Mr. E. Huddart, 29, Milburn Road, Gillingham, Kent, to seek out old comrades who served with him there in 1942-43 after the evacuation of Crete or in the destroyer H.M.S. Nubian.

By coincidence this month's postbag contained a letter from the commanding officer of the present Tribal-class frigate, H.M.S. Nubian, Cmdr. J. H. Griffiths, who would be pleased to hear from any "old Nubians" of Second World War vintage. He can be contacted by writing to H.M.S. Nubian, BFPO Ships.

A swimming medal won by Wren G. Groves in 1958 for the 66½ yards back stroke has turned up in a garden in Berkshire. It is now in the safe-keeping of Mr.

"What a wonderful asset your Navy News is for bringing old shipmates together," writes Mr. Tom W. Holmes (ex-Yeo), of Dolphins, 1, Leslie Road, Dorking, Surrey. After reading a "Calling old shipmates" entry from ex-CYS H. S. Fullbrook, who served in H.M.S. Malaya on her first commission, Mr. Holmes went to Reading and they met for the first time in 60 years.

"The killick of the watch was again able to upbraid his cocoa bosun. . ." (In 1917 Harry Fullbrook was the leading hand of the watch and, as a signal boy, Tom Holmes was fourth hand.) "Harry is now 84 and I am 76," writes Mr. Holmes. "We shall meet again, as we did not by half finish 'yarning behind the flag lockers.' Thank you for the introduction."

Dennis Hammond, of the Anchor Inn, Northbrook Street, Newbury, who will be pleased to return it to Wren Groves.

Calling any survivors from the anti-submarine trawler St Cathan, which was loaned to the U.S. Navy and sunk on April 11, 1942, en route from Halifax to New York. Ex-Marine D. Thompson, 12, Simpson Road, Lichfield, Staffs, whose father served in the ship, would appreciate any relevant information about how and where it was sunk.

Bill McKenzie, on holiday from New Zealand, would like to hear from any of the ship's company of H.M.S. Achilles or H.M.S. Beaufort. He can be reached by writing c/o 185, Saunders Lane, Mayford, Woking, Surrey, or by telephone Woking 64421.

A Danish fisherman taken at gunpoint on board H.M.S. Vanity in August, 1942, then to Leith Docks, near Edinburgh, and later to Nottingham, would like to contact the officer who made the arrest, or anyone who recalls the

incident. Andreas Olesop, can be contacted at the Danish Seamen's Home, 2, Cleethorpes Road, Grimsby, South Humberside.

Mr. R. J. Feasey, 21, Cromwell Road, Southbourne, Bournemouth, BH 52JN, would appreciate any information about the Armed Forces Pensioners Association.

Ex-Flight Sgt. C. Bristow, 109, Shepherds Lane, Dartford, Kent DA1 2PA, who was in charge of 852 Squadron at Squantum, near Boston, U.S.A., in 1943, would like to hear from anyone interested in attending the first squadron reunion.

Malcolm James McVicar, Copthorne House, Dairy Hill, Shipham, Torquay TQ2 7LJ, who served in the R.N. from 1957 to 1963 (H.M.S. Mounts Bay, Acute, Tyne, Cambrian), is now a professional cabaret singer working all over the U.K. and Europe. He says he is always pleased to see old shipmates among his audiences and would be pleased to hear from anyone who would like to drop him a line.

Portland trip stirs memories

Members of the Midlands Coastal Forces Association turned back the clock in September when they spent two days at Portland at the invitation of Flag Officer Sea Training. The Portland naval base was known as H.M.S. Attack during the Second World War and was the headquarters of Coastal Forces.

Memories flooded back as the shipmates went aboard the fast training boat H.M.S. Scimitar (below) alongside the jetty from which many of them sailed on more serious ventures more than 30 years ago.

On this occasion they were taken in groups of ten for sea trips in the Scimitar, which is one of the three fast training boats operated by the Royal Navy (plus one fast patrol boat, H.M.S. Tenacity) — a far cry from the wartime total of 1,560 motor torpedo boats, motor gun boats, and motor launches.

The association's secretary, Mr. C. G. Neville, describes the outing as a most enjoyable week-end, thanks to their hosts at Portland "who were more than accommodating, considering that they would have been ashore if we had not been with them."

REUNIONS

The H.M.S. Hood Association has transferred its committee base from Dorset (it was formed by Mr. Fred White, of Weymouth) to Hampshire, where the officers are as follows — chairman, Mr. N. E. D. Johns, of Bedhampton; secretary, Mr. Harry Purdon, 85, St Johns Road, Locks Heath; treasurer, Mrs. P. Satter, of Portsmouth; committee members, Mr. Den Finden and Mr. Ken Clark, both of Winchester.

The association is open to any former member of the crew of H.M.S. Hood (£1 a year for over 65s, £2 a year for under 65s) and the next committee meeting will be on January 8, 1978. Details from the secretary. The next annual reunion dinner/dance will take place at the Rock Garden Pavilion, Southsea, on May 27, 1978. Tickets (£5 each) from the treasurer.

H.M.S. Ajax (1937-40 commission) reunion is to be held in the ship's company dining hall, H.M.S. Belfast, on Saturday, December 10. Details from Mr. E. Smith, H.M.S. Belfast Trust, Symons Wharf, Vine Lane, London, SE1 2JH (tel. 01-407 8434).

The date of the 1978 annual reunion of Captain Walker's Old Boys' Association is Saturday, May 6.

Admiral of the Fleet Earl Mountbatten of Burma, who is Life Commandant of the Royal Marines, paid an official visit to the Commando Training Centre Royal Marines, Lympstone, on September 18, to inspect the Royal Marines Association at their annual reunion.

RUNCORN'S GOOD (AND BAD) NEWS

Runcorn shipmates have some good news and some bad news to announce. First, the good news . . . They have just spent £20,000 on their club.

The concert room has been partitioned off to form a games room, with pool tables, darts and snooker facilities. The old bar has been transformed into a plush members' lounge, with new carpets and furniture and a corner bar, while the old lounge has become a members' bar and card room. There is a re-styled stage and the front of the headquarters is resplendent in its fresh coat of paint, applied by a volunteer party.

And now the bad news . . . The building is to be demolished in the spring of 1979 to make way for a new road.

The branch P.R.O., Shipmate G. Hughes, reports that committees have tried, unsuccessfully, over the past ten years or so, to discover the likely date of demolition. Time and again the improvement plans were shelved until the present committee decided to go ahead with the scheme.

On completion of the work the members held a grand opening night and everyone agreed that it was a job well done and £20,000 well spent. Next day a reporter from the local newspaper took the wind out of their sails. "What do you think about your club coming down in the spring of 1979?" she asked.

Still, the Runcorn shipmates are not that downhearted. They have a comfortable headquarters in which to meet until the bulldozers move in. In the meantime they extend a warm welcome to visiting shipmates. "We'll be pleased to see you," says Shipmate Hughes, "if we're still here. . ."

Battersea

Members of the Sunderland Unit (Jack Crawford), Sea Cadet Corps, and Girls' Nautical Training Corps were overwhelmed by the hospitality of the committee and members of the Battersea branch during the cadets' visits to London. "We haven't experienced this kind of hospitality even in our own town," says Second Officer Audrey Lawson (ex-WRNS), "and it was much appreciated by all the young people."

Bicester

Committee members from Bicester are to visit the Bletchley branch this month to pick up a few tips about branch management. With other shipmates they are also planning to visit Bletchley for a social evening, before holding their own social.



Blandford

The oldest member of the branch, Shipmate Harry Bailey, celebrated his 90th birthday at the home of the branch vice-president, Mrs. Patricia Hammer, of Spetsbury. He was then taken along to the Legion House Club, Blandford, where his shipmates had prepared a surprise birthday party, with an iced cake and drinks. Shipmate Bailey joined the Royal Navy in 1905 and retired in 1927, but was recalled during the Second World War to train young officers at Lancing College.

Wigston

A liaison has been formed with the Tea Tree Gully Branch of the Naval Association of Australia, as a result of a visit to Wigston by the president, Shipmate Ron Giles, and his wife. During their six-week holiday in the area Ron was a regular visitor and joined Wigston shipmates on visits to the Leamington Branch and T.S. Tiger. Before returning to Australia Ron presented Wigston with an N.A.A. tankard and tie and received an R.N.A. tie and local badge.

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BRANCH NEWS

Denton

Shipmates from Leigh, Stockport, Wigan, Atherton, Lowton, and representatives of the North-West Federation of Naval Associations attended a jubilee concert in the Festival Hall, Denton, organized by the Denton Branch, R.N.A. The guests included disabled people from Broughton House.

Doncaster

Members come and members go... Doncaster shipmates were pleased to welcome Ernie Jones from Brantford, Ontario, who is a former R.N. rating. He came along to branch meetings with his nephew, Graham Cooper, who is serving on board H.M.S. Newcastle, building at Wallsend. Ernie spent a pleasant six weeks before returning to Canada. Best wishes for good health and happiness in their retirement have gone to Shipmate Ellis and his wife, who have left to join their family in Australia.

Dunbar

The branch has forged ahead since its commissioning in May: a buffet-dance in the Victoria Ballroom, Dunbar, was well patronised and gave the funds a boost; members enjoyed a visit to Rosyth Navy Days, and they are looking forward to their Trafalgar Day dinner. Membership is increasing and fund-raising raffles are a feature of the fortnightly meetings. A branch standard is being made, thanks to the generosity of one member and his wife. The chairman, Shipmate J. Robertson, produces a monthly newsletter and the committee meets every fortnight to discuss fund-raising and branch business. It is hoped that the success of the Dunbar venture will lead to more branches opening in Scotland in the future.

Gosport

The branch is delighted to report that it now has its own chaplain — the Rev. Stephen Palmer, an aide to the Bishop of Portsmouth, who has accepted the branch as his "parish." A coach-load of members had a good day at Newbury Races and were afterwards entertained by the Newbury shipmates, whom they hope to see at Gosport in the near future. They are also looking forward to a return visit by the Eastbourne Branch, when there should be plenty of fun and games, especially darts.

Greenford

This branch has just celebrated its first birthday. It has 70 members, plus a few active associate members and a group of amateur actors known as "Pete's Players." Pete being an ex-bootneck. The Players have entertained members at dances and provided the "glamour" on the branch's float in the jubilee carnival parade. The standard has been ordered and should be ready for the dedication parade early next year. Shipmates enjoyed their visit to Portsmouth for Navy Days, thanks to the hospitality of the officers and staff of the Royal Sailors Home Club and the R.N.O.C. Club, Portsmouth.

New Ferry

The plight of the R.N.L.I. lifeboat Herbert Leigh, which is based at Roa Island near Barrow-in-Furness, caught the imagination of the New Ferry shipmates. When they were told by Shipmate Des Newton, who has been associated with the lifeboat and her crew for many years, that the 25-year-old boat was likely to go out of commission because she needed a full refit and new engines, they decided to "adopt" the Herbert Leigh.

Treasurer, John Hastle arranged for a collecting box to be placed in the club gangway and in a short time the club's donation amounted to £100. The lifeboat is now back on station after a refit in Birkenhead. On the eve of her departure members of her crew visited the club to say a personal "thank you" and to hand over a memento for the club.

Grimsby

A party of 32 shipmates and wives spent a week in Hampshire in September. They stayed at Eastbourne, where they were well looked after by the Eastbourne shipmates, and visited other branches at Sittingbourne and Brighton. They also enjoyed a day in Portsmouth, visiting H.M.S. Nelson, H.M.S. Victory, and touring the naval base.

Newton Abbot

The social season opened with a dance and other events on the programme included a barbecue and "swim-in." Forty-five members from Aberavon Branch spent a week-end in Newton Abbot and had a lunchtime session in the club.

Portsmouth

Can anyone help an old shipmate by producing a photograph of H.M.S. Good Hope (armoured cruiser, 1901-1914) or H.M.S. Glory (battleship, 1899-1920)? Portsmouth's oldest member, 95-year-old Shipmate Joe Dilks, is compiling a history of his eventful life for presentation to his grandchildren. He joined the R.N. in 1898 and has managed to preserve pictures of all the ships in which he served — all, that is, except the two mentioned here.

Shipmate Dilks lives in Hove and visits the Portsmouth Branch several times a year, maintaining a close interest in branch affairs. He would be delighted if copies of the missing pictures could be sent to him at his home, 9, Modena Road, Hove, Sussex BN3 5Q7. Anyone who can help by loaning a picture which could be copied and returned should send it to the branch secretary, Shipmate E. S. Harris, 86, Lake Road, Portsmouth.

Portsmouth members' annual trip to the Royal Tournament was followed by a memorable visit to the Battersea shipmates, who returned the compliment shortly afterwards.

The annual visit to Portsmouth by survivors of H.M.S. Royal Oak is always a memorable occasion. They are due again near the anniversary of the sinking (on October 14, 1939), bringing with them a member of the Portsmouth Branch who lives in Scotland. He is Shipmate Herbert Otto Karl Herrmann, who was serving in the U-47 when she sank the Royal Oak. "I think this says something for the brotherhood of the sea," says Shipmate Harris.

St Helens

The Mayor and Mayoress of St Helens, Cllr. and Mrs. Joe Mulcrow, were guests of honour at a social evening in the branch's Jubilee Club. In his address to the 180 members and friends present, the Mayor spoke of the importance of encouraging the youth of the town to take an interest in the Navy of tomorrow. He was referring to the fact that the branch and club are sponsoring the local Sea Cadet unit, T.S. Scimitar.

Honorary membership was presented to a former Mayor of St Helens, Cllr. Peggy MacNamara, who has given valuable assistance to the branch and to T.S. Scimitar in the past.



Cosswain Bob Charnley, of the Herbert Leigh, presents a framed colour picture of the lifeboat to the New Ferry Branch secretary, Shipmate Harry Walker.

Stubbington has a grand party . . .



H.M.S. Stubbington, on her first fishery protection patrol, is seen here alongside a Belgian beam trawler in the English Channel. The boarding party consisted of RPO John Nelson, AB Nobby Clark, AB Russ Slee, LS Brum Hemming, and Midshipman Ian Johnstone, under the command of Lieut. Leo Patrick. During the first three weeks of the patrol they clocked up 26 boardings.

BANG GOES MAXTON'S FIND

Divers from H.M.S. Maxton, a Ton-class minehunter based at Rosyth, found more than they expected when they dived on a wreck off the Humber approaches, during a wreck survey for the Hydrographer of the Navy. They discovered a German ground mine of Second World War vintage and containing 700lb. of high explosive in prime condition.

The local coastguard was informed and the Maxton undertook the task of countermining the device. Lieut. Chris Thompson, the diving officer, and PO(D) Brian Hutchinson directed the operation and set a five-minute delay. The blast sent up a 100ft. wall of water which was seen by the coastguard three miles away.

After the excitement the Maxton paid her annual home visit to Hull, where the entertainment included a brewery run and a football match against Humber police.

The Maxton's commanding officer, Lieut. John Rimington, "reviewed the fleet" at the start of the Royal Yorkshire Yacht Club's regatta. While acting as guardship for the regatta, at the invitation of the club commodore, the Maxton anchored off Bridlington.

BRINTON SHOWS THE FLAG

The fishery protection flag was seen again in the Pool of London when H.M.S. Brinton berthed alongside H.M.S. Belfast from September 2-4. Members of the Fishmongers' Company, one of the oldest in the city livery companies, came on board at Gravesend for the passage up the Thames.

The commanding officer, Lieut. A. B. Ross, and all the members of the ship's company were guests of the Conservative Party Defence Whip, Mr. Spencer Le Marchant, who arranged a guided tour of the Houses of Parliament and then entertained everyone to lunch at his own home.

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ATTRACTIVE friendly female, aged 30, wishes to correspond with sincere serviceman of similar age and a cheerful outlook, photograph appreciated. Box No. Navy News 387.

LADY, 42, separated, would like to meet naval gentleman in similar circumstances as pen-friend — view to companionship. — Box No. Navy News 390.

VIVACIOUS, bright 27 year old lady, considered attractive and with sense of humour but no particular assets, and three children, would like to correspond with an officer of roughly the same age, to brighten her days with regular letters. — Box No.: Navy News 388

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DIVERS' BELLE

Miss Tony Byrne, winner of the Miss Merseyside competition, got good support from the ship's divers of H.M.S. Birmingham when the guided missile destroyer visited Birkenhead. Lovely Tony is a Liverpool fashion model.



BELIZE TEAM EFFORT

Threat of invasion from Guatemala gave a hard edge of realism to tri-service operations when British frigates were sent to the troubled Central American colony of Belize.

Tri-service exercises are usually self-generated, said the commanding officer of H.M.S. Ariadne, Capt. Timothy Bevan. "Here it is a happening in a real-life situation."

The conviction is that reinforcement of British Forces in the area prevented an invasion from Guatemala. Task for the Ariadne (which continued a job started by H.M.S. Achilles) was sea surveillance in case of amphibious assault, in addition to which her long-range radar would be able to detect air incursion across the difficult terrain on the border.

SHIP BASE

Both Army signallers and R.A.F. Forward Air Controllers worked in the ship, the latter using the vessel as a base from which to control the R.A.F.'s Harrier aircraft.

But the Royal Navy's involvement was not just surveillance. The frigates and their helicopters were also capable of providing a punch behind the radar. The Wessex which arrived on board R.F.A. Regent during the reinforcement period became part of the tri-service airborne fleet, supplying remote Army camps and evacuating casualties (mostly from road accidents and snake bites).

Sailors visited the Army and R.A.F. ashore, while soldiers and airmen went on board.

BIRMINGHAM GOES HOME

There was hardly an idle moment when H.M.S. Birmingham returned to her "birthplace" at Birkenhead for the first time since leaving the Cammell Laird yard to commission last November.

Parties travelled up from the city of Birmingham to see their ship for the first time, and at Cammell Lairds there was much interest in their latest "offspring."

To fit all the visitors in, the first day was given over to Birkenhead, the second to Birmingham, and the third to families and friends. Also made welcome on the third day were mentally and physically handicapped children from Chelmsley Hospital School, which the ship has adopted.

Capt. P. J. Symonds, the ship's commanding officer, chaired a panel of judges for the Miss Merseyside 1977 competition, won by Liverpool model Miss Tony Byrne. Other events going on

during the beauty contest included a display by the ship's divers and a swimming relay race between a local team and the Birmingham.

Principal visitors included the Lord Mayor of Birmingham, the Deputy Mayor of the Wirral and Sir David Barritt, chairman of Cammell Laird Shipbuilders.

BUSY DAYS

At the end of a very busy few days, the ship left Birkenhead for Loch Fyne. On board were 36 members of the Sea Cadets Corps and Combined Cadet Force.

Last month H.M.S. Birmingham wore the flag of Admiral Sir Henry Leach, Allied Commander-in-Chief Channel,

when he received on board a number of high-ranking NATO officers, including Secretary General Dr. Joseph Luns, and the Supreme Allied Commander Europe, General Alexander M. Haig Jr.

A MUTUAL AFFAIR

That the Navy and British Airways have more in common than meets the eye was something 18 members of the ship's company of H.M.S. Arethusa discovered when they visited Heathrow Shorthaul Engineering base. A follow-up visit to the Arethusa by a party of British Airways stewardesses and engineers confirmed this opinion.

The sailors welcomed the opportunity to inspect commercial aircraft and watch some undergo routine maintenance. The stewardesses and engineers who visited Arethusa in Portsmouth were impressed to discover the range of skills, from catering to engineering, provided by the ship's company.

The two-way visit came about as a result of an invitation from Mr. P. Wilson, General Manager (Catering) of British Airways. H.M.S. Arethusa has recently completed a trials programme and will be sailing for Portland work-up later in the year.



Hands . . . knees . . . and a British Airways stewardess is off the ground when members of the ship's company of H.M.S. Arethusa visit Heathrow. Left to right are MEM2 Tapping, MEM 1 Pearson, CK Perkins, Miss Lynn Bradbury, CK Gozzard, MEM1 Raisbeck, POPT Lewin, MEAP APP Rees.

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PEOPLE IN THE NEWS



Holding the trophy they won in a driving competition organized by Exmouth Motor Club are LWren ANGELA BIRKS (left) and Wren LEA BUTLER, both serving at the Commando Training Centre, Lympstone, as drivers. Angela drove while Lea navigated on the 25-mile route for commercial vehicles under 30cwt. They also had to complete a number of manoeuvrability tests.



Wasperton's got Bickington killicked!

Message from H.M.S. WASPERTON to H.M.S. Bickington (via Navy News): "Only nine killicks (as reported in Navy News, July edition)? Sorry to disappoint you, but you're going to have to do better than that! Out here in the Far East where life, as you know, is hard, we need an experienced crew to handle the rigours of being Senior Ship of the Hong Kong Squadron. That's why we have 12 biped leading hands and one quadruped — and we don't think there's a

'Ton-class' that's going to beat that!" Message ends.

Our picture shows from left to right (on shoulders) LOEM Henry Lee, LSTD Leung, LS Lo and LCK Peter Chu. Standing are LMEM Smudge Smith, LRO Mick Chilvers, LMEM Nobby Clarke, LMEM Dave Wong, LMEM Ken Withers (and LDOG Ben), LS Dave Bryant, LMEM George Brackley and LMEM Phil Curran.



After a combined total of 33 years in the Royal Navy, two brothers have for the first time found themselves serving in the same ship. CPOWTR ROBERT ANDERSON (left) had been in H.M.S. Hermes for 16 months when he was joined by younger brother JOHN, an LREM(A) serving with 846 Naval Air Squadron. John's squadron, together with 845 Squadron and 42 Commando Royal Marines, was embarked shortly after the Jubilee Review for exercises off Scotland, Dartmoor and Bodmin Moor. John, who has served for 13 years, later returned to the Hermes for the ship's next deployment.



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The crowning glory to a deterrent patrol was a well-used steaming hat donned by the Vice Chief of Naval Staff, Admiral Sir RAYMOND LYGO, during his visit to the manoeuvring room of H.M.S. Revenge shortly before her return to Coulpport, Loch Long, after a two-month absence. Others present are (left to right) LOEM BUSTER BROWN, who is the proud owner of the hat, Lieut. JOHN BAXTER and Lieut.-Cdr. RICK WARDMAN.

Marines' visitor

Major-General JOHN H. MILLER of the United States Marine Corps spent several days in September visiting Royal Marine units in Britain. He is the Marine Corps' Chief of Staff for Operations and Training.

Janet's a top student

Senior Naval Nurse JANET MORRIS of R.N. Hospital, Haslar, has been chosen as the best student nurse of her year. To celebrate her success, Janet visited her old school at Ludlow, Salop, to present two books to the school library.

PEOPLE IN THE NEWS



Something that captures the essence of Portsmouth — that was the brief given to artist Mrs. JANE VENABLES when she was commissioned to prepare a tapestry for the Portsmouth Grammar School.

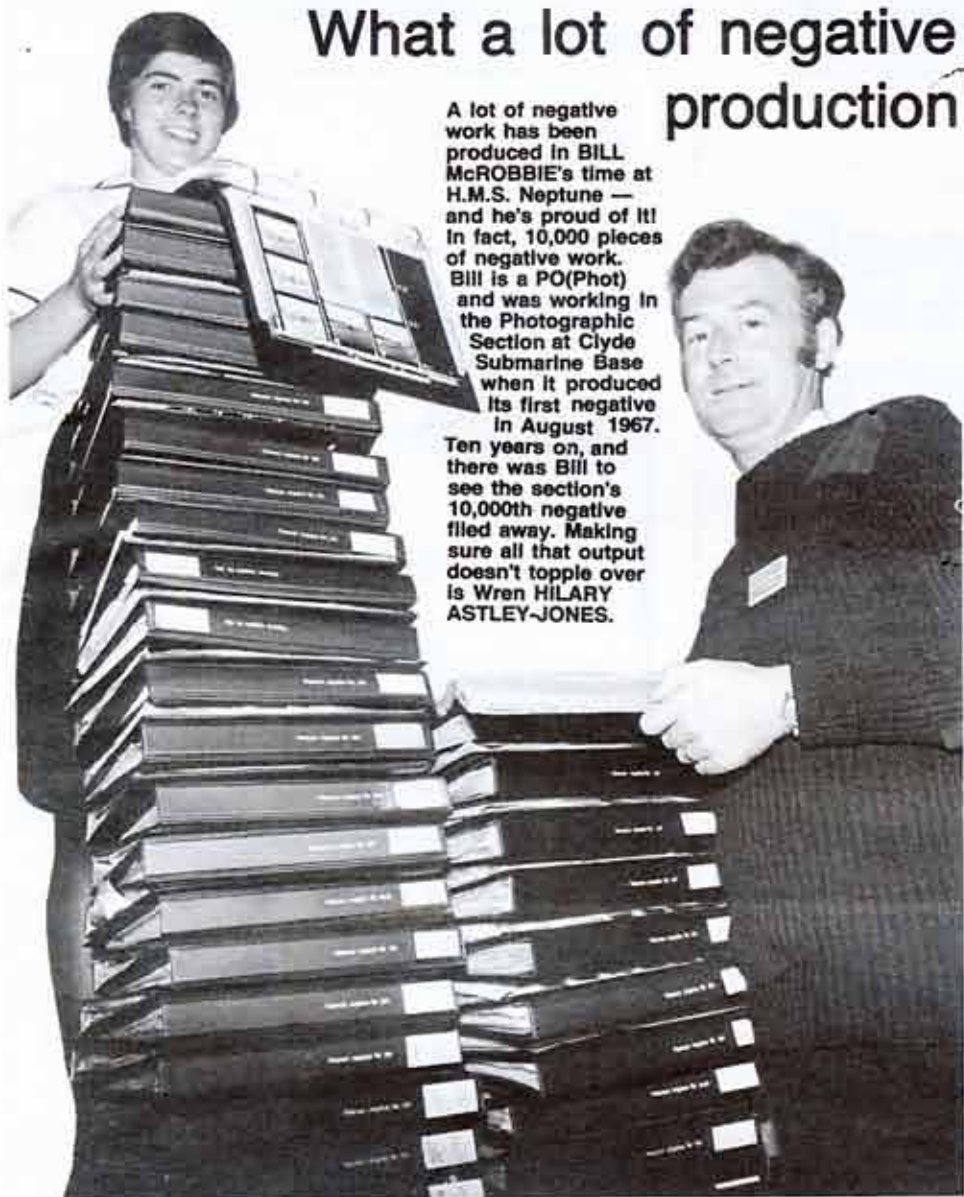
Naturally Mrs. Venables, wife of Cdr. ROGER VENABLES, Commander 1st Submarine Squadron, chose the Royal Navy as her theme. And, with expert advice available within the family circle, the completed work is magnificent.

The tapestry forms a 24ft. long mural depicting the history of the Royal Navy from Roman times to the present day. Set against a background of the changing face of the City of Portsmouth, it shows the development of the warship from galleon to modern fighting ship.

A variety of techniques were used by Mrs. Venables in producing her most unusual three-dimensional tapestry, a work which took more than a year to complete.

What a lot of negative production

A lot of negative work has been produced in BILL McROBBIE's time at H.M.S. Neptune — and he's proud of it! In fact, 10,000 pieces of negative work. Bill is a PO(Phot) and was working in the Photographic Section at Clyde Submarine Base when it produced its first negative in August 1967. Ten years on, and there was Bill to see the section's 10,000th negative filled away. Making sure all that output doesn't topple over is Wren HILARY ASTLEY-JONES.



An expensive young lady

When it comes to swimming, six-year-old LOUISE BONAS is an expensive young lady to sponsor. She covered 30 lengths of the swimming pool at H.M.S. Pembroke and with her two brothers, aged nine and 12, has raised £300 for Help the Aged. Louise is pictured presenting Capt. ANTHONY TIPPET, captain of H.M.S. Pembroke, a cheque for the Pembroke Chest in recognition of help given by the establishment.



Picture: LWren Phot Joan Roberts



Reservists from H.M.S. Scotia, the RNR unit at Rosyth, helped the B.B.C. man their floodlighting equipment at this year's Edinburgh Military Tattoo. It was the first time anyone other than Army personnel had been involved in the Tattoo's production. Wren FIONA GREENLAW (left) and POWren EILEEN RAMSAY, pictured here on the castle wall with Private JOHN MacLELLAN of the Queen's Own Highlanders, were in the party of 20 from H.M.S. Scotia.



Wren LESLEY ANN STOVELL joined the WRNS for adventure, and she has not been disappointed. She has been involved in adventure training, sailing, skiing and parachuting. During a

two-week course at R.A.F. Brize Norton, Lesley made five jumps from 2,500ft. She leaves H.M.S. Osprey this month to serve at the R.N. Careers Office in London, and hopes to get an overseas posting.

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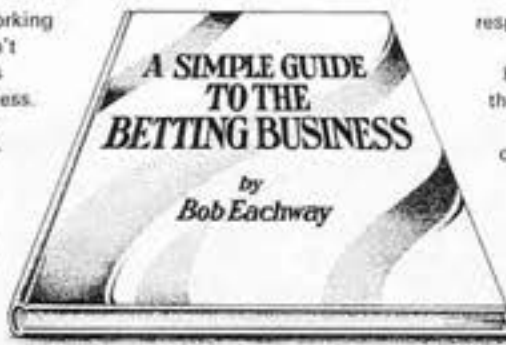
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Ref. D176, Personnel & Training Dept., British Aircraft Corporation, Guided Weapons Division, Stevenage, Herts, SG1 2DA.

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invites applications for the following post:

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Duties: Responsibility for operation and maintenance of machinery and maintenance of the hull; instructing cadets on operation of machinery; arranging overhauls and keeping records; some teaching ashore. **Qualifications:** Second Class Motor DOT Certificate of Competency or equivalent naval qualification, and experience in the operation and maintenance of medium-speed diesel engines.

Tenable: From Autumn 1977 **Salary:** £5224-66122 p.a.

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Contract: The contract will run until 31 August 1979

Return fares are paid. Local contracts are guaranteed by the British Council

Please write, briefly stating qualifications and length of appropriate experience; quoting reference number 77 HU 147 and title of post for further details and an application form to The British Council (Appointments), 65 Davies Street, London W1Y 2AA.

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(01-626 0601)



Licence without type rating

Southall College of Technology is offering four-week resettlement courses in November, 1977 leading to A.E.C.Pt.1 certificate and covering the additional work required for the important new without type licence rating. Course and enrolment details from Mr. T. Woodridge, Dept. of Aeronautical Engineering and Air Transport, Southall College of Technology, Beaconsfield Road, Southall, Middlesex UB1 1DP.

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Applications for these positions should be made in writing during the six months prior to release from service commitments to:

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Heathrow House
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Real-time or weapons control experience is essential for the maintenance of mini-computers used in communications and radar systems.

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Ground Radio

Experience in the maintenance of surveillance radars and nav aids including ILS, CADF, VOR, DME, NDB is required, as well as a knowledge of airfield control tower installations.

ATC Radar

Experience is required of approach and long range surveillance equipment plus SSR, HF, VHF and UHF radio equipments.

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Experience of calibration techniques on oscilloscopes, electronic computers, volt/milliamp meters, bridges, pump mechanisms, antenna focussing and torque devices.

Something to interest you here? Then get in touch with John Callow. Phone him on 01-572 9894 or write to him quoting Ref. 165, at International Aeradio Limited, Aeradio House, Hayes Road, Southall, Middlesex.



SULTANATE OF OMAN

AIR FORCE APPOINTMENTS

Vacancies will become available at the end of this year for Senior N.C.O.s in the Air Force of the Sultanate of Oman in the following categories:

PHOTO PROCESSING ANALYST — AIR PHOTOGRAPHY

(Sergeant) (Ref. No.: 21/A)

Duties will include air photo processing, fault analysis, printing and a limited amount of ground photography. Applicants must be fully experienced in the use of air cameras, and with the processing and printing of monochrome reconnaissance and survey work. Preference will be given to ex-F.A.A. or R.A.F. Photographic Senior N.C.O.s who have been trained in both air and ground photography, and who have some experience of relevant filing and stores procedures.

AIR DEFENCE OPERATORS

(Flight Sergeant) (Ref. No. 16)

Duties will include the normal range of tasks expected of a Senior N.C.O. at that level, including the operation of all types of plotting / display equipment and ground / air radio communications equipment, and the organization and administration of a radar watch. Applicants should ideally be ex-N.C.O.s of the British Armed Forces with relevant experience, and must have received formal training and, by examination, have reached the standard of skill compatible with the rank of Flight Sergeant. Some experience in the trade training and examination of subordinates is desirable.

These are uniformed contract appointments of 3 years duration, unaccompanied (although short family visits to Oman may be possible) and the maximum age limit is 49.

Conditions of service include annual emoluments on engagement equivalent to £7,200 (Flt. Sgt.) and £6,800 (Sgt.) at the current rate of exchange (tax free); a generous end-of-contract gratuity; normal Service mess facilities with bachelor accommodation and services free of charge; and 60 days home leave annually (usually taken in two periods of 30 days) with air passages paid.

For further details, write giving brief summary of your qualifications and experience and quoting the appropriate reference number, to:

Senior Personnel Officer (Ref. NN8)
AIRWORK SERVICES LTD.
Bournemouth (Hurn) Airport
Christchurch, Dorset, BH23 6EB



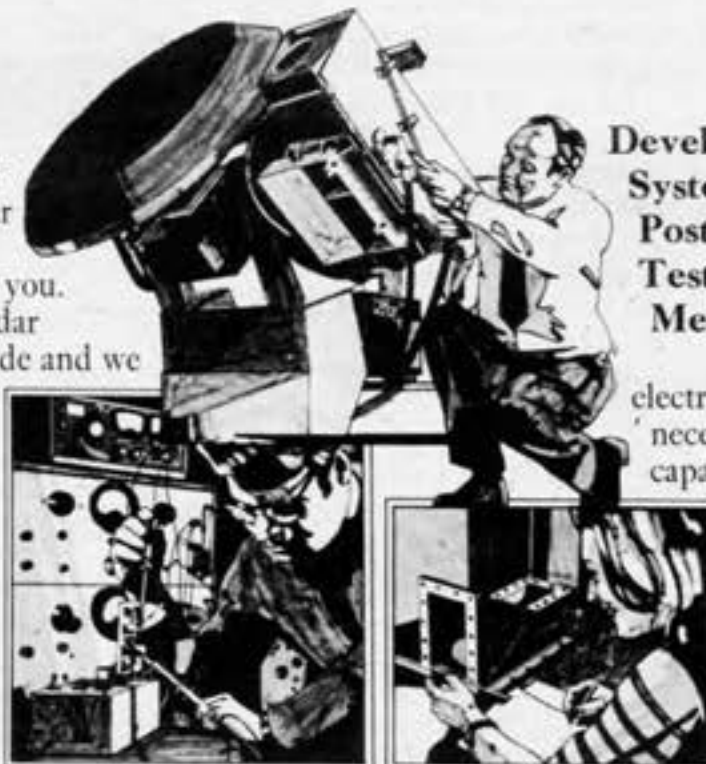
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- Test Engineering
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To find out more about your future with Marconi, please contact Ray Morgan, Marconi Space and Defence Systems Limited, Hillend Industrial Estate, Near Dunfermline, Fife. Telephone Dalgety Bay 822131.

Equal consideration will be given to applicants of either sex.

Marconi Space & Defence Systems (Hillend Fife)

A GEC Marconi Electronics Company

SPORT

Adventure up with leaders

With only a few days to go before the first yachts reach Cape Town at the end of leg one of the Whitbread Round-the-World Race, Adventure was in with a chance of finishing third.

Race officials were giving her no chance of catching *Flyer* or *Kings Legend*, but at the time of going to press she appeared to be leading a chasing group of five yachts.

Cdr. Peter Jack, project manager for the Joint Service entry, said that positions then available indicated Adventure would finish in the top five, possibly even third.

Pace-setting *Flyer*, skippered by Dutchman Cornelius van Rietschoten, was expected to reach Cape Town by October 5, perhaps even earlier if good winds held. Adventure's finish was forecast for about October 10. On handicap, *Flyer* owes the Services boat only two days and 20 hours, and Adventure was being given no chance of making up the difference.

CHASING

With Adventure in the chasing group were *Disque d'Or*, *Gauloises II*, *Traite de Rome* and *G.B.II*.

Adventure's voyage from Portsmouth has not been without incident. She has had problems with her compass and wind indi-

cator, and blew out a spinnaker which got dragged beneath the boat.

When it was recovered, two of the Navy's three representatives on board, CY Charlie Farnes and AAI Alan Malcolmson, assisted by Squadron Ldr George Glasgow, broke out the needle and thread to repair the damage.

A new £1,098 replacement spinnaker will travel with the second leg crew to Cape Town, and the torn sail will be returned to Portsmouth for professional repair.

The Navy's third member of the crew is Lieut. Ed Searle, one of three watch leaders under skipper Squadron Ldr Jim Watts.

In common with most boats in the race, the Joint Service Sailing Centre — based Nicholson 55 had a bad time in the doldrums and lost a day on the schedule kept up during her first leg win in the 1973-74 race.

Skipper Watts opted for the same easterly route taken by Adventure four years ago. And with the winds holding up well, his gamble appeared to be paying off as Adventure steadily improved her position on the final run to Cape Town.

Three sailors and a Royal Marines captain are included in Adventure's crew for the tough 7,600 mile voyage from Cape Town to Auckland. The Marine is Capt. Ian Leslie, serving at R.M.R. Tyne, and the Royal Navy personnel are Lieut. Roger Caesley (R.A.E. Farnborough), P.O. Tony Brown (JSSC) and CEMN1 Ernie Brown (H.M.S. Vernon).

LONG HAUL

Skipper for the long haul across the Southern Ocean is Staff Sgt. David Leslie of the Royal Electrical and Mechanical Engineers. His watch leaders are Lieut. Caesley, Chief Tech. Tony Mills (R.A.F.) and Capt. John Kiszely of the Scots Guards.

The other crew members are SSgt. Mac McGilp (Royal Signals), Sgt. Ian Spilstead (Royal Military Police) and Sgt. Oggie Heali (R.A.F.).

HUGE SEAS

David Leslie's men can expect grey skies, huge seas and icy winds in the Roaring Forties. At its most southerly, their route will take them through sudden hail squalls, sleet and snow showers. Freezing cold mist will appear and ice can be a danger in the Antarctic ice belt.

Adventure will be expected to reach New Zealand in mid-December.

Engineers' regatta

H.M.S. Sultan won the 1977 Engineers' Regatta in competition with Collingwood and Daedalus. Held at the Royal Clarence Yard, Gosport, most of the events were for trainees at the three engineering establishments.

A mixture of whaler and Bosun dinghy races and "fun" events saw Daedalus and Sultan finish on 15 points each, three ahead of Collingwood. Under the competition rules, Sultan were awarded the trophy as they had the better results in the medley relay.



Celebrating their six trophy wins during the Services Offshore Race from Portsmouth to Le Havre are the crew members of the JSSC-based sail training yacht Racer. From left to right (front) are REA Tim Green (white scarf), Surg.-Cdr. Tom Followfield (mate, with cap), REA Bob Turk, POWren Ronnie Bell, CRE Terry Nash (skipper, white jersey), AMN Paul Fletcher and Lieut. Jim Smith. In the back row are MECH Graham McTurk, RS Ken Quinell, Lieut. Rod Little and AA John Conyard.

Picture: The Brighton Marina.

NAVY KEEPS OFFSHORE RACE TITLE

The Navy made it two in a row when winning the 1977 Services Offshore Race from Portsmouth to Le Havre last month. In doing so, the Navy team retained the Madden Bowl which was first raced for last year.

Competing for the Navy were Chaser, a Nicholson 55 from the Joint Service Sailing Centre, Gosport; Thunderflash from RNEC Manadon; and Electron II, which is run by H.M.S. Collingwood.

Individual honours during the main race were cleaned up by HMSTY Racer, another Nicholson 55 from Hornet. Skippered by CRE Terry Nash (JSSC), Racer won six trophies in all — the Stafford Trophy as Division I winner, the DGT (RAF) Cup as the first JSSC Nicholson 55, the SRN Trophy for the first yacht to finish, the RORC Trophy for the first boat on corrected time, the RNSA Trophy for the best Navy-crewed yacht not in the team, and the Camper and Nicholson Trophy for the best yacht built by the company.

Chaser took the Division I runner-up trophy, and Electron II won the Division II runner-up award and the Braganza Cup for the first yacht run by a Portsmouth establishment.

MAIN RACE

Main race of the series started of Galkicker Point, Gosport. It took the fleet round the Isle of Wight to the East Shambles buoy in Weymouth Bay, and then across the Channel to Le Havre.

At Le Havre there was an inshore race which also constituted the start of the third race, back across the Channel to Brighton.

The R.A.F. won the inshore race, and the Army took the honours in the race back to Brighton Marina.

A variety of sea and weather conditions enlivened the main race to Le Havre. When the boats set off it was in poor visibility and strong winds from the west. This produced a nightmare of short, heavy seas and 40-knot gusts for the beat along the South Coast to Weymouth Bay.

Once round East Shambles



Windsurfing Amazonian

PO Tony Wright gets to grips with H.M.S. Amazon's new windsurfer. Windsurfing is proving popular with sailors and spectators alike, although it is not as easy as it looks, and an ability to swim is a distinct advantage.

Windsurfing is not the only sport enjoyed by the Amazon's company. Her teams have just won the Group Gibbsport trophy in hard-fought competition with H.M. ships Tiger, Cleopatra, Rhyf, Zulu, Mohawk and Dreadnought.

buoy, the yachts found the wind blowing a steady 15 knots just forward of the beam, making it a downhill run across the Channel.

Unfortunately, the winds softened the following morning and died away altogether after Racer had crossed the finishing line — leaving all the other vessels becalmed in the Channel.

Howzat, Berwick!

H.M.S. Berwick beat H.M.S. Leander by two runs to win the Fleet six-a-side cricket festival. On the way to the final, the Berwick beat H.M. ships Ajax, Fawn and Hermes.

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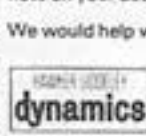
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SPORT

AIRMEN WIN WITH FINE TEAMWORK

A fine team effort by Naval Air brought them victory in the Inter-Command stroke play championship at Yeovil Golf Club, writes John Weekes.

All five of the Naval Air players whose scores counted came in the first 12 out of 51 competitors. They were helped by local knowledge of the course and some very high scores returned by their closest rivals.

Steady golf by Lieut.-Cdr. Ron McLean (MOD London) and Richard Moore (Portland) laid the foundation of the Air victory, and there was good support from LRO Nobby Stiles (FOST's Staff) and CPO Ian Tasker and Lieut. Ed Elliott from Yeovilton.

Command scores in the championship were: 1, Naval Air, 1,570 points; 2, Plymouth, 1,579; 3, Portsmouth, 1,587; 4, Scotland, 1,616; 5, Royal Marines, 1,639; 6, Medway, 1,663.

GOLF

Anyone running a book on the 1977 Royal Navy open golf championship would have made Lieut. Malcolm Edmunds (H.M.S. Collingwood) odds-on favourite. He was champion in 1974 and 1976, and his form this season for the Navy and Hampshire has been well above that of his rivals.

So it was no surprise when Lieut. Edmunds did win the championship — played concurrently with the Inter-Command at Yeovil — by 11 shots.

Apart from his skill and consistency, Malcolm Edmunds has a flair for the big occasion. His

rounds of 73, 77, 73 and 72 on a course which was playing long for its par of 72 (standard scratch 69), reflected his high-class golf.

Runner-up for the second year was Lieut. Alan Bray, who has been at sea in H.M.S. Antelope for most of the season. He won after a sudden death play off with Lieut. Jim Grieve, now on course at H.M.S. Dryad, and shortly going to H.M.S. Avenger. Type 21 frigates must be good for golf!

Both men played very well and Jim Grieve was actually leading the field after two rounds.

In fourth place was a newcomer to Navy golf, Mid. Nick Gasson from BRNC Dartmouth. He looks a fine prospect.

Also playing well were REM Ken Taylor (H.M.S. Sovereign) and Cdr. Jim Hunter, now standing by H.M.S. Cardiff, who broke 80 on each of his four rounds. A word of welcome for the 1973 Navy champion, FCPO Gus Stretton, who remains on the Navy golf scene by being stationed at the R.N. and R.M. Careers Office at Swansea — long may he be there.

Many other golfers did at least one good round but could not put it together for the necessary four rounds. Scores were better than last year at Cardross, the Inter-Command teams actually taking 422 shots less between them.

While conditions were probably easier, could Navy golfers also be getting better?



Above — About to be bunkered on the 18th at Yeovil is Lieut. Laurie Williams, the only Naval Air player whose score did not count towards his team's Inter-Command stroke play victory. Directing operations is team captain Lieut. Tony Hodgson, with (left to right) CPO Ian Tasker, Lieut.-Cdr. Richard Moore, LRO Nobby Stiles, Lieut. Ed Elliott, and Lieut.-Cdr. Ron McLean about to carry out the dirty deed. Pictured right is Lieut. Malcolm Edmunds, winner for the third time of the Navy's open golf championship.



WHEN WHAT AND WHERE

OCTOBER

- 1-2 — Golf: Cornish Piskay Tournament (Newquay).
- 2 — Kayak: Wey LD (Guildford).
- 3 — Angling: I/S Coarse Angling Championships (Great Ouse, Hants); Fencing: R.N. B v. Sandhurst (Sandhurst).
- 8 — Cycling: I/S Hill Climb (Chippingham).
- 7-9 — Sailing: Inter-Command High Performance Team Dinghy Championships (Plymouth).
- 9 — Cycling: I/S SUP TTT (Chippingham); Kayak: Kennet River Race (Newbury); Kayak: Scottish LD Championships (Dunkeld).
- 10 — Swimming: C.S.S.A. v. British Police v. Civil Service (R.A.F. Cosford).
- 13-14 — Volleyball: R.N. Inter Unit Championships (H.M.S. Nelson).
- 14 — Squash: R.N. v. Surrey (Woking).
- 15 — Cross country: R.N. v. Oxford University (Oxford).
- 15-16 — Fencing: Leicester Tournament (Leicester); Volleyball: R.N. v. Hemel Hempstead v. Putney (H.M.S. Sultan).
- 16 — Kayak: Longridge LD (Longridge).
- 20-22 — Badminton: R.N. Championships (H.M.S. Sultan).
- 22 — Squash: R.N. v. Devon (BRNC, Dartmouth); Judo: R.N. v. R.M. v. B.J.A. South (Sutton Barracks, Plymouth).
- 23 — Kayak: Avon Descent (Chippingham).
- 26-27 — Boxing: R.N. Novices and Youth Championships (Plymouth).
- 28 — Squash: R.N. v. London House (London House).
- 29 — Rugby: R.N. (U19) v. Braham Coils (Lymington); Cross country: R.N. v. Walton v. S.L.H. v. Cambridge (Coulson); Fencing: R.N. v. Magnawood Club (Leicester); Swimming: R.N. v. U.A.U. (London).
- 30 — Table tennis: R.N. Women v. Surrey County (H.M.S. Dolphin); Kayak: Cambridge LD (Cambridge); Fencing: R.N. and East Midlands (Leicester).

NOVEMBER

(1st week)

- 1 — Boxing: R.N. (Portsmouth) v. Metropolitan Police (London).
- 2 — Football: Navy Cup Final.
- 3/4 — Basketball: R.N. Championships (H.M.S. Nelson).
- 4 — Squash: R.N. v. R.A.C. London (London).
- 5 — Rugby: U19 R.N. v. Cornwall Schools (Cornwall).
- 6 — Volleyball: R.N. v. Whitefield v. Poole (Bristol); Rugby: R.N. U19 v. Cornwall Colts (Rectory, Devonport); Hockey: U21 R.N. v. Devon U19 (CTCRM, Lymington).

Steve warms to a long, cold swim

In a water temperature of 59 degrees F and a biting wind that forced six of the 25 starters to retire, the Royal Navy won the Inter-Service long distance swimming championships at Lake Bala, North Wales.

Individual winner was AB Steve Whiteley, of H.M.S. Vernon. An unknown talent until he came under the wing of Navy coach CPO Sandy Hindshaw, Whiteley finished in a time of 1hr. 12min. 12sec., a good effort considering his lack of experience.

Team captain Lieut. Peter Stephens, an experienced long distance swimmer, was third in a time of 1.21.54, and Lieut. Ian Vosper finished

fifth.

The Navy has yet to be beaten in this event, inaugurated in 1976.

Sixteen Navy personnel, including five members of the WRNS, have been selected for the Combined Services match against the British Police and Civil Service at R.A.F. Cosford on October 11.

CPO Hindshaw (H.M.S. Nelson extension 24132) is looking for "veterans" to represent the Navy at the 1977 Otters Masters Tournament at Marshall Street Baths, London, on October 22. The Navy has been runners-up for three consecutive years. Age group categories are 25-29, 30-34, 35-39, 40-44, 45-49, 50-59, and 60-plus.

Torquay's sporty types

H.M.S. Torquay's company are no slouches when it comes to sport. In the last 12 months the frigate's sportsmen have taken 20 places in Fleet teams at Command level, nine at Royal Navy representative level, and one at Combined Service level.

The range of sports is impressive in itself. H.M.S. Torquay sportsmen turn out for the Navy at sailing, bobsleigh, water polo, judo, show jumping, canoeing, polo and soccer. Much of the credit must go to the enthusiasm of POPTI Ian "Club" Doig, whose services to the ship have earned him an award from the Herbert Lott Trust Fund.

BOBSLEIGH

Among the ship's Navy sportsmen are Lieut. Ian Shepherd, captain of the Navy bobsleigh team while serving in the Torquay, and MEM Peter Lister, one of the Navy's few show jumping stokers. He has participated at both the Royal Windsor Show and the Royal Tournament as a member of the R.N. show jumping team.

Sub-Lieut. Joe Richards recently won both the Burton Cup and the national National 12 championship at Weymouth in a boat designed by himself and fitted out at H.M.S. Excellent.

ATHLETICS

Seasons of change . . .

The Navy's 1977 athletic season was one of change: RELMN(A) Trevor Walhen succeeded veteran Henry Sharp as coach and team manager, several new faces arrived on the scene, and the Navy championships produced some unexpected results.

PO Muguso Johnson (H.M.S. Sultan), on loan from the Kenyan Navy, broke the R.N. triple jump record on several occasions, and was one star of the championships.

Another was Lieut. Rees Ward (RNEC Manadon) who won the 5,000m. in record time. CWren Jane Walsh (H.M.S. Raleigh) stole the show by winning a variety of women's events.

CHAMPIONS

CWren Walsh was also one of the Navy's two lone champions at the Inter-Services. She won the 800m. in record time while LAM Ty Lewis (H.M.S. Hermes) claimed the 400m. hurdles for the Navy.

Jane Walsh's contribution to the season did not end there. While representing Combined Services she broke the Navy 800m. record, a feat matched by Wren Jane Pickering (H.M.S. Drake) in the discus. A third member of the WRNS to represent Combined Services was LWren Maggie

Johnson of H.M.S. Osprey.

Trevor Walhen, Muguso Johnson and Ty Lewis appeared for the Services in the annual fixture against Southern Counties, a match won narrowly by the Counties-team.

INTERNATIONAL

On the international scene, Lieut. Ward competed for Scotland in the 1,500m., Colour Sgt. Ted Kellend (42 Cdo R.M.) for Wales, and Cpl Phil Lewis (CTC Lymington) for Great Britain in the decathlon. Cpl Lewis also won the Inter-Services decathlon title.

After relegation last season, the R.N. Athletics Club (South) battled back through six tough league fixtures to gain promotion back to Division I.

At the club's bi-annual meeting last month, awards were made to MNE A. Woodin (R.M. Poole, Centaur Trophy, track), PO T. Walhen (H.M.S. Nelson, Sussex Bowl, field), Cpl D. Needham (R.M. Poole, Sinfield Trophy, 800m.), AB S. Hall (H.M.S. Nelson, Three Mile Trophy), and APP T. Price (H.M.S. Collingwood) most improved athlete.

The Navy has two cross country matches during October, against Oxford University at Oxford on the 15th, and at Coulsdon, Surrey, on the 29th.

MODERN PENTATHLON

. . . and promise

Promising performances by several juniors during the 1977 season suggest the Navy's modern pentathlon prospects are looking up.

At senior level, POPT Tim Keneally five times represented Great Britain at international level, and is now rated in the country's top six.

In the national championships he finished eighth despite scoring 5,200 points, just 400 off the world record. Modern pentathlon involves five different sporting codes: running, swimming, fencing, riding, and shooting.

MEM Jim Nowak, of H.M.S. Intrepid, has led the field in a promising team of juniors. He finished 12th in the nationals despite the handicap of serving in a ship, and has already represented his country abroad.

Given the opportunity to train properly, he would certainly be rated among the country's top five juniors. MNE Chris Nesbitt (CTCRM) finished one position ahead of MEM Nowak in the British junior championships.

MEM Danny Boon (H.M.S. Falmouth) joins the senior ranks next season after success as a junior and appears to have the dedication to do well. Other juniors to compete at the British championships were AB Micky Flaherty (H.M.S. Excellent), PMT Pat Dunleavy (H.M.S. Osprey), and STD Trevor Glen of R.N. air station Yeovilton.

SPORT

Canoeists pressurize the Army

The Navy's improving canoeists gave the all-conquering Army team their toughest challenge for years during the 1977 Inter-Service long distance and sprint championships.

Long distance honours were decided over a 12½-mile, two-portage course on the River Trent. Sgt. Tony Alun-Williams (R.M.) and Lieut Clive Waghorn (R.N.C. Greenwich) chased the Army all the way to finish second in the K2 event.

Other Navy canoes to count were LREM Barry Grace (H.M.S. Dolphin) and LREM Duncan Richman (R.N. Presentation Team) in eighth position; CEA2 Dave Flynn (Ajax) and LREM Phil Richman (Dolphin) in tenth; Lieut. M. Barge and AA3 R.

McQueen, 12th; and AA2 I. Tucker and AA2 T. Owen, 14th. Sub-Lieut. G. Rowell headed the Navy challenge in the K1 contest, finishing third behind two Army paddlers. Sgt. Bob Dickins (CTCRM) was fifth, Cpl Doug Oseland seventh, CAF Jeff Chandler (Daedalus) eighth, and MEA2 Tom Hackney tenth.

POSITIONS

Final team positions were: 1, Army (180 points); 2, R.N. (121); 3, R.A.F. (59).

The Navy pushed the Army even harder at the sprint championships staged last month at Holme Pierrepont, the National Watersports Centre.

Sgt. Alun-Williams easily won the K1 500m, with Lieut. Waghorn fourth and LREM Grace sixth.

In the K2 1,000m., Alun-Williams and Waghorn finished second to the Army, with Flynn and Rowell fourth and Grace and Duncan Richman sixth. The K4 500m. also went to the Army, followed home by the Navy crew of Rowell, Flynn, Oseland and Dickins.

K1 WIN

Alun-Williams won the K1 1,000m., supported by Waghorn in fourth and Flynn in seventh. Alun-Williams and Waghorn were soon back in action to finish second in the K2 1,000m., with Flynn and Rowell tying for fourth place and Grace and Dickins in seventh.

The last chance for the Navy to close the gap was in the K4 1,000m., but Rowell, Grace, Oseland and Dickins again finished second, leaving the Army overall winners on 86½ points. The Navy were second on 75½ and the R.A.F. third on 29.

To mark their retirement from Navy canoeing, Jeff and Marion Chandler were presented with two silver goblets at the sprint prize-giving.



Pictured in front of the ship's emblem are H.M.S. Gavinton's successful boxers. Left to right are Lieut. Bernie Bruen, who got his "shiner" on the way to winning the light-middleweight title and best boxer award; AB Garry Abnett, who broke his hand while winning his welterweight semi-final; SEA(D) Martin Davies, who won the light-heavyweight title; and SEA Mike Preece, who took the featherweight title.

Giant-killer Gavinton

Little H.M.S. Gavinton came within a whisker of beating the Goliaths at the Royal Navy's reinstated Scotland and Northern Ireland novice boxing championships.

H.M.S. Neptune won the team trophy, but only by a single point from the 350-ton minehunter. Second place Gavinton finished ahead of two frigates, H.M. ships Yarmouth and Nubian, and the establishment teams from Caledonia, Cochrane and Gannet.

Hosts Neptune took the championships, which had not been contested for 12 years. For Neptune, team captain AB Bates won the heavyweight contest, RO Moore the middleweight division, and REM Johnson won the lightweight bout.

To achieve their success against shore establishments with up to 50 times her available manpower, the Gavinton's team

trained hard for the event. They might have got even closer to winning if AB Gerry Abnett had not broken his left hand in winning his welterweight semi-final. The injury prevented him from appearing in the final.

Team results were — 1, H.M.S. Neptune, 12 points; 2, H.M.S. Gavinton, 11; 3, H.M.S. Yarmouth 10; 4, H.M.S. Caledonia, 7; 5, H.M.S. Cochrane, 6; 6, H.M.S. Gannet, 4; 7, H.M.S. Nubian, 3.

Galatea topple cup holders

Shock result of the first round of the Navy Cup was H.M.S. Galatea's 2-1 victory over R.N. air station Cudrore, holders of the Navy's premier soccer trophy, writes Jack Sheppard.

And just to prove that the Galatea was not the only ship capable of overcoming opposition from a big shore establishment, H.M.S. London beat H.M.S. Vernon 1-0, H.M.S. Falmouth beat H.M.S. Excellent 6-2, and H.M.S. Norfolk beat H.M.S. Mercury 2-0.

Other first round results were: H.M.S. Centurion 6, H.M.S. Herald 0; Collingwood 3, Nubian

SOCCER

0; Nelson 8, Blake 4; Bristol 3, Dryad 5 (after extra time and penalties); Daedalus 4, R.M. Poole 2; Defiance 2, Dido 0; R.N. hospital Stonehouse 8, Sirius 2; RNAS Yeovilton 6, R.M. Barracks Stonehouse 0; CTCRM 3, 3 Commando Brigade 2.

The second round and regional semi-finals and finals are scheduled to be played on October 12, with the semi-finals proper on October 19 and the Navy Cup final on November 2.

Yeovilton won the Naval Air Command soccer festival played at Yeovilton last month. They beat Daedalus 1-0 in their semi-final, and H.M.S. Osprey by the same margin in the final. Osprey's semi-final win was at the expense of Cudrore, by two goals to one.

Results of the preliminary matches in the R.N. Youth Cup went pretty much as expected. Fifteen teams entered the competition and the semi-finals and finals will be played on October 15 and 16. Quarter-final results were: H.M.S. Collingwood 1, H.M.S. Mercury 2; H.M.S. Figard 1, H.M.S. Raleigh 3 (after extra time); R.M. Deal 1, H.M.S. Caledonia 5. The other quarter-final was between H.M.S. Daedalus and H.M.S. Heron.



wanted

WANTED . . . one bobsleigh brakeman to compete in the British Bobsleigh Championships at Winterberg, West Germany, from December 6-18. Successful candidate could qualify for world championships in the U.S.A. Applications to LACMN Colin Rimmer of 771 Squadron, R.N. air station Cudrore (telephone Helston 4121 ext. 2433). Colin (that's him in the front!) is busy overhauling the Navy blue bobsleigh in which he gained 18th place in the world championships last January. His long-term aim is the 1980 Winter Olympics.

JONES HELPS HANTS TO BEAT NAVY XV

The Royal Navy rugby side are always on a hiding to nothing at this stage of the season, writes Mike Vernon. Their matches with the counties provide useful opposition before the county championship games, but are little more than a mind-clearing exercise for the Navy selector.

Hampshire looked unusually sharp against the Navy at Portsmouth on September 21, and scored ten points in each half without reply. Apart from the third quarter, the Navy were outplayed up front and at scrum-half, and were back-peddalling throughout.

Hampshire led at the interval by two penalties and a try by Alan Jones, who was lining up with Peter Pircey and Steve Turner against his naval colleagues.

Jones scored again from a blind-side move early in the last quarter and Hampshire rounded off with the best try of the match down the left wing.

From the Navy's point of view, there was some good tackling by the threequarters and some fine

defensive kicking by fly-half John Leigh, who is benefiting from first-class experience with Bristol.

ENLIVENED

The visiting U.S. Navy rugby team from San Diego enlivened Burnaby Road, Portsmouth, with a scintillating 14-14 draw against United Services Buccaneers.

The Americans threw the ball about with gay abandon, and their fitness and tackling is unlikely to be bettered this season. They were not so sophisticated in the forward arts, but nevertheless narrowly missed victory in the dying seconds when a conversion was fluffed in front of the posts.

They won many friends during their short stay in Portsmouth, and their Barbarian-style approach to the game deserves success. During a short stay with the Army they accounted for Aldershot Services, 20-12, but have since come unstuck against the Royal Marines at Poole (26-14) and against an augmented R.N. Portland XV (23-9).

MARKSMEN IMPROVE, BUT TRAIL

Although the Army easily retained the Inter-Services long range smallbore rifle championship which they have won for the last five years, a relatively inexperienced Royal Navy team did better than for several years, writes Roger Herbert-Smith.

Half the Royal Navy team for the Gilbert Trophy competition at Ash Ranger on September 16 and 17 were newcomers.

In the long range match, the Navy eight scored 6,159 points out of 6,400 to finish second to the Army, whose 6,259 points was a record for the match. The Navy's total was 21 more than last year and beat the RAF by 13 points.

The Territorial Army were fourth, three points behind the RAF, and the RNR fifth with 6,122, 70 points more than last year.

Best individual score for the Navy was made by CPO John Krumins (H.M.S. Collingwood). He scored 780 out of 800.

50m. MATCH

The Inter-Service 50m. match (highest possible score 4,800) was also won by the Army with a record 4,705. The Navy were again second, 52 points behind, the RAF third, TAVR fourth and RNR fifth. The Navy team improved on last year's total by 60 points. FCPO Ted Metcalfe, who flew home from Gibraltar to take part in the meeting, was top R.N. scorer with 592 out of 600.

The Royal Navy long range smallbore champion for 1977 is CPO Krumins with a total of 2,140 points out of 2,200, one point more than FCPO Metcalfe and nine more than Cdr. Peter Probert (H.M.S. Mercury), the R.N. team captain. PO Wren Sue Byrne, of H.M.S. Warrior, who finished seventh in the championship, is the first Wren to win a Navy long range smallbore team badge.

PISTOL MATCH

The Inter-Services smallbore pistol match was shot during the NSRA's pistol championship

meeting at Bisley at the end of August and was won by the Army for the third year running, once again with a record score. The Navy, also for the third year, were second.

CPO Mick Reed (H.M.S. Daedalus), team captain and R.N. smallbore pistol champion for the last four years, again made the highest individual score for his team as he has done every year since he first shot in the match five years ago. His 559 was out of 600 was his best for the Navy.

Combined Services, captained by Lieut. Henry Watson (H.M.S. Naiad), beat the Civil Service by 16 points in the annual target rifle match at Bisley. Combined Services' top ten out of the team of 12 scored 1,887 against the Civil Service's 1,871.

Lieut.-Cdr. John Adshead (H.M.S. Dryad) scored 190 for the Combined Services, including "possibles" at 300 and 600 yards. Capt. Ian Healey (CTCRM), who also put all his shots in the bull at 300 yards, totalled 188, and LAM Mick Mifflin (H.M.S. Daedalus) 185.

Nelson win hockey cup

H.M.S. Nelson, the current R.N. Hockey Cup champions, had too much class and experience for a young Collingwood side in the final of the Portsmouth Area six-a-side hockey tournament. Nelson won 2-0.

In all, 20 teams from ten establishments and six ships took part in a keenly contested tournament played at R.M. Barracks, Eastney.

Britannia's pud gets a transatlantic flavour

The Royal Yacht's Christmas puddings should have a transatlantic flavour this year as the mixture being stirred here in traditional style is now taking a round trip to the Caribbean.

Early-made puds were a "must" for H.M.Y. Britannia. She is going to be busy at sea and will not return to the U.K. until late November. Now the mixture will have sufficient time to mature thoroughly on passage across the Atlantic in each direction.

The stirring was carried out by Mrs. Janlon, wife of the Flag Officer Royal Yachts

(Rear-Admiral Hugh Janlon), seen with the cooks and the youngest Yachtsman on board, NA Lincoln, who assisted with the stirring.

The Britannia left the U.K. on September 30 for the last of the Queen's Silver Jubilee tours. Nassau in the Bahamas will see the start of the Royal Tour, and the Britannia will then celebrate Trafalgar Day at sea and go on to visit Tortola in the British Virgin Islands, Antigua, and finally Barbados, from where the Queen will return to open Parliament. On her way home, the Britannia will call at Madeira.

Picture: LA(Phot) Tom Suddes.



N-Trust offer extended

A six-month extension has been agreed to the initial 12-month period during which there have been special conditions for automatic acceptance of applications for N-Trust cover.

No further extension is likely after the one now granted expires on March 31 next year.

FIVE CLAIMS

Five claims have been reported on the scheme, which was launched on October 1 last year. Ages of members who have died range from 32 to 48, while total value of benefit varies between £64,000 and £16,000.

During the same period another 69 officers and ratings, other ranks R.M., and members of the WRNS and QARNNS have died who were not members of N-Trust.

Those wishing to join can do so at their Pay Office.

U.S. NAVY TO LOOK AT SEAWOLF

The Royal Navy's newest weapon for the defence of ships against missile attack will be demonstrated to the U.S. and Canadian navies this month.

The new missile system Seawolf has been undergoing proving trials for two years on board H.M.S. Penelope, which sailed for Philadelphia in September to take part in NATO exercises.

She will go to the U.S. Navy base at Norfolk, Vir-

ginia, for the Seawolf demonstration.

In a recent test firing Seawolf shot down a 4.5-inch shell.

A series of test firings has been planned for the next few years in line with the U.K. Government's policy of maintaining the effectiveness of the British Polaris deterrent.

The first of these firings took place in September from a ground launcher at the U.S. Space and Missile Test and Evaluation Centre, Cape Canaveral.

The final Summary

The Naval News Summary, which has gone out from London (originally as the Admiralty News Summary) for nearly a quarter of a century, now fades into history with its final issue (No. 362).

Started in 1953, the Summary was used to keep those interested in Royal Navy affairs up to date with events in the Service. It found its way into many places at home and abroad and undoubtedly performed a useful role.

ERODED

"However, as time has passed its usefulness has been eroded," says an item in the final issue, which makes it clear that the need for economy played a part in the decision to cease publication.

The editor of the Summary thanks readers and contributors for their support, and the final issue also contains this reminder: "Readers who wish to keep in touch with Royal Navy affairs and who do not already subscribe to the Navy's own newspaper, Navy News, are recommended to write to the editor, Navy News, H.M.S. Nelson, Portsmouth, Hants."

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Sea dogs pay off

(Continued from Page One)

Apparently no overall record of pets is maintained, but the impression is that numbers have been far fewer in recent years.

The ban on animals also applies to Royal Fleet and Royal Maritime Auxiliary ships and vessels, and the instruction makes it clear that the warm-blooded mammals involved are those subject to the rabies order

(lest someone thought sailors might be included).

The Gavinton sums it all up when she says "Junior Rabbit Grobbinton will be sadly missed by his ship's company, as will the pets of many other vessels as we say farewell to the seagoing mammal."

DCI(RN) J 575, outlining the regulations on importation of animals and birds into Great Britain and Northern Ireland, says that despite wide publicity for rabies control measures, Servicemen, MOD employees and their families continue to transgress over illegal importation of animals. Penalties now include unlimited fines and up to a year in gaol.

Full details are given on importation procedures, application for licences, and ports and airports at which authorized landings of animals may take place. The instruction also gives the quarantine rules — for those who might be interested, vampire bats have to be quarantined for life.

See also Newsvision, Page 18.

VOTES

(Continued from Page One)

He made the point that one of the main advantages of the new system (which also applies to Service women and their husbands) is that once on the register, the Service voter will not need to re-register in the same constituency until he or she ceases to be eligible as a Service voter.

However, a Service voter can re-register in a new constituency if he or she has moved and wishes to change place of registration.

More detail is contained in an official notice on page 13. This stresses that the Service declarations have to be dated not later than October 10 and to reach the electoral registration officer by December 16.

Stamp profit

All but 2,000 of the 60,000 official Royal Navy philatelic covers commemorating the Review of the Fleet were sold, producing a profit of £10,000 for the Captain of the Fleet's Fund, used for Fleet welfare.

Lieut.-Cdr. Jim Hansford, RNR, the Review Fleet Mail Officer, was in charge of the venture, and Lieut. Larry Hamerton, RNR, was the Philatelic Officer.

Lovely support



There's nothing like having the support of the three Armed services... especially when pretty arms like these are propelling you into the cockpit of the famous Fairey Swordfish.

Lucky recipient of the tri-Service lift-off is Lieut.-Cdr. Chris Johnson, commanding officer of the Fleet Air Arm's Historic Flight, and it was all part of the fun at the hugely successful International Air Day at R.N. air station Yeovilton on September 3.

JUBILEE FLYPAST

About 30,000 spectators saw a flying programme which included a Jubilee flypast by helicopters and displays by the Red Arrows, the Hunter aerobatic, the Blue Herons and the Battle of Britain Memorial Flight.

Other items which kept families enthralled for three hours under an almost cloudless sky were a pair of German Starfighters, a Fieseler Storch and a B17 Flying Fortress. Aircraft from Belgium and the United States, as well as some of Britain's cherished naval aircraft, formed part of the static display.

Picture: PO(Phot) Lea Warr.

CALENDAR

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