

Navy News

SEPTEMBER 1977 5p

NEW SCALES OF JUSTICE



BRITISH MISSILES FOR SEA HARRIER

Guided missiles for the Royal Navy's Sea Harriers were named, and an improved version of Sea Dart announced, when it was reported in August that decisions had now been reached on four guided weapons systems for the Forces.

The Sea Harriers are to have the British Aerospace anti-ship missile P3T, reported as capable of defeating known and expected Warsaw Pact ship defences. This sea-skimming missile was selected after consideration of the U.S. air-launched Harpoon alternative and took into account economic, industrial, and operational factors. The Sea Harriers are also to have the U.S.-designed Sidewinder AIM 9LS short-range air-to-air missile, acquired — it is hoped — through a European consortium.

For major improvements to Sea Dart, British Aerospace and other British firms have been invited to undertake project definition work. Improvements are now needed to keep pace with the changing threat, particularly in electronic countermeasures.

Sea Dart, the Navy's principal area defence surface-to-air missile system, is expected to be provisionally accepted into service this year. It has been installed in H.M. ships Bristol, Sheffield, and Birmingham. The Sheffield is expected to be the first ship to have the improved equipment.

Announcement of the guided weapon programme was made by the Minister of State for Defence (Dr. John Gilbert).

The Royal Navy helped make history when the Queen flew for the first time in a helicopter from H.M.S. Fife in Belfast Lough to Belfast to start her two-day visit to Northern Ireland. The colourful Wessex helicopter of the Queen's Flight took off from the guided missile destroyer, which was acting as escort to H.M.Y. Britannia during the highly-publicised visit to the Province.

The Queen was met on board the Fife by the Minister of State for Northern Ireland (Mr. Roy Mason) and the commanding officer of the Fife (Capt. G. C. Lloyd).

Picture: LA(Phot) Tom Sudde



"Scale" and "mulcts" are to be words of the past for sailors of the Royal Navy who fail to answer the call of duty on time. Although wilful absence will continue to prove expensive, the new aim is to "make the punishment fit the crime."

Until now, "scale" penalties have been governed by Queen's Regulations, the flexibility allowed to commanding officers being limited.

If "being the same for everyone" can be claimed as a merit, the old system certainly had that, and it offered an unwavering emphasis on the naval virtue of punctuality.

Taking time off and letting your messmates do the work produced official reaction as precise in its terms as the marks on a yard rule.

mercy weigh the same throughout the Service.

To ensure this measure of consistency in the treatment of leave-breakers, the Commanders-in-Chief are promulgating what will be known as the tariff, which relates fines to length of absence.

Although this may sound like the same old beans in a new tin, the differences have an important bearing on the "few minutes late" cases.

(Continued in Back Page)

Devonport in the news



The Navy's field gun trophies have gone West — and landed in the arms of much-admired TV newsreader Angela Rippon. Devonport's field gunners triumphed on a grand scale at this year's Royal Tournament to take these five trophies and one more besides. (Full story in page 31).

Angela, who has strong links with the West Country, was happy to share Devonport's success when she paid them a visit and was presented with a plaque by Lieut. Tony Taylor.

Photo: LWren Tiz Brennan

GOOD LUCK, ADVENTURE

Adventure's first leg — heading for Cape Town on the first lap of the Whitbread Round-the-World Race — broke into their precious preparation time at Hornet, the Joint Service Sailing Centre at Gosport, for this picture. In the front row, from left to right, are skipper Squadron-Ldr. Jim Watts (standing), Capt. Jim Stanyer REME, WRAC Sgt. Sharon Hope, CY Charlie Farnes (H.M.S. Mercury), Lieut. Ed Searle (J.S.S.C.), and Squadron-Ldr. George Glasgow. At the back are Flight-Lieut. Romeo Ryott, Flight-Lieut. Kirk Webster and AA1 Alan Malcolmson (707 Squadron, Yeovilton). Missing from the photograph is Capt. Peter Enzer of the Royal Engineers.

Picture: CPO (Phot) Tony Wilson

See also Page 37

Channel Island 'jolly'

The radar shutdown at Yeovilton provided an ideal opportunity for 14 Wrens to visit Alderney, one of the Channel Islands, for one week's expedition training under canvas.

During a seven-hour sea trip in the Fleet tender Cricklade, the Wrens produced excellent meals, took their turns at the wheel and also did look-out duties.

On reaching Alderney they pitched camp and split into self-contained groups of two — each with their own tent, food and cooking equipment — which allowed each group to explore the island independently.

Each day a duty party of one man and at least two Wrens remained on board Cricklade for cleaning duties as well as the full-time job of looking after the ropes. With a difference of 16 feet between tides the importance of this job was quickly realized.

The all-male crew comprised Lieut. Nick Haward, CPO Hugh Gibson, Lieut.-Cdr. Will Barker, Flt. Lieut. Stompe Nesbitt, CRS Len Lennard, and POME Pete Edmonds. The Wrens were Chief Wren Ems Foxton, PO Wren Norma Walker, Leading Wrens Flip August, Eleesa Bennett, Step Coote, Phil Whitfield, and Wrens Pauline Phillips, Julia Goodrum, Maxine Adams, Jackie Hendy, Mandy Brookes, Naomi Greenhalge, Denise Moss, and Alison Patrick.

LIVERPOOL LAND EXPED SUCCESS

In good health, if somewhat exhausted, members of the Joint Services Expedition to Liverpool Land, Greenland, were expected to arrive at Glasgow Airport on September 4.

Despite earlier setbacks caused by bad weather conditions, when melting snows made travel frustrating and hazardous, much of what the expedition set out to achieve has been accomplished.

SWOP DRAFTS

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

DEM2, M. J. McKenna, 3L Mess, H.M.S. Ajax. Due to join H.M.S. Rooke (Refit Group), November 14. Will swap for any Scottish shore base, preferably H.M.S. Neptune.

LRO(G), G. W. Ashley, 3E Mess, H.M.S. Falmouth. Drafted to Northwood, early December. Will swap for Portsmouth area billet.

LS(S), K. J. Chamberlain, H.M.S. Bulldog.

Will swap for any frigate going foreign.

RO1(G), J. Rowanree, H.M.S. Duxford. Drafted to H.M.S. Jupiter, October 3. Due Mediterranean deployment. Will swap for COMCEN Whitehall, or London shore draft.

AB(M), L. E. Rose, 2EA2(A) Mess, H.M.S. Ark Royal. Will swap for any Devonport frigate.

LEM(A), M. Mortimore. Drafted to H.M.S. Seahawk, R.N. air station Culdrose, February 16. Will exchange for any small ship's flight at Portland. Replies to 111, Franklin Road, Rowner, Gosport, Hants.

MEM, J. D. Skillcorn, H.M.S. Neptune. Drafted H.M.S. Ark Royal, December 19. Will exchange for any frigate due Far East deployment during 1978.

LMEM, D. R. J. Parry, H.M.S. Sultan.

Drafted H.M.S. Yarmouth, December 3. Due long refit, Rosyth.

AB(M), D. M. Parker, 231 Mess, Saumarez Block, H.M.S. Nelson, or H.M.S. Bulwark. Drafted H.M.S. Torquay, December. Will swap for any Plymouth ship in long refit.

LS(MW), C. A. Moore, 34 Mess, Hawkins Block, H.M.S. Drake. Drafted to H.M.S. Crichton, December. Devonport refit until early 1978, then fishery protection duties from Rosyth. Will swap for any Devonport or Portsmouth ship.

LS(R), C. Wood, Priory 2, H.M.S. Dryad. Drafted H.M.S. Charybdis, January. Will swap for H.M. ships Birmingham or Newcastle, or any Type 42.

POWTR, I. F. Fretwell, Flag Officer Submarines, Gosport. Staff moving to Northwood, December. Will exchange for any Portsmouth shore base.

REM3N, P. Chisholm. Drafted H.M.S. Jaguar, Reserve Ship Unit, Chatham. Will swap for any REA or RMECH with Portsmouth area shore base. Replies to 61, Lumsden Road, Eastney, Portsmouth.

REM1, K. Bowman, 2R2 Mess, H.M.S. Ark Royal. Drafted to H.M.S. Defiance (static), October 3. Wishes to swap for shore base in Scotland.

AB(S), J. M. Woodland, 8 Mess, H.M.S. Eskimo (due to deploy West Indies). Wishes to exchange for H.M.S. Pembroke, Chatham.

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

Antrim's £2,000

H.M.S. ANTRIM'S latest acquisition for a children's ward at the Royal Marsden Hospital, Sutton, Surrey, was a £900 video tape recorder. It brought to £2,000 the value of gifts given by the ship's company to the Princess Chula Ward since 1973. The ward specializes in malignant diseases in children.

The liaison started when a child of one of the then ship's company was admitted as a patient.

A cheque for £1,000 has been presented to Action for the Crippled Child by the ship's company of H.M.Y. BRITANNIA. The money was raised in the Royal Yacht over the past 12 months.

While on deployment, the chief petty officers of 2K Mess, H.M.S. JUPITER, collected £320 for the League of Friends of the Royal Eye Infirmary, Plymouth.

Thirteen chief petty officers from the hull adual course ran from H.M.S. CALEDONIA to H.M.S. Calloipe, the R.N.R. unit at Newcastle. The race was first planned as an efficiency test, but sponsorship of the event raised nearly £400 for the Silver Jubilee Appeal Fund. The run lasted 24 hours and every member of the team lasted the distance of 134 miles.

About 2,500 people enjoyed an open day at H.M.S. ROYAL ARTHUR which raised more than £1,000 for Service charities and the Silver Jubilee Appeal Fund.



There's nothing like a good log to put your feet up on when you have walked as far as this party from R.N. HOSPITAL HASLAR. In all, 86 sponsored walkers from Haslar set out from Harting Hill, near Petersfield, and raised more than £600 for King George's Fund for Sailors.

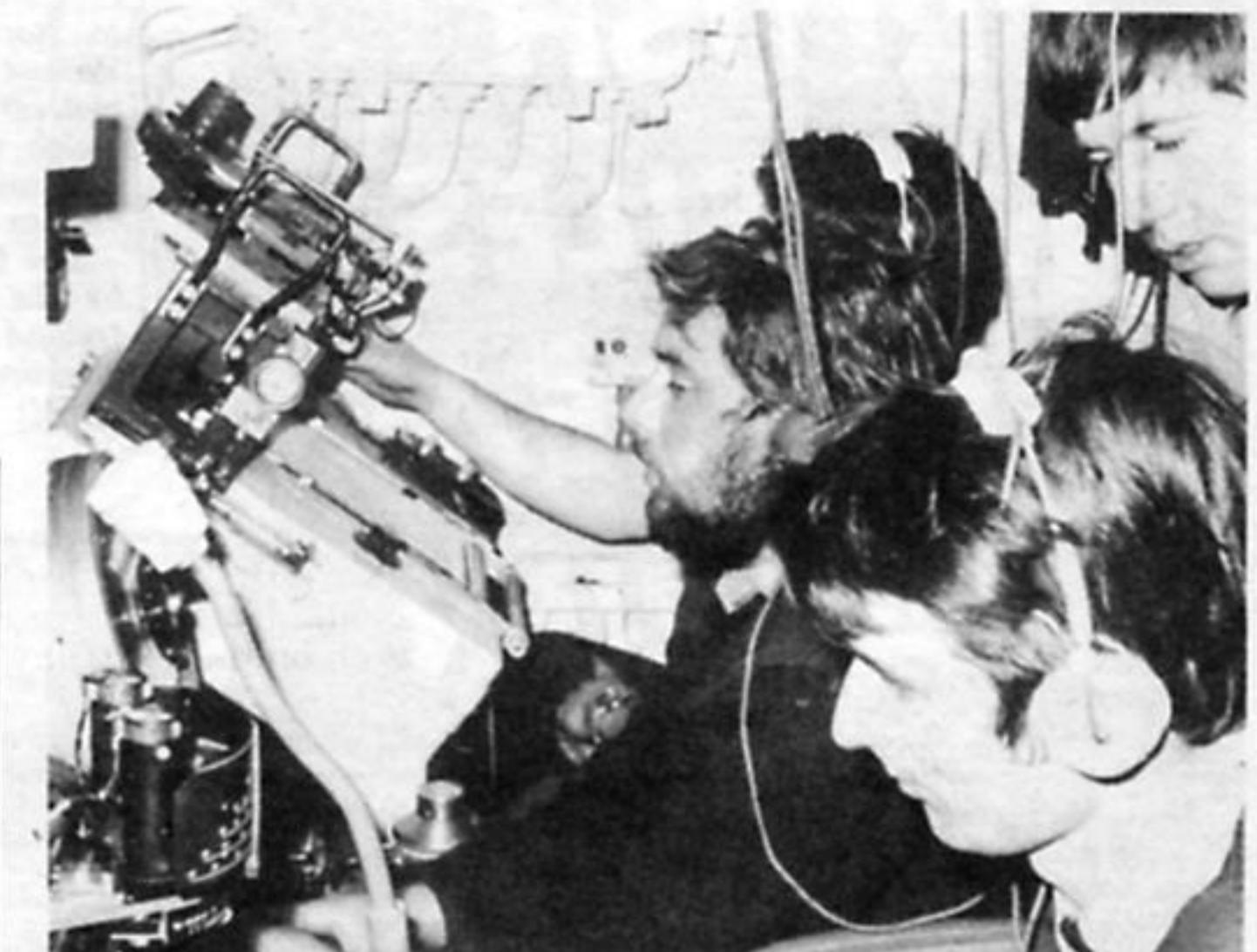
Picture: LA(Phot) G. H. Ford.

Out goes Salisbury's squid . . .



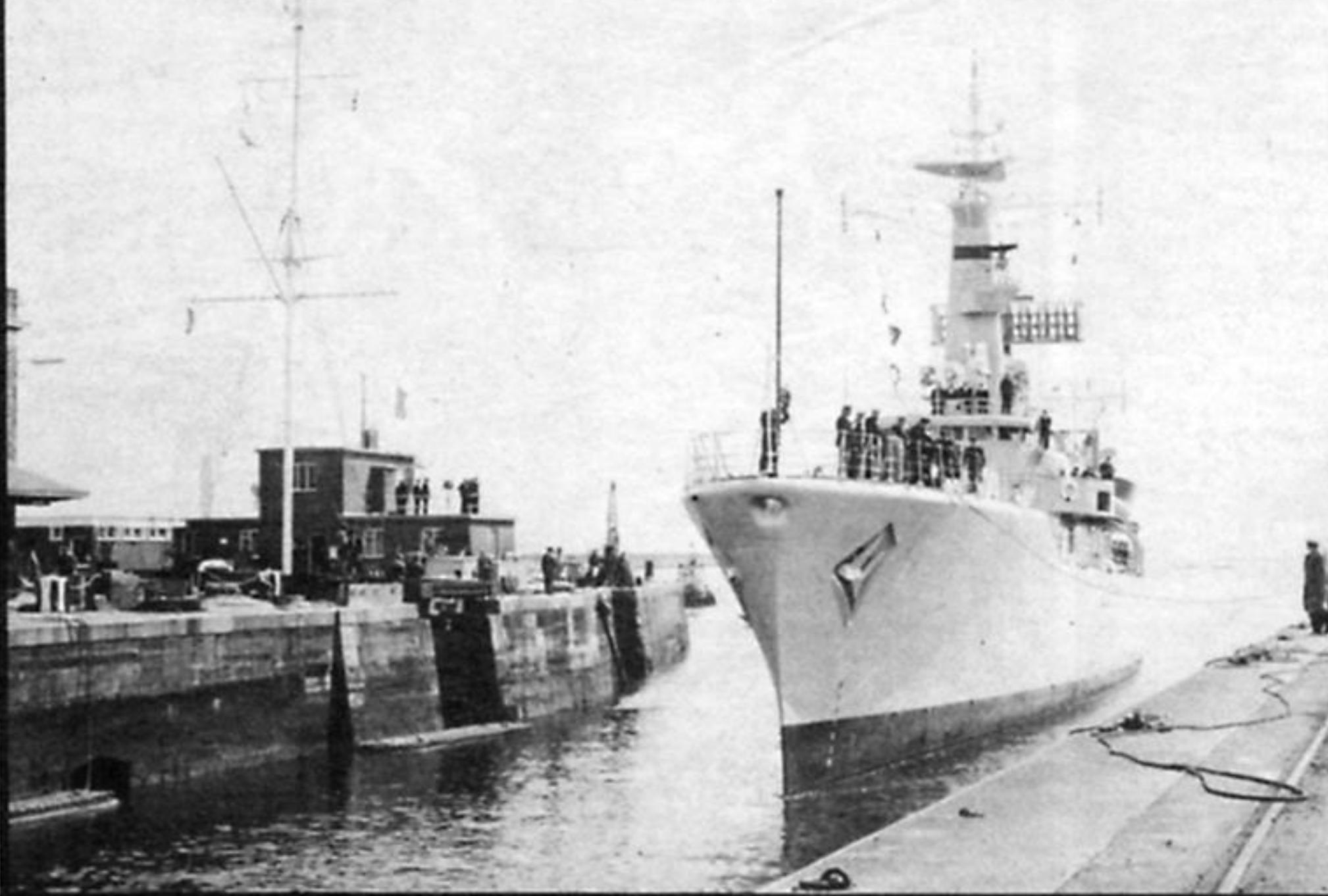
A sign of the changing times . . . Up, up, and away goes H.M.S. Salisbury's Squid triple-barrelled mortar, the last firing mounting in the Royal Navy.

The Salisbury's sonar control room crew is pictured below carrying out their last anti-submarine exercise before the outdated equipment was removed at Devonport.



. . . IN COMES THE SCYLLA

More than three months after re-commissioning at Gibraltar H.M.S. Scylla paid her first visit to her new "home" at Chatham, which is now her base port. She spent six weeks at Chatham, undergoing an assisted maintenance period, before sailing for fishery protection duties and a visit to Aberdeen.



Good friends' award

The Danish Prize for 1976-7 has been awarded to H.M.S. Kellington for the ship's company's exemplary behaviour and creditable contribution to Anglo-Danish friendship during a visit to Hirtshals last year.

Nominated as individual recipients of the cash prize — the Morten Poulsen Award — were CPO W. J. R. Richardson, the ship's assistant liaison officer at the time, and a pipe corporal loaned to the ship from the Royal Highland Fusiliers for ceremonial and public occasions.

It was decided that the total amount of the award — thought to be worth about £10 — should be given to the R.N. and R.M. Children's Home, South Africa Lodge, Waterlooville, Hants.

HULL OF A WAY TO GET A HAIRCUT . . .

Right: Capt. Jock Slater, commanding officer of the guided missile destroyer H.M.S. Kent, gets the top treatment during a visit to Hull with his ship. Judith, Liz, Fiona, Janet and Belinda, who work for a beauty salon, decided he merited that little extra special attention . . . and proceeded with tonsure and manicure. They "set up shop" on the Kent's quarterdeck and did a brisk trade cutting hair at 50p a time for charity.

Picture: LWren Phot J. Roberts.

'Ships' of the line

50 LOCOS TO GET NAVAL NAMES

Names of British warships past and present are to be given to the 50 locomotives which are at present the only "anonymous" 100 m.p.h. diesels on British Rail.

The 2,700 horse power engines regularly haul Inter-City trains from London Paddington to the West Country, and British Rail says the names will provide an individual character for engines previously known by numbers only.

Nameplates will be fixed gradually over a period of months when the locomotives, which are known as Class 50, go into depots for maintenance.

One of the locos is to be called Ark Royal, and the naming may take place at Plymouth later this year.

Providing some background information on the diesels, Mr. W. K. Jenkins, of Gosport and Fareham Railway Enthusiasts Club, says they were introduced into passenger traffic in 1967 and were based at Crewe. Later they were transferred to Western Region, with bases in London, Bristol and Plymouth.

He says they will be the third class of Western Region locos to

have warship names. The others have been withdrawn. The full list of 50 names (in the number sequence 50.001 to 50.050) will be:

Dreadnought, Superb, Téméraire, St Vincent, Collingwood, Neptune, Hercules, Thunderer, Conqueror, Monarch, Centurion, Benbow, Agincourt, Warspite, Ajax, Swiftsure, Dauntless, Valiant, Barham, Royal Oak, Defiance, Fearless.



FILMS FOR THE FLEET

Farce about ballet ace

From thick private in "Dad's Army" to young-looking Royal Navy commander — that's the giant step taken on the screen by actor Ian Lavender.

The transformation is completed in "Not Now Comrade," one of the latest releases to the Fleet by the Royal Naval Film Corporation.

Some of the best comedy actors in Britain take part in this farce, which tells how a Russian ballet star leads the authorities a merry dance when he decides to defect to the West.

The Town that Dreaded Sundown (X) — Ben Johnson, Andrew Prine. Extra police are drafted into a small town to catch a killer who regularly attacks the residents. Brent Walker. No. 483.

Live a Little Steal a Lot (AA) — Robert Conrad, Don Stroud. The adventures of two jewel thieves around the pleasure resorts of Florida. Brent Walker. No. 484.

Escape to Witch Mountain (U) — Eddie Albert, Donald Pleasence. Two young friendless orphans who have the power to foretell the future believe they will learn the truth about themselves when

they reach a certain mountain. Disney. No. 485.

Island at the Top of the World — Donald Sinden, David Hartman. Story of a 1908 Arctic expedition in search of an adventurer who went missing while looking for a legendary island where whales go to die. Disney. No. 486.

Not Now Comrade (A) — Leslie Phillips, Roy Kinnear, Windsor Davies. Farcical comedy about a male dancer in the Russian National Ballet Company and the trouble he creates when he defects to the West. EMI. No. 487.

Flood (U) — Robert Culp, Martin Milner. When heavy rain threatens the safety of a dam, the town council has to decide whether to release the water into the lake. To agree would mean the ruination of the local fishing industry. Columbia-Warner. No. 488.



• Left: Judging by the facial expressions, someone has just said something outrageous in this scene from "Not Now Comrade" — but to find out what it is, you'll have to see the film. Providing the visual dramatics are (left to right) Lewis Fiander, Carol Hawkins, Michele Dotrice, Ian Lavender and Roy Kinnear.

Top tattoo at Vernon

H.M.S. Vernon's fourth searchlight tattoo, which must now rank among the best military tattoos in the country, is due to take place from September 12 to 17.

Among this year's attractions are the Pipes, Drums, and Bugles of the 6th Queen Elizabeth's Own Gurkhas, fresh from service in Hong Kong.

The Royal Navy display team, which is based in H.M.S. Vernon, will be presenting a field gun competition, window ladder display, and ceremonial guard.

Other displays will demonstrate Vernon's role as the Mine Countermeasures, Seamanship and Diving school, and the Fort Cumberland Guard will demonstrate the Royal Marines' drill of the 1830s.

The Tattoo will be lit by the searchlights of 873 Movement Light Squadron, TAVR, the only searchlight unit in the British Army.

Gates open: 6.45 p.m. Tattoo starts: 7.30 p.m. Entrance charge: adults 50p, children 25p. Parking free, in field opposite main gate.

SOUTHDOWN

a NATIONAL bus company

**EVERY FRIDAY**

Travel Warrants individual or in bulk accepted on these Services.

Special Note: Coaches now set down and pick up at Chester and Birkenhead			
Bridlington	£10.50	Whitby	£11.50
Scarborough	£10.90	Coventry	£5.20
Newcastle upon Tyne	£11.50	Warwick	£4.90
Sunderland	£10.90	Banbury	£4.20
Middlesbrough	£10.05	Oxford	£3.50
Stockton on Tees	£10.05	Worcester	£5.75
Doncaster	£7.50	Gloucester	£4.90
Leeds	£9.25	Plymouth	£6.65
Bradford	£8.95	Newton Abbot	£5.75
Huddersfield	£8.60	Exeter	£5.20
Sheffield	£8.05	Portland	£3.50
Chesterfield	£7.50	Dorchester	£6.65
Nottingham	£6.90	Swansea	£5.75
Leicester	£6.10	Cardiff	£5.45
Northampton	£5.20	Newport	£4.20
Reading	£9.25	Bristol	£3.85
Liverpool	£9.25	Bath	£3.85
Birkenhead	£8.95	Salisbury	£2.30
Chester	£8.60	Cirencester	£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

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

Southdown Motor Services Ltd., Winston Churchill Avenue

Portsmouth PO1 2DH — Tel. 22311

**DAME AGNES WESTON'S ROYAL SAILORS' RESTS
WANT A REST?**

Find one at—

Plymouth — Albert Road, Devonport. Tel. 51481
and a homely welcome at—Portland — Kings' Arms Centre,
Chiswell — Tel. 821446Faslane — Gullybridge House, Shandon.
Tel. RHU 207Portsmouth — Camden Centre, Queen Street.
Tel. 831351Gosport — Rowntree Centre, Grange Lane.
Tel. 82509Yeovil — Northover Cottage, Ilchester.
Tel. 854MEALS — RECREATION — REST ROOMS
Call in when you're next ashore

Looking through the back numbers of Navy News it seems that hardly a month goes by without Drafty making some mention to Drafting Preference Cards, so he makes no apology for devoting this article to this very important subject — and it IS important because the D.P.C. is your link with Drafty and his team.

Turn up trumps with these cards!

Strange to relate, Drafty has a staff of officers and ratings who are sympathetic human beings, but they are not telepathic and so cannot know what you want unless you tell them — and unless you tell them again when you change your mind. Regularly they have cases of ratings who are sent, protesting, to a non-preference area and a year later, trying to be kind, Drafty sends them to their First Preference Area only to find that they have changed their minds; their family likes the area, the house and the schools, or the bachelor is about to get spliced to a local girl.

So the first question to answer is: when should you put in a D.P.C.? The answer is: whenever you change your mind — literally. You don't have to justify your choices. The second answer is that you must send us a Drafting Preference Card when you near the end of your time in a ship, that is, when a draft order arrives saying that on a certain date (which will be about five months ahead) somebody will arrive onboard to relieve you. That is your cue — you must tell us what you want, and do it promptly so that we can give you a full three months' notice of where you are going.

Now, there are three Drafting Preference Cards: one for General Service, one for Fleet Air Arm, and one for submariners — all slightly different because the choices open to each are different. WRNS and QARNNS use the same D.P.C.s as the men, the Wrens use the G.S. or F.A.A. card as appropriate, the nurses the G.S. one — but the girls should only fill in the appropriate parts. Sea Service Preferences are not required from the girls . . .

THINK FIRST

Before you start writing, pause to think. It is silly to waste your choices by putting down places where there are no billets for your category, so consult D.C.I.(R.N.) T499/73 (or Naval Air Command Weekly Order 13/77 for F.A.A.) which tabulates billets ashore and make sure there is a place for you. The D.C.I. is very old and shows some places which are now closed, but an up-to-date version is about to be produced as a supplement to B.R. 14 (The Drafting Instructions). Extra copies will be supplied to each ship so one should be available in the Regulating Office.

The D.P.C.s may look complicated, and probably you hate filling in forms, but there are simple instructions attached to the card. Read them through once, then again, before you start writing. The right hand part of the form goes into the computer and, as you know, computers are fussy and only understand things which they have been told to expect, so don't try any tricks! Follow the instructions carefully and only write places listed in the instructions. Drafty thinks he has included all the possible choices.

DON'T DESPAIR!

So, dear Geordie, you wish to go to Newcastle, but the instructions only allow you to write Portsmouth, Chatham, Devonport, Rosyth or Clyde. Don't despair! Put down Rosyth as first choice (it's the nearest) and then move on to "other places in the U.K." Search the list carefully and you will find Newcastle. Write it clearly as your first choice in this section and then blot out the "No" so that it reads "First choice — Newcastle, which takes preference over my first Main Preference Area — YES." So you have said what you want and the computer understands. Clever!

Go on and deal with the section on L.F.S. — which means Local Foreign Service, that rare

prize for the lucky two per cent. — and Sea Service (men only). This last section is followed by questions about "foregoing some of your shore time" or moving at "less than normal notice" in order to get your preferences. Nobody is trying to make you sign away your rights, but it makes it easier for Drafty to give you what you want if the timing is flexible. Perhaps a month or two less ashore is better than week-ends in the Bridport bus?

The top left hand quarter of the card is for "Personal Factors," for all the things you would like us to take into consideration. Why does Geordie especially want to go to Newcastle? Perhaps he has an aged and ailing parent there. If so, then he should say so. The rest of the D.P.C. is for your divisional officer (what he thinks of you) and the Regulating Office (the date you are available to start your next job) to complete.

COMPETITION

So you have done a good job, and the D.P.C. reaches Drafty. He looks very carefully at it, and does his best — but sometimes his best is not good enough, and you are disappointed by your draft. What went wrong? Well, perhaps there were two of you in competition for one job, you have had two first preferences in succession and the other person is at present in a non-preference draft — so he or she gets this one.

Drafty has everybody's drafting history on a Drafting Record Card, and against each draft it shows whether it was first preference, second preference or non-preference. Unfortunately it is a hard fact of life that the distribution of billets does not match the total of everyone's preferences. The worst example is Devonport: there are a lot of ships based there, but few shore establishments. Inevitably, there are more sea billets than preferees on the one hand while there is strong competition

among the preferees for the comparatively small number of shore billets.

Although not strictly a Drafting Preference Card, the Form C240 deserves a mention. This is entitled "Application for a Particular Course or Draft" — rather pompous, but that is just what it is. If you want something particular, then this is your request form to Drafty, which he will answer with a straight Yes or No, or perhaps with a Maybe, in which case your name will be noted down and remembered, but please include

*Now this is the law about drafting,
Well tested and proven it be,
And he that is wise will observe it,
Going down in his ship to the sea.
While Drafty must fill every billet,
'Tis worth it when all's said and done,
When the strength of the draft is the preference,
And the preferee gets number one.*

this request on your next DPC — just in case . . .

Finally, a word about the computer which has been mentioned several times. It gets a lot of blame, but it is really most useful. For one thing it can count up all your first preferences and tell the Ministry of Defence how many there are in each place. It gives Drafty masses of information, but one thing it does not do — it doesn't draft you. You are drafted by people, normal sympathetic but not telepathic people. Which is where this article began!



"Whatever did you put down under 'Personal Factors', Charlie?"

To:- Lieut. Colonel J. H. Walters, O.B.E.
Services Liaison Executive,
THE DOVE GROUP
White Rose Lane, Woking, Surrey.
Telephone: Woking 4515

Name _____

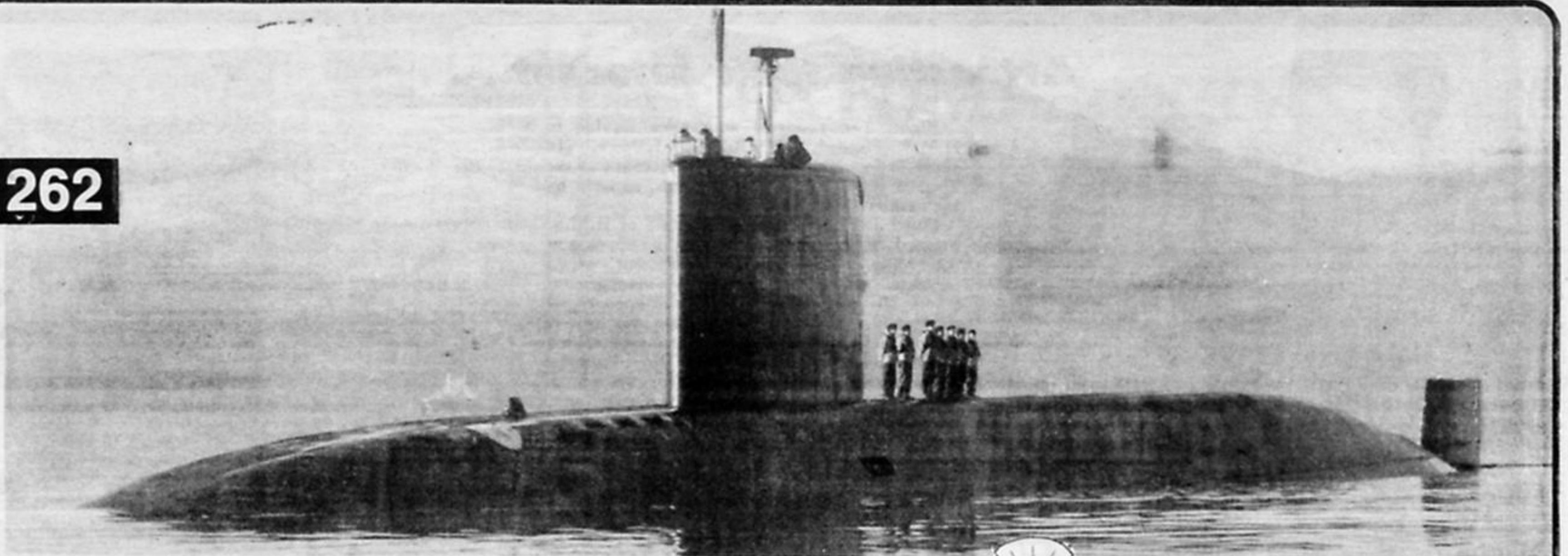
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Doves look forward... to serving you

SHIPS OF THE ROYAL NAVY

No 262



Picture: LA Keith Taylor.

THE SUPERB SUPER B

"The old Superb is old and foul and slow . . ." goes a song written about the third H.M.S. Superb in 1798-1826. Nothing could be further from the truth as far as the present H.M.S. Superb is concerned.

Today's Superb is new and clean and very fast.



Where she goes . . . nobody knows. H.M.S. Superb about to disappear into her underwater world.

PHOTO POSTCARDS

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

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (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), Aurora, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cavalier, Cambrian, Camperdown, Caprice, Carron, Carvont, Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dampier, Dannes, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomede, Dreadnought, Duchess, Dundas.

Known as "Super B" — as were two previous bearers of the name — she is the ninth Royal Navy Superb and the ninth and latest nuclear-powered Fleet hunter-attack submarine to enter service. She is the third of the new Swiftsure-class submarines, three more of which are under construction.

The Superb was launched on November 30, 1974, and commissioned two years later — 75 years almost to the day after the birth of Submarine Command.

CAPITAL SHIPS

Nuclear-powered Fleet submarines are the capital ships of the Royal Navy; the main striking power of the Fleet.

Since her commissioning, H.M.S. Superb has completed safety and operational work-up and joined the Second Submarine Squadron at Devonport. She was flagship of the Flag Officer Submarines at the Jubilee Review of the Fleet.

The Superb is driven by steam turbines. Her nuclear reactor is nothing more than an ultra-sophisticated steam generating device. While reactor design might differ, the principle is the same where nuclear power is used in electricity generating stations or ships.

Steam is also used to drive turbo-generators which supply the Superb's demands for electrical power. The submarine could, incidentally, produce electric power to satisfy the needs of a town the size of Salisbury.

ACCOMMODATION

Accommodation is of a high standard, despite limitations on space. Air purification and conditioning equipment makes it possible to maintain a healthy atmosphere even when submerged for long periods.

Oxygen and fresh water — enough for a laundry and hot showers — is produced on board, and enough food to keep a family of four for five years is carried. This enables the Superb to operate independently for long periods.

She could, if necessary, circumnavigate the world underwater.

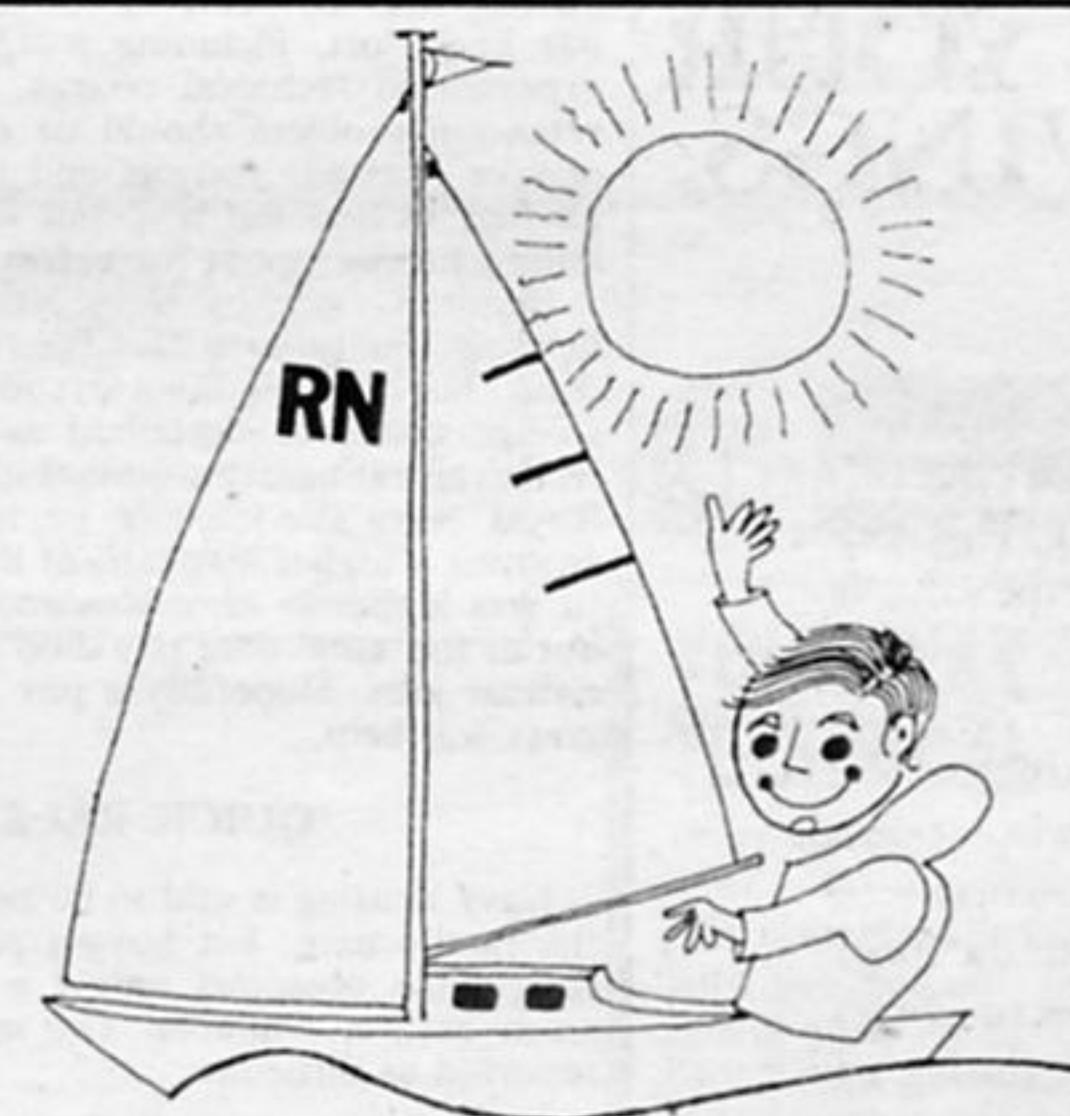
Inertial navigation, sophisticated detection equipment and a big load of torpedoes, including homing weapons, allow the submarine to engage any ship on the surface or any submarine, perhaps hundreds of feet below the surface.



Two previous bearers of the name Superb were known as "Super B." Today's Superb has kept the name alive, and has adopted "Super Bee" (see left) as her unofficial badge. The official badge appears below.

Battle honours: Passero, 1718; Sadras, 1782; Providien, 1782; Negapatam, 1782; Trincomalee, 1782; Gut of Gibraltar, 1801; San Domingo, 1806; Algiers, 1816; Alexandria, 1882; Jutland, 1916.

Displacement: 4,500 tons dived. Length: 272ft. beam: 32ft. 3in. Armament: Five torpedo tubes firing salvo and homing torpedoes. Machinery: Pressurized-water nuclear reactor generating steam for geared turbines. Complement: 12 officers, 85 ratings.



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Attracting their interest . . .

Right: The youngest apprentice serving in H.M.S. Fisgard, APP Ronald McDowell (16 years, 8 months) opens the first account at the Fisgard sub-office of Lloyds Bank, assisted by the cashier, Miss Nickels.

Capt. J. C. Warsop, the captain of H.M.S. Fisgard, expressed the hope that the opening of the office within the establishment would increase awareness in money management among the apprentices, who are all encouraged to open an account. Lloyds, who also have a sub-office in H.M.S. Raleigh, were represented at the opening ceremony by the Torpoint manager, Mr. Lloyd-Davies.

Left: Jackie Horgan, of the Midland Bank, attracts the interest of MEM Jan Guiney during a visit to H.M.S. Ark Royal by representatives of four major High Street banks. Their aim was to tell sailors about monthly credit transfer schemes.



Missing ■ tankard

While our son was at H.M.S. Fisgard, we gave him a lovely pewter tankard in a football design and engraved "Ian. Fisgard 1976." But it has since disappeared and if anyone knows of its whereabouts, we would be grateful if they would let us know.

Mr. and Mrs. Johnson
119 Wimbledon Road,
Camberley,
Surrey.

Thank you, ■ Navy

Both my husband and I are ex-Navy and we saw the Fleet Review from the Browndown Range, where we braved the rain and cold wind. May I say a big thank you for the wonderful way everything was organized and for all the help and friendliness received during our stay in Portsmouth.

Betty Chandler
Fulwood,
Preston, Lancs.

LETTERS TO THE EDITOR

Dig deep before you 'go foreign'

Emigration to a Commonwealth country after a Royal Navy career is a prospect which has attracted many over the years, and for some the opportunity of a continued naval career has been added incentive. At present the Royal New Zealand Navy is looking for men in several branches. Advertisements have been appearing in Navy News, which has just received a cautionary letter from a reader at Stanley Bay, Auckland, who chooses to sign himself "Disillusioned."

He writes: "Like the Royal Navy in the past, the Royal New Zealand Navy is at present going through a manning crisis caused by difficulties in retaining skilled men in the Service, particularly senior rating technical tradesmen. According to the New Zealand Press about 1,000 men of the total establishment of 2,730 officers and ratings have left the R.N.Z.N. in the past two years.

"Since September 1976, when a quick release policy was introduced into the New Zealand Armed Forces, over 28 per cent. of the Navy manpower has been lost, including a significant portion of experienced technical ratings. The causes of this retention problem should be of concern to prospective overseas recruits and they would be well advised to find out in detail what they are really letting themselves in for before arrival."

Inquiries made by Navy News indicate that, in most situations in this life, there are pros. and cons., but certainly not everyone who has made the change could be described as disillusioned. One technical rating who joined the R.N.Z.N. after Royal Navy service said he had no regrets. He enjoyed a higher standard of living than in Britain (it was higher in New Zealand anyway, he said), but at the same time pay didn't match up to many civilian jobs. Hopefully a pay review now in progress will help.

'QUICK RELEASE'

Navy housing is said to be no major problem for the family man, but buying presents much more formidable obstacles unless a substantial sum of ready cash is available. The mortgage situation is reported as difficult.

Renown ■ model

Two or three years before the Prince of Wales (later King Edward VIII) toured the Commonwealth in H.M.S. Renown, a model of the ship was made by my great uncle, Charles Stebbins, who was a shipwright in Portsmouth dockyard. The Prince asked that the model should go on board the Renown for the tour.

As a child I remember helping to thread small beads on the violin strings which were used for the rigging. I would be very interested to know where the model is now.

E. W. Williams
London

About warrant ■ officers

Regarding the recent correspondence about warrant officers, if any readers would like to know more about warrant officers in the Royal Navy, they are welcome to drop me a line at the following address — Top End, Upp Main Arm, PO Box 186, Mullumbimby, Australia 2482.

John E. R. Shepherd
R.N., 1951-60

Jealous ■ Jack

It grieved me to read in the August edition a letter from a mate signing himself "Disgusted" who seemed to find an injustice in the fact that Wrens were also allowed the privilege of "Splicing the Mainbrace," especially since at the time we were not formally under the Naval Discipline Act.

I don't make any pretence of knowing why we were afforded the privilege, but neither did I realize that Jack was so petty and jealous that he begrimed his female counterparts a share in that special occasion.

By the way, I was working at the Wimbledon lawn tennis championships at the time, so I missed my Tot.

Gillian Ayre
Wren

H.M.S. Dolphin

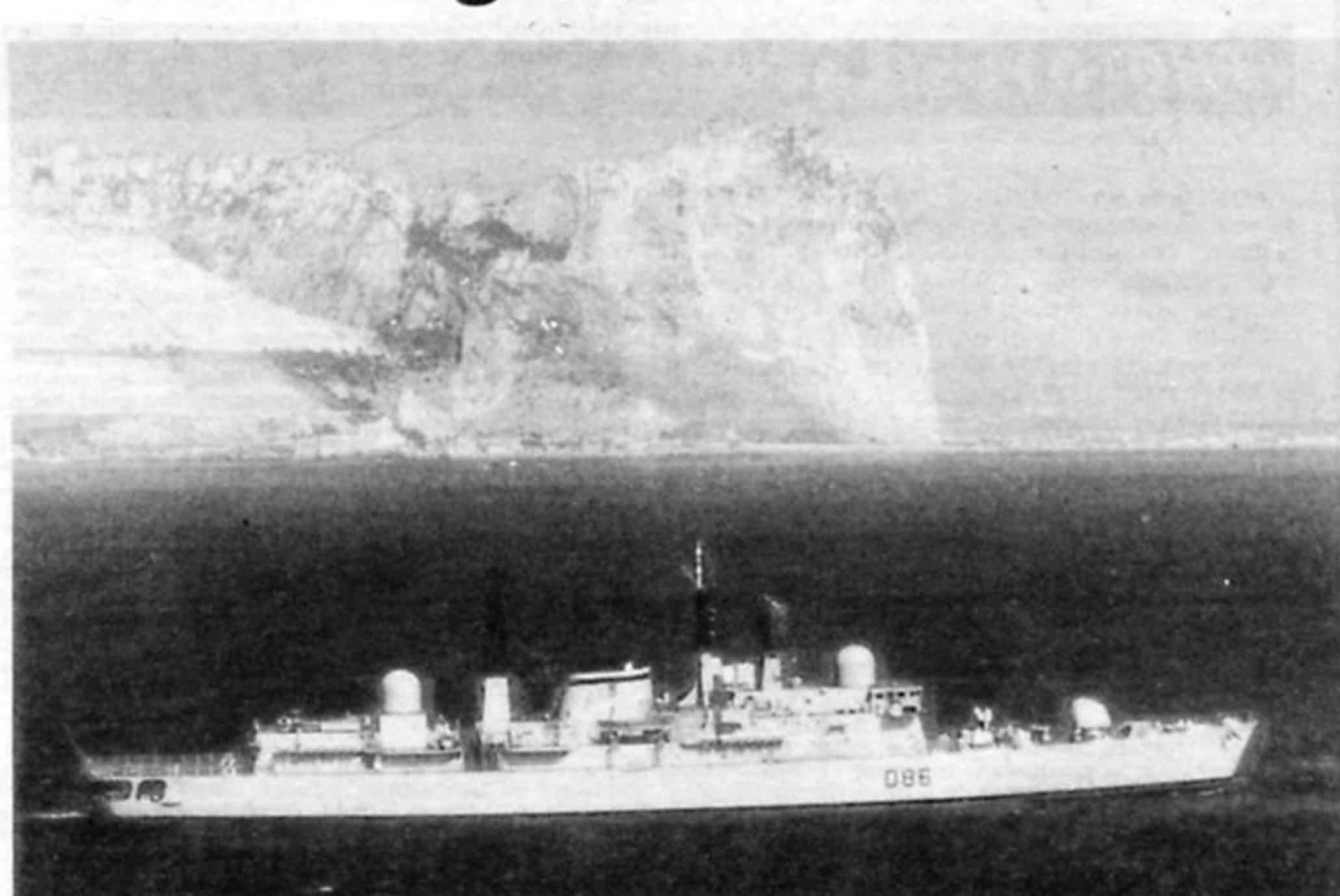
Chalk check ■ on the Ark

We live 72 miles from the nearest sea, but last year, when touring Devon, we had a day in Plymouth. From that moment my daughter, aged 12, became enchanted with British warships. This year we have been to Portsmouth and have been logging the Navy vessels and crossing them off our pennant list. At the end of August we are visiting Plymouth Navy Days.

Along the kerb near our home we have had to chalk out the length of H.M.S. Ark Royal just to see daily where the carrier would be if parked outside the house!

Richard Winters
Melton Mowbray,
Leics.

Birmingham's Rock run



H.M.S. Birmingham is pictured off Gibraltar during her first visit to the Rock. The Type 42 guided missile destroyer carried out trials in the area and the ship's company took the opportunity to do a Top of the Rock race and a charity pull.

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INDEX
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JACK

by TUGG

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH**Labour Corps****■ answer**

In reply to the query by Bob Riley (August) about the Royal Marine Labour Corps, according to "Headresses of the British Army," by Kipling and King, this Corps was formed on February 2, 1917, from two companies of the Army Service Corps. It was disbanded at the conclusion of the First World War.

Incidentally, if any readers are hoping to acquire one of the rare badges, they should be aware of the considerable number of reproduction ones in the hands of militaria dealers.

A. E. Hughes

Lee-on-Solent,
Hants.**More ships at****■ Matapan**

Regarding H.M.S. Warspite's signal on leading the Fleet into Alexandria after the Battle of Matapan (mentioned in a news item in May), a number of ships had been closely engaged in the action and more were in contact.

This was the first major sea battle at night for 160 years and, perhaps with the presence of radar, caused reconsideration of the feasibility of deliberately seeking a night action in a Fleet encounter.

K. E. P. Elliott
Lieut(E), R.N. (Rtd).St Jude's,
Plymouth**Too many
■ cooks?**

I seem to remember reading in Navy News a while ago that the Navy was so overburdened with cooks that some could expect to be drafted to non-cooking billets, for example main gate duties on the buffer's party.

If this is really the case I wish someone would explain why my husband — a PO cook at H.M.S. Collingwood — is doing main gate duties one in three owing to an apparent shortage of cooks.

I always thought one of the perks of being a senior rate was that duties weren't quite so frequent. Perhaps my husband joined the wrong branch!

Cook's wife

Rowner,
Gosport.

• One in four is normal working procedure for PO cooks in large galleys ashore, we are told, but the need for one in three can arise at times to allow ratings to go on advance seasonal leave, retard leave or advance seagoing leave before joining a ship having taken all leave due. By the nature of their work, cooks have more irregular hours while ashore than some branches, but the other side of the coin is that they have more shore time than some branches.

Drafty's Corner in May mentioned a surplus of able rates in the branch — it did not say there was a surplus at PO rate — Editor.

**Someone does
care for Emma ...**

Your critic certainly carried out a "hatchet" attack on Emma, Lady Hamilton, in his book review of "Nelson: The Essential Hero" (July edition). While the author of this book, Ernle Bradford, did not disguise his poor opinion of Emma, the amount of the book that he devoted to her in no way supported either the sensational headline, or the impression your critic created that the book would have been better titled "Emma: The Essential Whore."

I find it strange that although moral standards and the position of women in society have changed so dramatically since the early nineteenth century, and we are now fully aware of the special physical and psychological problems of women as a species, there has virtually never been any attempt to soften the harsh indictment with which Emma has always been branded.

It would need far more space than is available here to state adequately this lady's case. However, it must be clearly understood that she was no courtesan. A naive country girl initially seduced by one of the privileged gentlemen of the time when she was only 15, there is no evidence to suggest that she ever knew more than three other men in a carnal sense — Charles Greville, Sir William Hamilton, and Nelson.

Greville discarded her because he was determined to marry money; after four years as her "patron" and ten years as her husband, Sir William was far too geriatric at the end to cope with the demands of a young and dynamic wife; Nelson adored and worshipped her, but was unable to make provision for his own untimely death due to the laws governing divorce at that time.

When Nelson met her, Emma had built herself an excellent reputation as Sir William's wife. Nelson was clearly the ruin of this reputation, not she of his as moralists prefer to believe.

Nelson's last words as he lay dying in H.M.S. Victory were "Take care of my dear Lady Hamilton, Hardy. Take care of poor Lady Hamilton." No one did, or really cared, and Emma died in great loneliness and

poverty ten years later. Perhaps we can atone for this now by being more charitable to her memory.

M. T. H. Howes,
Cdr., R.N.
H.M.S. Nelson,
Portsmouth.

**Good — in
■ moderation**

As a lifelong non-teetotaller who has a quarter of a century endured the slings and arrows of an outraged Bernard Campion (a lifelong teetotaller) concerning my partiality for the divine drug, I was surprised and delighted to see that, while not actually defending it, he did adopt a tolerant attitude towards it.

All the world's major religions are of oriental origin, and from the Orient we get much more pernicious drugs than alcohol — opium and hashish for instance. Yet, as Bernard points out, Christianity is the only one which does not expressly forbid the use of alcohol.

Perhaps the answer is that both wine and religion are good for us, if taken in moderation.

Peter Woodhouse
Plymouth.

commanded by Lieut. P. L. Cornish, into Vigo. The ships berthed at the ocean liner pier in the centre of the town and soon became the town's big attraction.

For the ships' companies the visit surpassed all expectations. Spanish hospitality was something many of them had not experienced before and as English was widely spoken few language problems were encountered. Despite a hectic programme, time was found to discover the unspoiled beauty of the coast, sample local wines, and arrange for a soccer match

GIFT TO DERBY

As a Silver Jubilee gift to Derby, Graham Harrison, a member of the Royal Society of Marine Artists, presented a painting of H.M.S. Sovereign, the city's adopted nuclear submarine, to the Mayor. Mr. Harrison is also painting H.M. ships Fife, Malaya, and Rhyl.

Bernard**■ for P.L.?**

I was delighted to see the letter from Bernard Campion whose poetry and prose I have enjoyed through the years. In my opinion (and you can't be weighed off for that), he should be Poet Laureate at least. Sort it out and come and see me in the Tower!

Alan Steele

Levenshulme,
Manchester.**CANAL FLEET
REACHES END
OF THE LINE**

As the "owner" of the Canal Fleet mentioned by Mr. W. H. R. Arnold (July), I should like to point out that the purpose of these vessels is recruiting, hence the eye-catching exterior designed to attract potential recruits to visit the display contained in each boat.

On the one occasion this year that the boats have passed Leigh they were en route from a display at Bootle to Stone and there was just time to make the passage and leave a margin to clean ship before taking

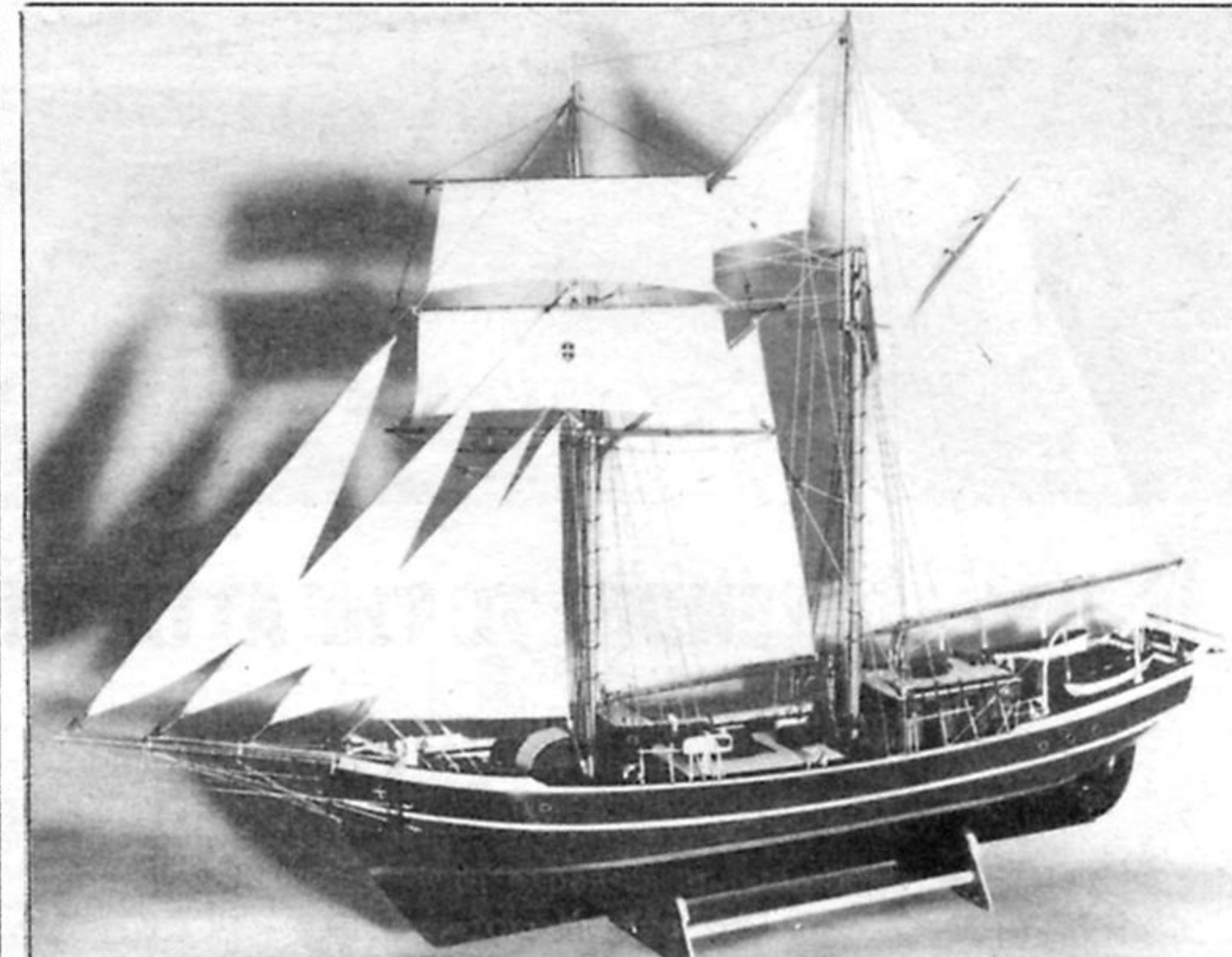
part in the next show. Last year no boats sailed because of lack of water in the canals, but our records show that in 1975 there were three transits which passed Leigh.

Regrettably there will be no further opportunity for the Canal Fleet to visit Leigh as they are fully committed for the summer display season and will be paid off in the autumn as one of the economies brought about by financial constraints.

While writing, could I take this opportunity of thanking members of the various naval associations for the good work they have done, perhaps unconsciously, on behalf of recruiting. There can be little doubt that anyone with fond memories of their naval career can be very persuasive to a young person contemplating a naval career, and this has undoubtedly helped the work of the R.N. and R.M. Careers Service.

W. D. Lang,
Capt., R.N.

Director Naval Careers Service,
Ministry of Defence,
London.

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The Lilla Dan was built in 1950 for the J. Lauridsen shipping company and used as a training ship, there is no better model to learn the pleasure and satisfaction achieved from building your own, faithfully reproduced, model. The Billing, 1:50, wooden construction kit is made from the original plans. To complete the superb model there is also a fittings kit available with moulded plastic and metal parts turned in brass.

A 48 page, full colour catalogue with details of the full range of kits is available from your local Billing stockist. Or by sending 80p direct to:
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Lord Mayor's show

The Lord Mayor of London, Cdr. Sir Robin Gillett R.N.R. (second right), accompanied by Flag Officer Sea Training, Rear-Admiral G. I. Pritchard, passes the helicopter cruiser H.M.S. Blake during his visit to Portland Naval Base on July 22.

Also in the Queen's Harbour Master's launch are Rear-Admiral E. W. Ellis, Secretary to the Lord Mayor (hidden behind the Lord Mayor), Lieut.-Cdr. D. T. Frost, Flag Lieutenant to FOST, and Lieut.-Col. St J. Brooke-Johnson, Duty Household Officer to the Lord Mayor.

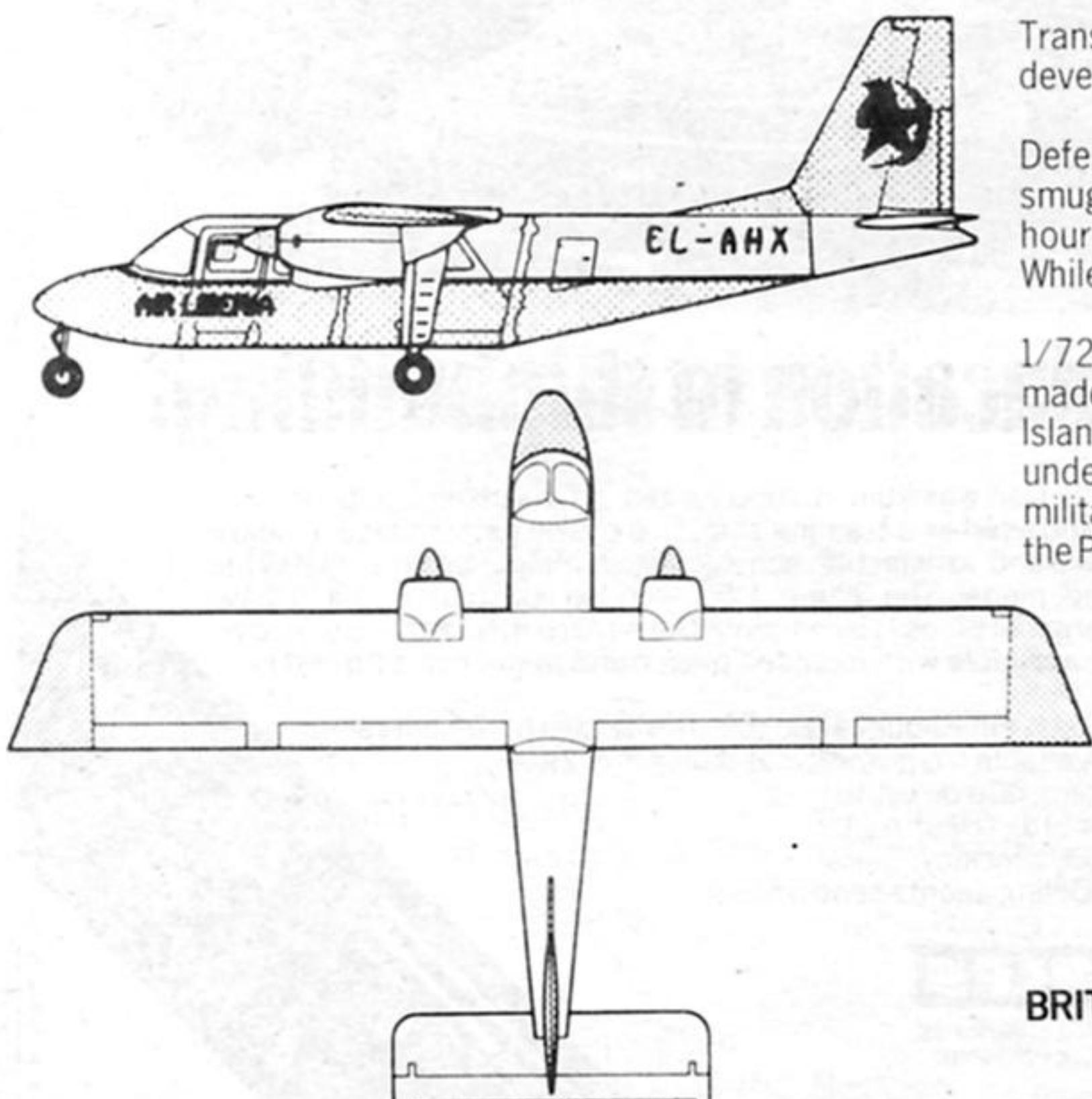
During his stay at Portland the Lord Mayor visited H.M.S. Active and was transferred by light jackstay to H.M.S. Sheffield.



NEW FROM AIRFIX



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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 droptanks
Endurance:	15 hours
Engines:	Two Lycoming 10-540
Cruising speed:	160 mph
Wing Span:	53 ft
Length:	35 ft 8 ins
Height:	13 ft 8 ins

BRITTEN-NORMAN DEFENDER
1/72nd Scale



It's enough to make you sea sick — on land!

Submariners can now "go to sea" on dry land — and their new nuclear submarine control trainer is so authentic they are advised to take sea-sick pills before they step on board!

NUSCOT for short, which was opened by Flag Officer Submarines (Rear-Admiral J. D. E. Fieldhouse) at Clyde Submarine Base, provides all the problems that might crop up in the real thing.

The trainer has two cabs which between them can simulate the control rooms of the Resolution, Valiant and Swiftsure classes of submarine.

MOTION

Since the cabs have two-axial motion to plus or minus 40 degrees of pitch and roll, the good sense of that anti-sea-sickness advice is obvious.

The NUSCOT team has been led by Cdr. J. D. Watt, assisted by Lieut. Paton and CPOs Stott, George and Allinson and PO Hubert.

Their message to all NUSCOT-bound submariners is "Stand by for heavy rolling!"

Potholing Nubians

H.M.S. Nubian has been awarded the Bulawayo Trophy for a potholing expedition based in the Derbyshire village of Monyash, near Blackwell. The trophy is awarded every six months to the best naval expedition.

Thirty-three members of the ship's company "went underground" — most of them for the first time — as parties went out each day to explore nearby cave systems.

Aim of the expedition, which was led by Lieut. Ian Watson RM, assisted by Lieut. Jerry Parker, was to instruct members in potholing and cave rescue techniques.

A total of five cave systems were explored during the two-week period.

Sceptre regains Resolution Cup

Athletes from the nuclear-powered Fleet submarine H.M.S. Sceptre, being built at Barrow-in-Furness, have won back the Resolution Cup for the Navy against fierce competition from the builders.

The cup, for an annual race from Keswick to Barrow, was first awarded in 1966 in a private competition between Vickers Shipbuilders and the submarine being built at the Barrow shipyard — then H.M.S. Resolution.

Vickers teams won the event five times in the past six years — a run of success previously broken only by H.M.S. Superb in 1975.

So much has the race grown that this year more than 1,500 started — which makes the

Sceptre's win all the more creditable.

All 14 entrants from the submarine completed the course and the boat's ten-man competition team was home in the second fastest aggregate time of the 150 teams taking part. Fastest Sceptre man was LCEM David Sales, who finished 30th overall in 6½ hours.

• A mock-up "submarine" built by H.M.S. Sceptre was one of 160 floats which took part in the Barrow Carnival, which raised £5,000 for Furness hospitals.



H.M.S. Sceptre's team of athletes with the Resolution Cup.

HIGH TREES SCHOOL HORSEHILLS, HORLEY, SURREY

Independent boarding and day preparatory school for children aged 5-13 years, situated in beautiful Surrey countryside only 2 miles from Gatwick Airport. Preparation for public and other entrance examinations. The school has a homely atmosphere and specialises in looking after children from service families and remains open during Christmas and Easter holidays. The school is co-educational to enable brothers and sisters to be educated together.

Please apply: The Headmaster for prospectus

Just an ordinary day . . .



A child's life is saved, guerrilla warfare documents are found, a firing incident is followed by a high speed car chase. No. It is not a shooting script for a Kojak film, but some ordinary happenings in an ordinary day for Royal Marines of 45 Commando, in Northern Ireland.

A Marine with his mascot, Mogweed, found during a street patrol.



If the pattern of life is a dramatic change from life at Condor, one aspect in Northern Ireland does not change — the demand on sleep. Activity tends to take place at night. Marines who go to bed at 0330 are often back on guard, or on immediate stand by, later in the morning.



The First Sea Lord, Admiral Sir Terence Lewin (above), dons a flak jacket for his visit to 45 Commando Royal Marines, in Andersonstown, Belfast.



In Andersonstown, Marines keep a constant watch from cover (left) and in the streets.

Firemen from Herald win Queen's Medal

An officer and rating have been awarded the Queen's Gallantry Medal for the part they played in fighting a serious fire on board a Panamanian cattle ship in February this year.

Lieut.-Cdr. John Green and POMEM Peter Toms were serving on board the ocean survey ship H.M.S. Herald when she answered a distress call from the ship, El Tambo, in the Milford Haven approaches.

A major engine room fire was spreading unchecked through three decks and the ship had been abandoned by her crew and taken in tow by an oil rig tender when fire-fighting parties were put on board from the Herald.

Lieut.-Cdr. Green, who directed the eight-hour fire-fighting and salvage operations, had to strike a correct balance between attacking the fire, ensuring the safety of his men, and preventing re-ignition in areas where fires had been extinguished. In doing so he had to move over large sections of an unfamiliar ship.

HIGH RISK

For both him and POMEM Toms, who led the initial fire attack party and was subsequently responsible for directing the efforts of all successive fire-fighting teams on board El Tambo, conditions were extremely bad. Apart from the heat, very low visibility, smoke, and steam, many ladders were destroyed or severely distorted, and there was a high risk of explosions. Both remained on board until the fire was out.

Of POMEM Toms: "Undeterred by the difficulties he faced, (he) led his men with great resource and determination, displaying a very high degree of personal courage and professional knowledge. His actions were not only instrumental in saving the ship and her cargo, but were also in the finest traditions of the Service."

The 1,000 head of cattle on board the ship were well cared for and removed.



POMEM Peter Toms

Aurora 35 visit Bradford

Thirty-five years after the eighth H.M.S. Aurora (the "Silver Phantom" of wartime Force K) was adopted by the City of Bradford, 35 officers and ratings of the ninth Aurora visited the city from Liverpool.

They were guests of the Mayor at a reception in the City Hall.

The present Aurora has maintained the wartime link with Bradford since commissioning in 1964, but this was the first chance for several years to arrange a major two-way exchange of visitors. A reception was held on board for guests from the Bradford area, most of whom made the 100-mile round trip by coach.

There was also close liaison with the Sea Cadet units T.S. Aurora and T.S. Wakefield, and other visitors to the frigate included children from Bradford who were given a party on board.

VOLUNTEER—TO BE STUDIED

Volunteer naval ratings and Royal Marine other ranks are needed to take part in environmental studies due to start at the Institute of Naval Medicine, Alverstoke, on September 9 and November 4.

Those interested can obtain further details from the Environmental Medicine Unit (Tel: Portsmouth 22351, ext. 41884). See also DCI(RN) T 592/76.

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NAAFI EXCLUSIVELY FOR YOU

TWO PAGES FOR FAMILIES

One way to stay together . . .

A house exchange register for Service families on the move within the U.K. was suggested by a reader in the Navy News families pages several months ago. The idea was to arrange swaps for owners with homes within a 15-mile radius of the main naval bases and who wished to move temporarily.

The reader concerned said she would be prepared to run the register from her home, but that once a satisfactory swap appeared possible, the parties would have to get legal contracts drawn up.

Writing again on the merits of swapping "instead becoming involved in the increasingly costly and very often unsatisfactory business of letting or selling homes," Mrs. D. G. says that the answers she received were enthusiastic. One correspondent with a larger house had written, "We do not mind what size house we go to — we are only interested in being together as a family."

However, the scheme has not received the total response needed. "Obviously the more people who write in, the larger the choice will be," says Mrs. D.G. "and the greater the chance that two families will be able to arrange an exchange.

WRITE

"I am sure there is a need for a house exchange register and if people would like to be together as a family but do not want to sell or let their home they should write to H.E.R., c/o Navy News, H.M.S. Nelson, Portsmouth."

Navy News will be happy to pass on to the register any letters addressed like this, but it must be understood that the newspaper can accept no responsibility of any kind should any deals result.

**Navy
News**

No. 279 24th year

Editorial and business office: H.M.S. Nelson, Portsmouth.

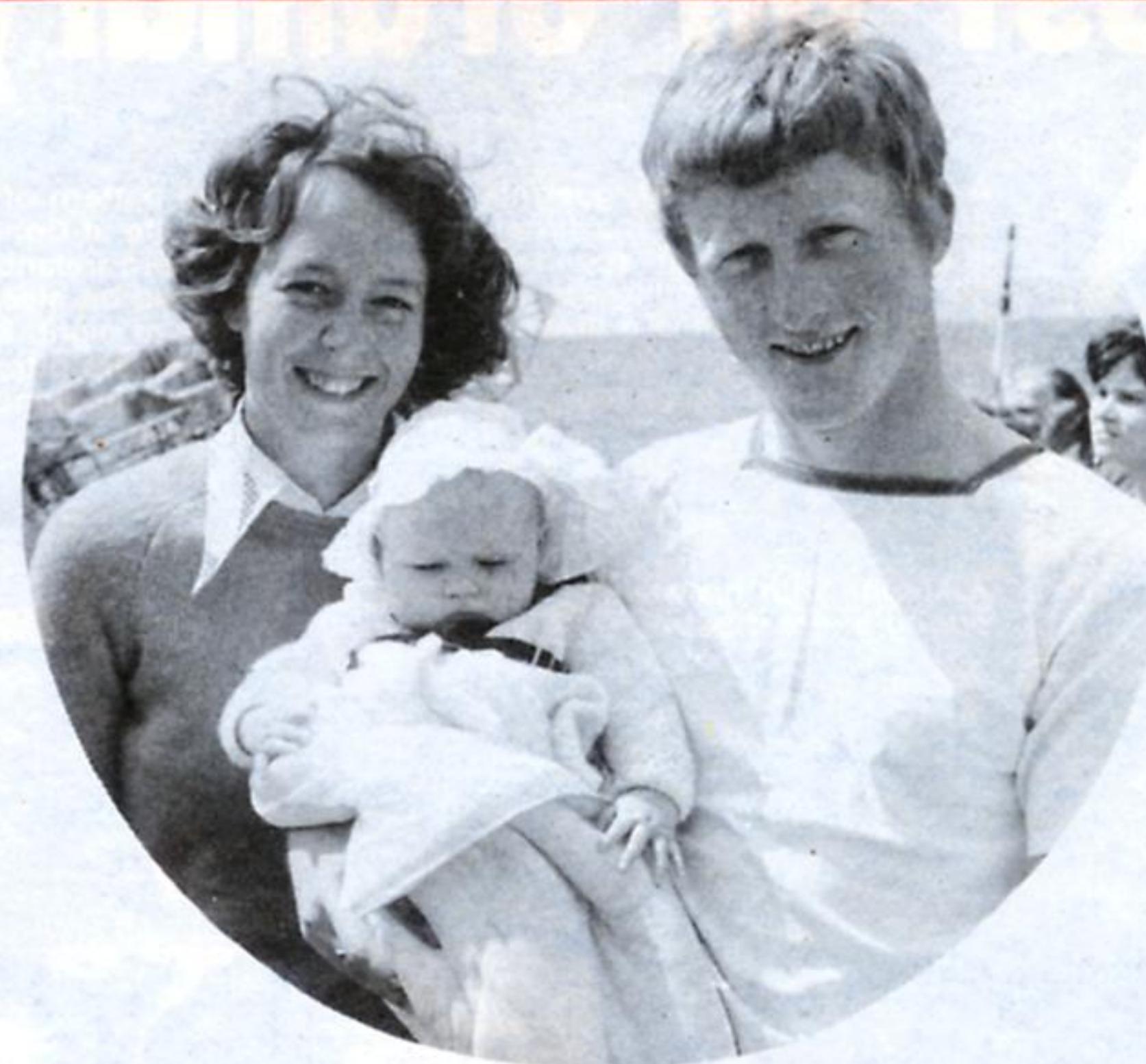
Telephones: Portsmouth 22351, ext. 24194 (editorial) and ext. 24226 (business). G.P.O. line: Portsmouth 26040.

Editor: John Tucker.

Deputy editor: Derek Smart.

Assistant editors: Chris Horrocks, John Elliott and Joan Kelly.

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



ALL ACTION ON KENT

Relatives and friends of ship's company members of H.M.S. Kent spent an action-packed six hours on board the guided missile destroyer during a families' day in the English Channel.

Nearly 700 guests boarded the ship at Portsmouth and they saw demonstrations by helicopters, hovercraft and fixed-wing aircraft as well as a jackstay transfer with sister ship H.M.S. Glamorgan, which was also holding a families' day.

One happy trio, pictured here, were AB David Purdy, his wife Sue and daughter Louise.

Picture: CPO(Phot) Tony Wilson

MARRIED QUARTERS WAITING LISTS

The following is a summary of the married quarter waiting lists as at mid-July. (Classification key: — Officers: Type III, captains and commanders; IV, lieutenant-commanders; V, lieutenants and below.

Ratings: Type B, 1 child or none; C, 2 or 3 children; D, 4 or more children).

Portsmouth: Officers, flats and maisonettes, no waiting; houses 1-2 months. Ratings, B, 3 months; C, two months; D, variable.

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

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

H.M.S. Dryad: Officers, no waiting. Ratings, B, 6 weeks; C, 3 weeks.

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

R.M. Poole: Officers, no waiting. Ranks 4-6 weeks.

C.T.C.R.M. Lympstone: Officers, no waiting. Ranks 4-5 months.

B.R.N.C. Dartmouth: Officers, IV 2 months; V, 5 months. Ratings, B and C, 4 months.

Plymouth: Officers, 2-4 weeks. Ratings, furnished, B & C, 8-10 weeks; D, variable; unfurnished, B & C, variable.

R.N.A.S. Culdrose: Officers, 6 weeks. Ratings, 8 weeks.

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

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

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

R.M. Base Condor: Officers, no waiting. Ranks, B & C, 2 months.

Greenock: Officers, IV & V, 3-4 months. Ratings, C, 1-2 weeks.

H.M.S. Neptune: Officers, IV & V, 3-4 months, maisonettes, no waiting. Ratings, furnished, no waiting; unfurnished, 1 month.

H.M.S. Royal Arthur: Officers, 1 month. Ratings, no waiting.

In mid-July there were no waiting lists for officers or ratings at R.M. Deal; R.N.A.S. Yeovilton; H.M.S. Gannet; H.M.S. Inskip; H.M.S. Vulcan; H.M.S. Forest Moor; RNW/T New Waltham; Birkenhead; Barrow-in-Furness; Newcastle.

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EVERY PACKET CARRIES A GOVERNMENT HEALTH WARNING

Thousands back Rowner's 'Good Samaritan'

Thousands of members of naval families at Gosport are represented in a petition supporting a man who, besides operating a one-man business enterprise at Rowner for more than 20 years, has been described as a "Good Samaritan" with countless acts of kindness to his credit.

More than 20 naval wives helped obtain signatures for the petition which was said to be still going strong when it closed with 2,300 signatures, the households of about 70 officers being among those represented.

Reminding residents that Mr. Bill Prosser has provided an "excellent" service for Rowner residents for the past 23 years, the petition said that he was now finding it more and more difficult to be of service. It asked for support "if you feel there is a need for Mr. Prosser's services to both new and existing residents and you would like to see the Navy give him every help and assistance."

Letters to Navy News have also paid tribute. From Marles Close, Rowner, a naval wife wrote, "The people who object to Mr. Prosser coming to our doors are those who think they won't ever need help and there aren't many of them around."

Lonely

"When I moved here it was a cold Christmas. The gas hadn't been turned on, there was no central heating. So who do you think rushed home to get a bucket of coal for me? Mr. Prosser. Who got me signed on with a milkman and brought a pint with him — just to be going on with? Who made sure I would have papers delivered and who arranged immediately delivery of a TV? And all at no extra cost.

"Who sat down for a chat with me when I felt lonely and knew no one? I could go on and on."

Saying that Mr. Prosser provides an "excellent service as a sort of Good Samaritan," another wife wrote from Howe Road, Rowner, saying, "Twice he has been of assistance to myself and husband and I have had excellent reports from my friends of his help to others. He once even came out in freezing rain to tell me my mother had telephoned because she was worried. He asked no reward for this kindness."

Local lay preacher and ex-Royal Navy man, Mr. Prosser explained to Navy News how what he describes as his Customer Service Bureau had developed since the days when he was a canvasser for a bakery firm in Rowner's infancy when there were virtually no shops, roads, wardens or welfare workers.

He said he enjoyed meeting and helping people but it was no secret he had to make a living. He was concerned in commodities like bread, newspapers, milk, TV, coal, quarters contents insurance and removals, and his income was derived from commission from the suppliers involved.

He charged the naval community absolutely nothing and, in fact, was often able to offer prices cheaper than could be obtained direct by the customer, he claimed.

As Rowner grew so did his scope until he has been covering some 4,000 units there and in the Gosport area, working from a desk in an insurance brokers' office.

Hospital

Asked about the urgent telephone service facility he said he passed on an average of about two calls a day from relatives to families at Rowner without a telephone — and he was happy to do this without charge.

"St Mary's Hospital, Portsmouth, sometimes ring me up for this," he said.

On the question of whether some people did not appreciate his calling uninvited at their homes just after they had moved in, Mr. Prosser said, "I would say that 98 per cent. appreciate what I do. I have always felt I was helping and part of the system." He also said that some people, having dealt with him pre-

viously or heard about him, contacted him before their arrival.

He estimated he had seen about 50,000 or 60,000 people over the years and nearly all had used his services in some way. "It is my living but I love meeting people. Money isn't the answer to life; happiness is."

Lying at the heart of the matter is the question of access to information. "Doors have been closing to me," said Mr. Prosser, who does not hide the fact that, against a background of his wide knowledge of the area, he has in past years used any information that has come his way to piece together a picture of tenancy changes.

The official view has been expressed that despite a service which has been appreciated by many, the rules say there can be no unauthorised disclosure to anyone of private names and addresses without the permission of the person concerned. This protection of the privacy of the individual means that neither can the dates of moves be given. In addition, the view is taken that there can be no preferential treatment for one person or business over another.

Mr. Prosser says he is willing to consider any course which might find a way which would allow him to continue to operate on a basis which is appreciated by the great majority.



Faces on 'Base'

These are the faces that go with the Service voices on B.C. Radio Medway's popular forces magazine programme "Home Base." They belong to Leading Wren Joan Roberts, public relations photographer on the staff of Flag Officer Medway, and Leading Wren Margaret Lincoln, who works in H.M.S. Pembroke's education centre.

The girls link together reports from all parts of the world for producer Tony Revett, who served in the Communications branch in the Royal Navy (his last ship was the carrier Eagle) until leaving to join the B.C.B. in 1970.

The picture was taken on board H.M.S. Scylla at Chatham by PO(Phot) John Sinclair.

THE TROUBLE WITH GOOD TENANTS . . .

That hardy perennial of the married patch, the question of quarters decoration, has been raised by one wife who, after moving in, came to the conclusion that she was suffering from "previous good tenants" disease.

Decoration of only two rooms was allowed, whereas she thought more was called for. "The house had been left clean and reasonable after seven years hard wear, but washing the paintwork made it look no better," she said. "If the previous people had been dirty surely more would have been done about decoration." And at first she was not allowed any "self help" paint, although later someone relented and paint was issued.

The lady went on to say that the curtains were badly torn and, as the quarter had been empty for three months, she thought this might have been spotted. Even then, there was a wait of about two months for new curtains.

"Our pay is not what we'd like to keep up with the cost of living. If it were we would willingly decorate and buy curtains at our own expense. But rents have increased so much that I feel, why should we? After all, we are paying for furnished accommodation."

The lady went on to a third grouse. "I think it a little unfair when I see nice centrally heated modern three-bedroomed quarters — to think I pay the same price for my quarter."

DELAY

Taking her points in order, there is no automatic time scale for decorating. It could well be that had the previous people not been such good tenants all the woodwork, walls and ceilings would have been decorated. So some might argue that to be a good MQ tenant can penalise the subsequent occupant. However, a

regard for taxpayers' money cannot be criticised.

Why the torn curtains were not spotted is a pertinent question. A delivery delay of several months after one of the contract firms making curtains went bankrupt, has not helped matters.

The question of why the same rent for different quarters is often asked and is one which will attract much sympathy. The official position is that the heavy administrative costs of assessing different rents for a variety of estates with properties differently aged and furnished are not regarded as justifiable.

"Swings and roundabouts" is the only consolation — with the hope that next time the lady may discover herself in a modern quarter. It is understood that a central heating programme for her part of the estate is due to start during the current financial year.

OEM2 J. R. HOLLIDAY

Mr. and Mrs. I. Holliday, of Swinton, near Mexborough, S. Yorks, have written to say that, following the death of their son OEM2 J. R. Holliday, contributions by shipmates, relatives and friends in lieu of flowers amounted to more than £150 and this has been sent to the R.N.B.T.

They also express their sincere thanks for the consideration and messages they received from many people in the Navy, and to those who attended the funeral.

Calling Derby

Who is interested in joining a club for naval wives in Derby? Writing from 16, Burnham Drive, Silverhill, Mickleover, Derby, Mrs. Julia Hudson says she has moved there from Portsmouth and would like to meet other naval wives to try to set up a club.



A missing face at the H.M.S. Cochrane children's playgroup when it starts up again after the summer holidays will be that of Mrs. I. Haddow, one of the longest-serving members of the group's staff.

She has retired after looking after children for nine of the group's 12-year existence. Helped by three other

staff members, she has recently been supervisor of the morning class of 50 children.

On her last day, Mrs. Haddow (pictured centre) was presented with a bouquet, plants and a purse by two of the four-year-old children, Jamie Settle and Karen Rolls, on behalf of the children and staff.

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(Dept. N), 73 Station Road, Hampton Middlesex TW12 2BZ



Picture: Dunfermline Press.

ABOUT BOOKS

What Ely (and plane) started

Naval aviation began on November 14, 1910, when Eugene Ely flew a commercial aircraft — a Curtiss Model D biplane — from the deck of the stationary light cruiser, the U.S.S. Birmingham.

The "flight deck" was a platform 83ft. long and 24ft. wide, constructed on the forecastle of the warship.

Before Ely could raise the nose of his aircraft, the propeller and wheels struck the water, but despite the damage caused, he went on to land safely two - a - half miles from the launch point.

The fascinating story of developments which followed is told in "Aircraft Carriers and their Aircraft," one of the Source Book series published by Ward Lock (price £2.50).

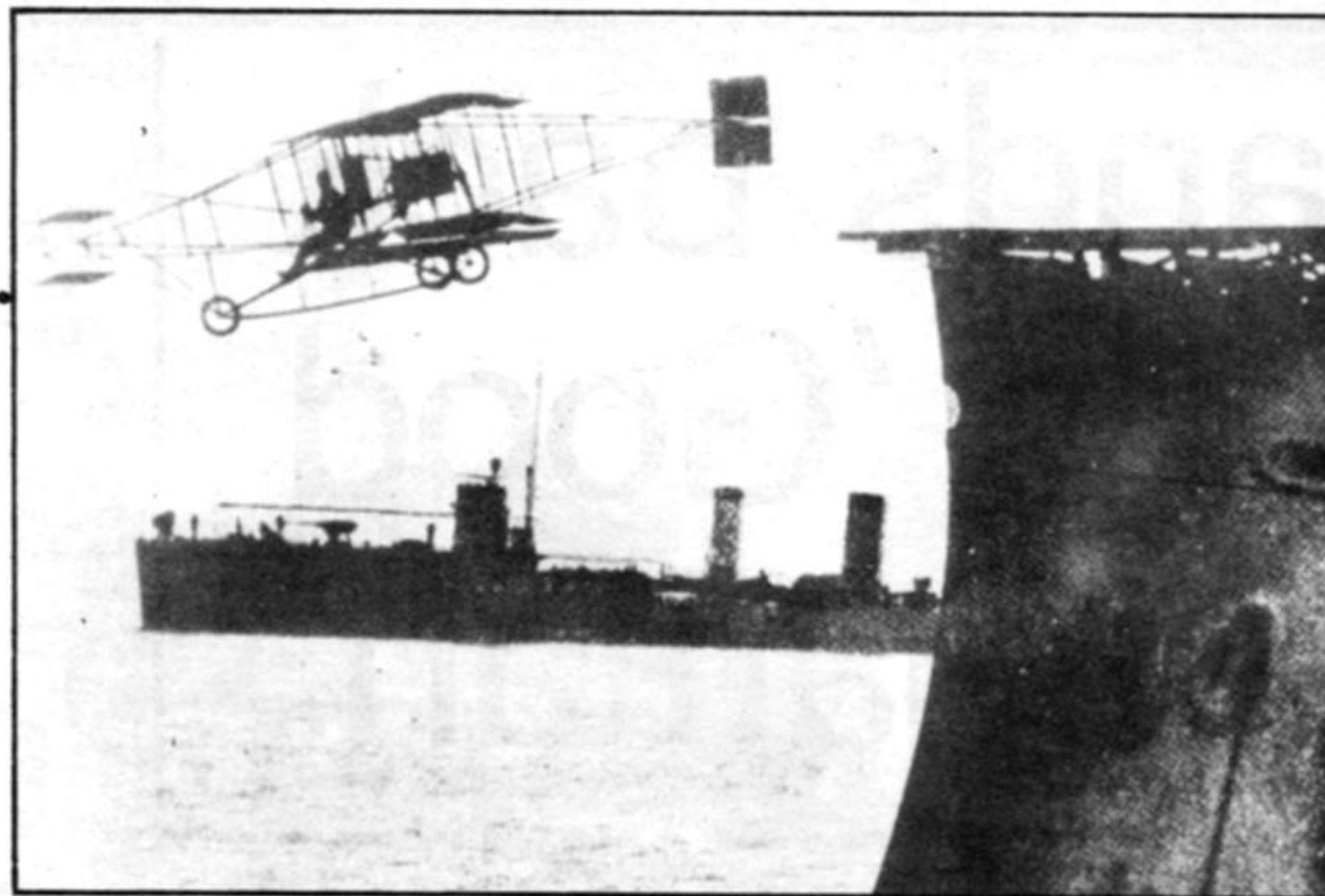
This latest addition to the family (now numbering more than 20) is by naval historian Anthony Watts who in the 128 pages of his pocket summary has scanned his subject from the earliest days to the future possibilities relating to vertical take-off aircraft and mini carriers.

Illustrating the text are more than 100 photographs to highlight milestones in the adaptation of the ship and planes to naval warfare.



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Eugene Ely taking off from the American light cruiser Birmingham on November 14, 1910 — a feat which in 30 years was to lead to the domination of naval warfare by the aeroplane.

When the best is too good

JANE'S EDITOR QUESTIONS NAVY PRIORITIES

Over-emphasis on a "quality" navy is questioned by Captain John E. Moore, R.N., editor of "Jane's Fighting Ships," in

a foreword to the 1977-78 edition, just issued.

"The desire for nothing but the very best," he says, "may cause other factors to be

ignored — penalties of cost, weight, and development time — when in truth the 'very best' may be too good for the job in hand.

"Too often, ships are provided at great expense in which it is obvious that some particular elements of technology have received over-emphasis at the expense of others of equal importance — frying an egg in a platinum-plated pan when a non-stick would have been more efficient."

Captain Moore says that the Royal Navy, before very long, will be a small-ship navy with the backing of one, later two, and maybe three medium-sized ships.

Ruthless

After pointing out that the cost of the new mine countermeasures vessels will severely limit their numbers, that offshore patrol ships are lacking in speed and air capability, and that after 20 years there is no major programme to utilize the superior speed and other abilities of the hovercraft, he continues: "If the main weight of the Royal Navy is to be deployed in the North-East Atlantic, including U.K. home waters, the use of fast attack craft with missiles would seem logical,

yet none is even scheduled in the building programme."

Looking to the future, he sees the need for NATO and the West generally to look much farther than the former's current artificial boundaries to defend their interests and lifelines.

In line with his "utility" theme, he urges the provision of less expensive hulls with increased range, and a ruthless programme to ensure that ship's components are tailored to needs rather than a hypothetical all-round excellence.

The West should, in addition, pay continuing attention to the need for reducing ships' companies, which could absorb half the total cost of a ship during her life.

This issue of Jane's, while once again sounding the grim warning of Soviet strength ("a very powerful and well-knit navy whose capabilities, if not numbers, are increasing month by month"), goes on to suggest that the hammer and sickle are not without some cracks.

The editor says that Admiral Gorshkov, as the C.-in-C., still has the inevitable problem of manning his ships with conscript junior ratings and officers who are forced into a departmental approach which would be distressing for a Western commander.

(Continued in facing page)

What the Russians owe us

Although hundreds of Allied merchant sailors and naval personnel lost their lives in getting supplies to Russia from 1941 to the end of the war in Europe, Russia has maintained a stolid official silence on the value of this assistance in defeating Nazi Germany.

It is true that in helping Russia the Allies were helping themselves, since Hitler had bitten off more than he could chew in making the same mistake as Napoleon, but it is sad that so many British ships and lives should have been lost in an endeavour still tinged with sourness.

The whole catalogue of effort has been carefully documented by Vice-Admiral B. B. Schofield in "The Arctic Convoys," published by Macdonald and Jane's (price £5.95), the author having researched into British, Russian, German, and American sources.

He concedes that the Commander-in-Chief of the Soviet Northern Fleet, despite the limited forces at his disposal, "supported the Allied effort to the best of his ability," but when hundreds of injured Allied seamen were being treated in primitive medical conditions in Russia, it is difficult to forgive the grudging eventual permission for the landing of a hospital unit — and that only after intervention at Churchill-Stalin level.

Those seamen had taken part in an heroic struggle, not only against a determined enemy, but in coping with gales, fog, and cold of such intensity that death was swift when thrown into the icy waters.

Admiral Schofield, had, of course, to comb over once again the circumstances surrounding the "convoy is to scatter" action of the First Sea Lord (Admiral of the Fleet Sir Dudley Pound) in relation to the ill-fated PQ 17.

RIGHT DECISION

The book conveys a more kindly conclusion than some of the controversy over this black period in Arctic convoy operations, quoting the German historian, Dr. Jürgen Rohwer, as stating that "Pound's decisions leading to the scatter order were reasonable and, in fact, quite a remarkably accurate reading of German Naval Command's intentions."

In Admiral Schofield's view, "it is generally agreed by those who have since studied all the available information that Admiral Pound's decision was the right one."

His book describes the operations from both the Allied and German points of view, with detailed battle studies, including the tracking down and destruction of the German battle-cruiser Scharnhorst.

Illustrations include 32 pages of photographs, as well as maps of the more important battles.



Voyages which were a rendezvous with death. As convoy PQ 18 fights its way to north Russia, a torpedoed tanker goes up in a volcano of flame after being struck by a torpedo from a German aircraft. Tribal and Hunt class destroyers are in the foreground.

Review souvenir

A few copies are still available of a 92-page book produced for the Silver Jubilee Review of the Fleet and containing more than 80 photographs and plenty of facts. It was written by former Royal Navy officer Mike Critchley.

"Silver Jubilee Review" costs £1 (including postage to U.K. and BFPO addresses) from Freedman Bros. (Printers) Ltd., St Albans Lane, London N.W.11.

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Banging the drum for Collingwood

H.M.S. Collingwood Volunteer Band after the establishment's End of Term Parade on August 11.

H.M.S. Collingwood scored a notable double in the R.N. volunteer band festival held in H.M.S. Sultan, Gosport, on Saturday, August 6. The establishment's entry carried off the Commander-in-Chief Naval Home Command Challenge Trophy as the best all-round volunteer band in the Royal Navy and 18-year-old CEA APP Robert Hayes, of H.M.S. Collingwood, won the Kenneth Alford Trophy as the best all-round drum major.

The Collingwood Band comprises volunteers from all schools and departments who meet regularly in their own time to rehearse and give performances of both military and concert music. They are led by Band Colour Sergeant S. E. Richardson, R.M.

The Band leads the Collingwood weekday divisions and the monthly ceremonial divisions. It also performs regularly at wardroom functions and other venues which were once the exclusive domain of the Royal Marine Band Service, including ship launches and homecomings.

Impressive

Summer term 1977, featuring the Silver Jubilee celebrations, has involved the band in more than 70 hours of extra performance and rehearsal time, including some occasions when all the Portsmouth area bands combined to produce an impressive display.

Other festival trophies went to H.M.S. Daedalus (best Fleet Air Arm band) and the Portsmouth Area Combined Band (best small band).

Daedalus day

More than 17,000 were entertained by a full range of static and arena displays, a fairground and other pleasure activities at H.M.S. Daedalus Air Day on July 23.



Wanted: Proof of the pudding

Have you a pudding basin? No, don't go dashing off to the galley . . . the article in question is a hat, as issued to WRNS ratings from 1939 to 1942!

This is one of the articles being sought by the National Maritime Museum, Greenwich, for the exhibition to mark the 60th anniversary of the founding of the

Women's Royal Naval Service and the 25th anniversary of the WRNS.

The other "wanted" items include the star and badge of the Order of the British Empire belonging to Dame Katharine Furse (first Director), a motor transport driver's category badge — a driving wheel — of 1917-1919, and a tropical kit of the same period.

The exhibition opens to the public on November 3 and borrowed items will be returned after Easter, 1978.

APPOINTMENTS

Vice-Admiral Sir James Jungius is to be Representative in Europe of the Supreme Allied Commander Atlantic in succession to Vice-Admiral Sir Lancelot Bell Davies in January. His appointments have included command of H.M. ships Wizard, Lynx, and Albion and in 1972 he became Assistant Chief of Naval Staff (Operational Requirements). Two years later he was appointed Deputy Supreme Commander Atlantic.

Other appointments recently announced include:

Capt. C. S. Argles, Sheffield in command January 3.

(Continued from page 12)

"There is continuing evidence of centralized control which must inhibit initiative, and which relies on that vulnerable necessity — naval wireless communications."

The 1977-78 Jane's maintains the format initiated in the previous edition. In addition, a new section of ship silhouettes and a worldwide pennant list of major surface ships have been added to assist recognition.

Valued

"I have absolutely no need to recommend this book," writes the Prince of Wales in an introduction — "but I cannot resist it."

He recounts that when he was commanding the minehunter H.M.S. Bronington, a 1976 copy was sent to him by some generous donor, "who must have known that minesweepers and minehunters rarely, if ever, possess one."

"I am not sure if this is for reasons of economy or for the simple lack of storage space, but whatever the case the book was greatly valued and used continuously throughout my period in command. I daresay it is still being used by my successor."

"Jane's Fighting Ships" is published by Macdonald and Jane's, price £27.50 — a princely gift for any commanding officer.

IN MEMORIAM

A de Looze, LWREN, H.M.S. President. June 2.

A. J. Treheway, WTR, H.M.S. Heron. July 15.

S. M. Helsby, SNS, R.N. Hospital Gibraltar. July 19.

P. M. Cleave, REM H.M.S. Tiger. July 21.

B. M. Brettell, POAF(AE), H.M.S. Ark Royal. July 23.

N. Bewley, Mne, HQ 45 Cdo Group. Died in Belfast, August 12 following gunshot wound.

Ree-Admiral St John Mickethwait, Second World War destroyer captain and triple D.S.O.

R. G. Cross, AB 1959-71. Hindhead, Surrey. Police driver. Died in road accident.

J. W. Bell, Ex-CAF(O), Newcastle-upon-Tyne. Died at Chatham.



OVER THE MOON!

Lieut. Don Todd, of H.M.S. Yarnton, shows off the trophy won by the Royal Navy in this year's Dragon Boat Race at Tai Po in Hong Kong's New Territories.

Dragon Boat Day races are held in and around the Colony on the fifth day of the fifth month and Tai Po, where the Navy traditionally enters a team, is the oldest venue.

This year's team was a joint effort by the Yarnton and her sister ship in the Hong Kong Squadron, H.M.S. Monckton, and the two patrol craft acted as guardships for the occasion.

The race was watched by the Governor of Hong Kong, His Excellency Sir Murray MacLehose, and the prizes included a cooked pig as well as the special Queen's Silver Jubilee Cup.

• The Sword and the Dragon — Page 18.

Monthly pay?

Be ready with a Lloyds Bank account

Between August this year and August 1978 all Leading Rates and above will be going over to the system of monthly pay direct to a bank account. If you're one of the servicemen or women involved, you ought to think now about how you're going to manage your money.

For a start, get in touch with your local Lloyds Bank — Lloyds has branches at many Royal Navy establishments and so we've had a lot of experience helping people like you to manage their money.

We can help by giving you a cheque book which means you carry less cash around, regular statements showing how much money you have in your account, facilities for savings — on which interest is paid — and friendly advice when you need it. Allotments can be made through your account so that regular bills, subscriptions, etc., are paid automatically.

Be ready for your monthly pay. Call in at your nearest branch of Lloyds Bank now, or talk to your Supply or Divisional Officer about opening an account with us.



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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.

Invaliding benefits revised

Invaliding benefits for those leaving the Navy for medical reasons are to be more closely related to the degree of ill health involved.

Under existing rules it has been possible for some Servicemen and women to leave for medical reasons "with substantial invaliding benefits not justified by the circumstances." An example is where a person has fallen below the Services' stringent medical standards but is not in "ill health" and has an unimpaired earning capacity in civilian life.

In consultation with the Army and Air Force, the Navy Department has reviewed procedure with the aim of ensuring that doubtful cases are scrutinized.

Following the review, the Admiralty Board is determined that improved terms introduced in 1973 shall continue to be available to the majority. To protect their interests:

- All concerned are to be reminded that proper consideration is always to be given to the alternative forms of discharge already existing and detailed in DCI(RN) 419/77.

Licence without type rating

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

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Most boys proceed to the Royal Navy or the Merchant Navy but the development of character and self-reliance at INDEFATIGABLE is equally suited to life ashore. A year at INDEFATIGABLE entitles a boy to six months' remission of sea service towards the various Merchant Navy certificates.

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WELL PROTECTED

Passengers in rigid raiding craft and other open vessels are to get better protection through the development of the Oversuit Protective Amphibious Operations (OPAO) for use during extreme cold weather conditions.

The suit, which is worn over complete battle order, provides sufficient protection to reduce the dangers of exposure, keep the wearer dry, and provide life support in the event of capsizing and immersion.

It is taken off, ashore, on completion of landing. The OPAO is an expensive item of clothing, which has to be carefully maintained and stored.

DCI (RN) 462

★ Coveralls

It is now possible to extend issue of blue

★ Hospital food

Serving and retired officers of the three Services, faced with nursing and convalescent expenses incurred through the illness of dependents, are eligible for help through membership to Lady Grover's Hospital Fund. Grants may be as much as £154 per week.

Annual subscriptions include a graduated scale to encourage junior officers to join. Forms of application for membership, and any further information, may be obtained from The Secretary, Lady Grover's Hospital Fund for Officers' Families, 58 Trentham Street, London, SW18 5AR.

DCI (RN) J 465

★ Cash for ideas

The Ministry of Defence makes payments for useful suggestions and inventions. Local committees have had their awards maximum increased from £50 to £75, but they can refer to higher authority ideas which they believe should have greater recognition.

DCI (RN) J 489

★ Engineers' test

Considerable interest has been aroused in the "mature candidate" route to registration as T Eng

flame-resistant coveralls to WE ratings employed in machinery spaces of steam-driven ships and submarines, and to personnel employed with welding at training establishments or Fleet Maintenance Groups. Replacements are only made when blue general service coveralls wear out.

DCI (RN) 474

★ Earplugs

Gundefender earplugs, introduced in 1974 for issue to Royal Marines, are now generally available for R.N. personnel in situations where they are exposed to the noise of missile, gun, rifle, pistol or shot-gun fire.

DCI (RN) 480

★ Anyone for stalking?

Deer stalking may sound an unusual official duty, but the Ministry of Defence is seeking information on Service personnel interested in the conservation and control of deer on MOD property, and who would like to be considered for voluntary deer management activities. Culling is essential "both to the maintenance of healthy stocks and the protection of the environment," which means that the deer managers would have to pass a marksmanship test and attend courses. They would have to provide their own stalking rifles.

DCI (RN) J 447



Where to settle those 'nutty' Naafi problems

To settle an argument on Naafi policy relating to the profit margin on a bar of "nutty" it seems somewhat ponderous to look up BR 31, Queen's Regulations for the Royal Navy.

It is now officially recognized that BR 31 is "not a particularly suitable medium" for the promulgation of regulations and information relating to Naafi matters.

A new book has therefore been produced (BR

8508) to replace the ORRN reference. It contains details of the organizations and function of the Naval Canteen Service, as well as details of Naafi policy on prices, rebates and discounts, and general information on the day-to-day running and management of the corporation.

In ships, every canteen manager will have a copy, as will the welfare committee secretary.

DCI (RN) 440

Catering scales amended

Small messes have been successful in their plea for a review of the catering equalization scale, which after many years has now been amended.

Daily messing rates (DMR) of allowance for H.M. Ships incorporate adjustments to equalize catering costs between messes of differing victualled strengths.

For strengths of up to 400 there are supplements to the basic rate, and there are deductions for numbers of 650 and above.

IMPROVEMENTS

Since the present scale was introduced, catering facility improvements have favoured larger messes. Small messes have not benefited to the same extent, and very small messes, not at all. Their messing standard has consequently fallen by comparison.

The new scale means that a mess of only ten will get an increase from +10 per cent to +40 per cent. The 11 to 20 mess goes up from +10 to +30 and the 21 to 40, from +10 to +15.

Large messes will have their deductions slightly increased.

REGULATION

While the review was in progress, consideration was also given to the regulation requiring H.M. ships to claim DMR on the basis of total victualled strengths of the mess. Elsewhere, the DMR is claimed according to the numbers fed from individual galleys.

In future, when more than one galley is in permanent use by the general mess in H.M. ships, the DMR may be claimed on the basis of the average numbers victualled by each galley.

DCI (RN) 453

qualifications acceptable to the Engineers Registration Board, would be eligible for registration on the Composite Register.

A mature candidate is defined as a person with considerable experience and responsibility at the T Eng level, who, but for the absence of formal academic

a test (normally consisting of a paper or project prepared by the candidate, with an associated interview).

Neither the test nor the interview will be designed to assess the candidate's experience or responsibility, but will demonstrate his academic competence.

DCI (RN) 478

★ Longer dresses

A new-design, full-length mess dress has been introduced for officers of the Queen Alexandra's Royal Naval Nursing Service, replacing the present knee-length dress.

DCI (RN) 482

★ Glamorgan refit

H.M.S. Glamorgan will begin a major refit on September 12. By September 30, she will have reduced to a major refit scheme of complement and will have become a tender to H.M.S. Nelson.

DCI (RN) 483

Rear-admiral drops in

During the closing phase of Exercise Forest Venture, H.M.S. Hermes, with 40 Commando embarked, passed close enough to the isolated White Rock lighthouse, nine-miles south west of Land's End, to allow Flag Officer Carriers and Amphibious Ships, Rear-Admiral W. D. M. Staveley, to pay the lighthouse a visit. Admiral Staveley was elected a Younger Brother of Trinity House in 1973.

As the last vehicles of the Commando were airlifted from the Hermes a Sea King from 814 Squadron helped the Padstow lifeboat to rescue two people from their yacht — the Calcutta Princess — which was in danger of sinking.

On return to Plymouth, Hermes (pictured here) played host to an Anglo/German Youth Exchange group made up of eight children from Tavistock (Devon) and 11 from Celle (West Germany). The visit was arranged by EA1(A) Jagoford.



PAY ADVANCE SCHEME: LETTING PITFALL

Increasingly the Royal Navy has become a house-owning fraternity, not least among the incentives being its unique long service advance of pay schemes. Some measure of the scheme's popularity can be gauged by the fact that more than 10,000 rating and 1,000 officers are now participating, with the total amount currently on loan somewhere around the £11 million mark.

However, one or two problems have developed as the schemes have progressed, including the situation which arises when house owners either let their property or sell.

The rating's scheme has been operating since 1965 and those eligible to take part receive an interest-free advance aimed to cover such things like the deposit, legal expenses, and surveyor's and land registration fees involved in purchasing a house on which a building society, local authority, recognized bank or insurance company is willing to advance a mortgage.

The advance, which may amount to several thousand pounds, is recovered by monthly

deduction from pay at ten per cent of the advance per annum over the last ten years of service.

But while no interest is payable on the advance when the serviceman or his family are living in the house, men who let the property have to pay interest on the outstanding balance of the advance at a rate normally equivalent to that recommended by the Building Societies Association. They may, however, declare these payments in their income tax returns for relief purposes.

A number of cases have come to light, where houses have been let but the fact has not been reported, so interest has not been paid. When the situation finally catches up with the people con-

cerned, they could be in for a nasty shock.

(Surprisingly, the house is regarded officially as being let if it is occupied by anyone other than the serviceman and his wife and/or children, whether or not rent is being charged).

Some men, intending to re-occupy their house as soon as possible, have questioned the reasoning behind the need to pay interest during letting, which, in any case, can present considerable difficulties.

Repayable

Whether any more flexible rule could be devised remains to be seen, but the "interest on letting" rule is certainly there to be followed at present.

On the sale of a house involved in the scheme, the advance is repayable in full and at once, unless approval has been given to transfer the balance outstanding to another property.

Failure to report the sale of the house or to repay the outstanding balance at once may result in interest being charged on the outstanding balance from the date on which the sale took place until the whole advance has been recovered.

Sometimes there is failure to report that an individual has ceased to be the legal owner of the property following a divorce settlement.

Periodically those in the scheme are asked to confirm that they still legally own the property and that it has not been let, but the ques-

'Interesting finds' off Scillies by sub-aqua clubs

An expedition off the Scilly Isles by divers from naval and Marines sub aqua clubs has led to "some interesting finds," according to a spokesman for the group.

The spokesman added that there was "a lot more work and investigation to be carried out before any definite conclusions can be drawn."

Members of the combined expedition of the Naval Air Command Sub Aqua Club and the Royal Navy and Royal Marines Sub Aqua Club were in the Scillies for a month to investigate and try to identify ancient wreckage off the Western rocks.

The first two weeks were led by Lieut.-Cdr. Jan Greener and the remainder by Cdr. Steve Lowick and Cdr. John Bingeman.

It was on October 22, 1707, that Admiral Sir Cloudesley Shovell, commander of the Mediterranean

Fleet, led his flagship, the Association, and the Eagle, Romney and Firebrand (a fireship) to disaster on the rocks.

A few treasure ships have already been discovered: the N.A.C. Sub Aqua Club found the Association site in 1967 and since then the sites of the Eagle and the Romney have been located.

Expedition members:
First two weeks: Lieut.-Cdr. G. N. Greener (leader), Lieut. K. French, REA 1(A) A. Ward, REA 1(A) D. Ash, PO(AH) R. G. Howes, MTI(N) K. R. Cawsey, AA2D C. Austin, REA2(A) T. E. Burges, NAM1 R. S. Jacobs, N. Pearce (archaeological director), B. Edmonds, W. F. Kitchen, K. Warner, G. T. Johnson, A. W. Spours.
Second two weeks: Cdr. R. S. C. Lowick (leader week one), Cdr. J. Bingeman (leader week two), WO11 (R.M.) F. Weeks, Sgt. (R.M.) K. Ryan, MTI(N) K. R. Cawsey, REA (A) D. Jolly, Sgt. (R.A.F.) S. Banks, D. Organ, C. Organ, AB L. Clarke, N. Pearce.

. . . and Egypt calls back Navy divers

Royal Navy divers are again to work alongside divers of the Egyptian Navy to rescue another ancient monument from beneath the waters of the Nile. From October until April 1978 they will work on the ruins of the Temple of Augustus Caesar, built in 12 B.C.

Stones taken from the temple site will be transferred to a nearby island, where they will join other priceless relics from the island of Philae.

Earlier this year, R.N. divers returned to the U.K. after helping to recover the Gate of Diocletian, a relic of the Third Century, A.D.

LIGHTER THAN EVER

No one knew anything about the wreck, how long it had lain there, or how it met its end. No record could be found of the old lighter, so carelessly abandoned by its owner. Like an old shoe which turns up on a beach, the barge, in 70 feet of water in the Clyde anchorage area, was found by Royal Navy minehunters.

To prevent the wreck fouling ships' anchors, eight members of the diving team at the Clyde Submarine Base, working from their support vessel, the Yo Yo, placed depth charges in the hull of the old barge. The forgotten lighter was no more.

MORE D.C.I.s

★ Married quarters

In a re-statement of the regulations governing the allocation of married quarters in the United Kingdom, official policy is defined as follows. "It is the aim to provide accommodation of the appropriate standard for every officer and rating who is entitled to and wants accommodation. Families should be able to move direct from one quarter to another."

In deciding where to live, families have several options, including the right, in a port area, to remain in their quarter indefinitely, no matter where the husband may be serving, so long as he continues to be entitled to a quarter.

DCI (RN) 469

R.M.; Hibernia Cup, LACMN R. J. Walters; Kelly Memorial Trophy, Lieut. (X) (P) G.R.N. Foster; Nunburnholme Trophy, Lieut. (X) (O) P.F. Southon; Kemsley Trophy, Lieut. (X) (P) I.S. McKenzie; Plessey Marine Anti-Submarine Warfare Trophy, LACMN V.C. Gover. The Robert Sandison trophy has not been awarded for 1976.

The terms of award of the Admiral Sir Dudley Pound prizes have been revised, the 1976 winners being Sub-Lieut. (SL) (P) W.F. Hull; Lieut. (X) (P) I.S. McKenzie, Lieut. (X) (P) S. Keith, and Lieut. (X) (O) G.R. Moodie.

DCI (RN) 458

★ Contents

Revised contents lists are announced for BR 67 (Admiralty Manual of Seamanship) volumes 1, 2, and 3.

DCI (RN) 413

★ Promotion

Officers will no longer be automatically promoted to lieutenant-commander or captain (Royal Marines) "on the due date," where they are the subject of Quarterly Report action. Pro-

DCI (RN) 420

★ Entry age

From April 1, 1978, the minimum age for entry as WRNS education assistant is to be raised to 18½ years, both for branch transfers and direct entry.

DCI (RN) 421

★ For efficiency

The Sick Berth Petty Officers Efficiency Medal for 1977 has been awarded to POMA M.L. Sergeant.

DCI (RN) 437

★ For observers

The Henry Leigh Carslake Prize for observers has been awarded to Lieut.-Cdr. (now Cdr.) I.A. Somerville-McAlester.

DCI (RN) 479

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

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New chairman for uniform committee

The new chairman of the committee responsible for development of uniform and clothing in the Navy (including R.M., WRNS and QARNNS uniforms) is Commandant S. V. A. McBride (Director WRNS), in her capacity as Assistant Director General of Naval Personal Services.

For the past two-and-a-half years DGNPS (Rear-Admiral T. B. Homan) has led the Navy Department's Uniform and Clothing Committee and as chairman has been responsible to the Second Sea Lord for all uniform matters.

Handing over the chairmanship on August 1, he paid tribute to the work of the Director General of Supplies and Transport (Navy) and his staff, and spoke of the many changes in uniform during his chairmanship of the committee.

Rear-Admiral Homan said he looked forward to remaining closely involved with the committee's work, and to working closely with Commandant McBride in her new additional task.

WILTON IS TOPS

The minehunter H.M.S. Wilton was awarded the Standing Naval Force Channel efficiency trophy during a visit by five ships of the Force to Manchester.

Led by Cdr. Pieter Bakker in H.N.M.S. Onbevreesd, the NATO ships navigated the 40-mile-long Manchester Ship Canal and were visited by 12,000 Mancunians during the stay.

Shetland goes into service

Instead of the captain's wife cutting the commissioning cake of H.M.S. Shetland as tradition demands, Mrs. Gwen Yerrill, wife of Lieut. R. Yerrill (the ship's first lieutenant) did the honours, assisted by the youngest member of the ship's company, MEM David Ross.

The reason was that Mrs. Diana McKnight, wife of Lieut.-Cdr. Paddy McKnight, the commanding officer, was expecting her second child within days of the ceremony.

H.M.S. Shetland, third of five 1,250-ton Island class offshore patrol ships to go into service, commissioned at Rosyth. H.M.

'Gunners' gathering' goes with a bang

The guns boomed out over the sea at H.M.S. Cambridge last month to salute the establishment's 21st "birthday."

To mark the occasion, an open day was arranged for Cambridge personnel and people from the local villages of Haybrook Bay and Wembury.

About 1,000 visitors watched as a battery of 40/60 mm Bofors guns opened fire on aircraft-towed targets.

Guests were also able to watch a junior field gun display by Sea Cadets from St Austell, Bristol and Exeter, the Royal Marine Band from Flag Officer Plymouth's staff, and a Beat Retreat ceremony by a guard from Cambridge.

H.M.S. Cambridge is the Royal Navy's live firing range, so it was not surprising that the anniversary proved something of a "gunners' gathering."

Among the guests of honour was Rear-Admiral R. C. P. Wainwright, now retired, who as a captain was the first commanding officer of H.M.S. Cambridge when it "opened up" for business in 1956.

Cambridge is responsible for gunnery training in the Navy, and is fitted with four frigates'-worth of gunnery systems. A fifth is being installed.



● Visitors to the Cambridge 21st "birthday" open day inspect the 40/60mm Bofors anti-aircraft guns after they had watched the guns in action against towed targets.

WALKERTON 'PIRATES' WALK PLANK

Sark, one of the smaller of the Channel Islands (population 600) gave a terrific welcome to the coastal minesweeper H.M.S. Walkerton, first warship to visit the island for many years.

During a week-end packed with events, a highlight for the children was the day they stepped aboard for a party, to be greeted by real-life "pirates." To add to the excitement, the "pirates" gave a

realistic display of walking the plank.

Lieut. C. A. Howeson, the commanding officer, and members of the ship's company, were entertained by the Seigneur, Mr.

J. M. Beaumont, at a cocktail party given in their honour.

The Walkerton had earlier paid a brief visit to the fishing village of Mevagissey, Cornwall, during the village's annual feast week. The ship's company joined in the celebrations, including a tug of war contest against a ladies team.

Members of the crew also had the opportunity to collect £253 for the local branch of the Royal National Lifeboat Institution.

Equipment on show

Ships, hovercraft and aircraft of the Royal Navy, including a Type 42 destroyer, a Type 21 frigate, an Island-class and a Bird-class patrol vessel, will be at Chatham for a "Warship Day" as part of the biggest biennial Royal Navy Equipment Exhibition.

More than 110 marine equipment manufacturers will be represented at the exhibition, which takes place at the Royal Naval College, Greenwich, from September 12 to 16. It is not open to the public.



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HMSO BOOKS

Cake cutting smiles at the H.M.S. Shetland commissioning from MEM David Ross, Mrs. Yerrill, Lieut.-Cdr. Paddy McKnight and Lieut. Ronald Yerrill.



NEWSVIEW

Loyalties for long term

When the wily and cynical Jack of our cartoon series took it for granted that his depleted pay packet resulted from a so-called rise, the wry smiles that went round the Fleet were because he was too close for comfort.

The vociferousness of those still rankling over the "rise" (and perhaps even more so over the clawbacks) may have faded, but no one is seeking to minimise the strength of that "seen off" feeling.

Fully alive to the situation, the Service has ensured that the Government is also aware of the depths of feeling which exist. But, no doubt, thoughts have now moved on to pondering the implications of pay policy for the coming year and its likely effect on the next round on the Services pay front.

Meanwhile constant attention is maintained on the allowances front. The bright idea advanced by someone of taxing Service rail warrants and daily travelling expenses was brought under some very close scrutiny, and at the end of the day it was the MOD which came out on top.

WELCOME NEWS

Talks between the Ministry and the Inland Revenue concluded with the welcome news that the Serviceman and woman would not have to pay tax on their travel concessions, the agreement covering not only leave travel arrangements but also allowances for travelling to main place of duty.

One of the points recognised was this: The fact that the Serviceman sometimes lives outside his unit does not affect his being on duty, so travel outside the unit to his main place of duty is between two places of duty.

While the reality of all this may be that nothing tangible has been gained, equally nothing has been lost, and perhaps in these harsh times even that is a matter for gratitude. In any event it is an episode providing strong evidence that keen eyes are continually at work on behalf of the Service interest.

If the light at the end of a long financial tunnel may not yet be apparent to most, a spot of advice from a naval V.I.P. at one of the end-of-term prizewinnings this summer might not come amiss.

While the Navy might be angered by the recent pay situation, he said, it should not yield to short term aggravation and change its attitudes and loyalties. If because of present stress the Navy were to change these, they would live to regret it all their lives.

THE SWORD AND THE DRAGON

In the busy waters of Hong Kong ships go about their business seemingly indifferent to those who live ashore. But not all ships behave with such detachment. The Royal Navy's Hong Kong Squadron is a shining example and is this year's winner of the Wilkinson Sword of Peace for the Navy, awarded annually for outstanding effort in fostering good relations with a local community.

The five Ton-class patrol craft — H.M. ships Wasperton, Monkton, Beachampton, Wolverton and Yarnton, which together make up the Dragon Squadron's strength — have an intensive patrol commitment in Hong Kong.

Despite a busy programme, the ships' companies found time between patrols to undertake community relations work and get involved in a wide range of activities to encourage local youth groups.

Isolated

Community relations work took them to isolated villages in the Sai Kung and Tolo Peninsulas and outlying islands, areas which the squadron patrols.

Villages in some of these remote parts are too far away from the main supplies of water and electricity and depend on generators and water tanks to supply these needs. Many of these were broken leaving small communities without water or light. The squadron had the worst of these in working order within a few months.

In addition to community relations work the squadron found time to train and encourage local youth groups, particularly boys of the Hong Kong Sea School at Stanley. Ships of the squadron affiliated to the school took boys to sea and training assistance was provided by individual officers.

Similar facilities were provided for the Sea Cadet Corps — sea days for up to 30 cadets and visits to ships in harbour were arranged. On the financial side, a considerable amount of money was raised and distributed to the main naval charities.



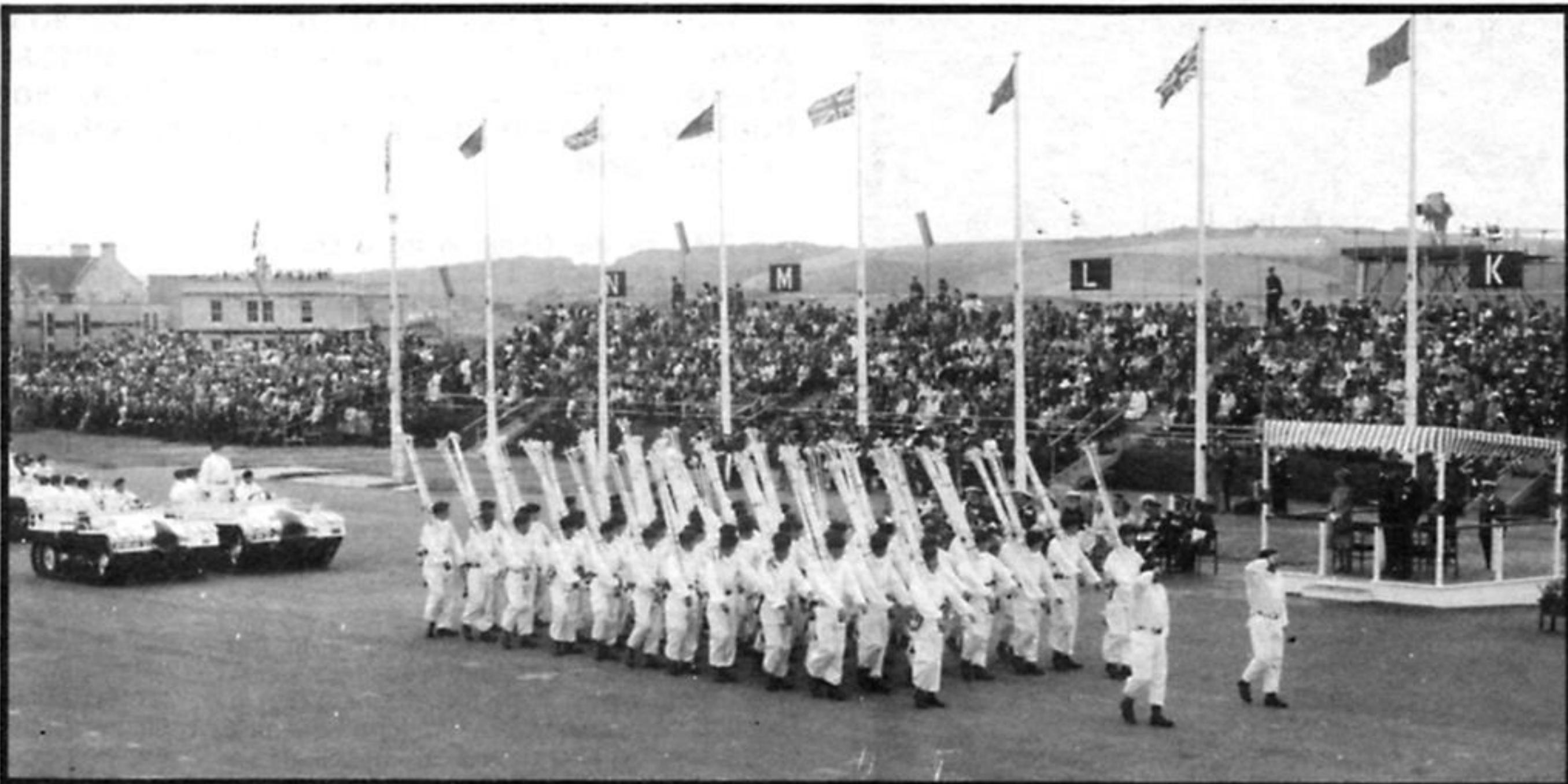
Two members of the Hong Kong Squadron, H.M.S. Monkton (foreground) and H.M.S. Beachampton, pictured by Sgt. B. H. Lawrence R.A.F. on exercise with Wessex helicopters of 28 Squadron R.A.F. Inset: The Hong Kong Squadron's Dragon Badge.



The five patrol craft of the Hong Kong Squadron . . . from the foreground, H.M. ships Wolverton, Beachampton, Wasperton (senior ship), Monkton and Yarnton.

Admiral Sir Edward Ashmore, Chief of Defence Staff, presents the Wilkinson Sword of Peace to the Squadron's senior officer, Cdr. T. J. K. Sloane, at Cutlers' Hall, London.

ROYALS ON PARADE



The many and varied roles of the Commando Forces, Royal Marines — from the sub-zero temperatures of the Arctic to the steamy jungles of the Tropics — were clearly illustrated for the Queen on August 5 when she inspected about 1,000 officers and men of the Corps on Plymouth Hoe during her three-day Silver Jubilee tour of the West Country.

Contingents of 42 Commando in tropical parade uniform, jungle combat dress, nuclear and chemical protective clothing, or dressed for operations in Northern Ireland, all took part in the 15-minute march/drive past. Other marines of 42 Commando man-packed 81mm mortars while another contingent were equipped for sniper and other specialist operations.

These were followed by members of 45 Commando Group wearing full Arctic combat dress and shouldering their skis (see photograph, left) followed by four Snowtrac vehicles carrying Wombat anti-tank guns and 81mm mortar. Six of the new 105mm light guns were displayed by 29 Commando Light Regiment, Royal Artillery, and the parade was completed by personnel and vehicles of 59 Independent Commando Squadron, Royal Engineers, the Commando Logistic Regiment, the Special Boat Squadron, and the R.M. Reserves.

Before the parade a 21-gun royal salute was fired from the battlements of the Royal Citadel by 8 (Alma) Battery of 29 Commando Light Regiment, R.A., and the Queen was met by Admiral Sir Edward Ashmore (Chief of the Defence Staff), Admiral Sir Terence Lewin (First Sea Lord), and Lieutenant-General J. C. C. Richards (Commandant General, Royal Marines).

FLY-PAST

The Queen, who was accompanied on the dais by the Duke of Edinburgh and Lieut.-Gen. Richards, received a royal salute from a 96-strong guard of honour provided by 42 Commando, resplendent in ceremonial blues.

The activities of the Corps were also portrayed in a series of set-piece tableaux in which the Royal Marines were seen in operational settings. All this action on the ground was complemented by action in the air, with a fly-past of Wessex V troop-carrying helicopters of 845 and 846 Squadrons and Gazelles and Scouts of 3 Commando Brigade Air Squadron.

After the spectacular display the Queen returned to H.M.Y. Britannia to continue her Silver Jubilee tour of the West Country, including visits to Weston-super-Mare and Bristol, where the Britannia anchored at the new £37m. West Dock, Avonmouth.



Picture: John Farrow



Above: Prince Andrew and his younger brother, Prince Edward, take a close look at a look-out post — of the type used in Northern Ireland — under construction as part of one of the see - how - it's - done tableaux.

Left: The Queen visits "a base camp in the jungle." On the left is Lieut.-Col. Tim Wilson, commanding officer of 42 Commando, Royal Marines.

Picture: LA(Phot) Tom Suddes

Torquay celebrates a Jubilee '21st'

In the year in which H.M.S. Torquay is celebrating 21 years in commission, the commanding officer of the frigate (Lieut.-Cdr. M. H. Rhodes) and his wife were presented to the Queen at — appropriately enough — Torquay.

The ship celebrated her "21st" at the Devon resort in May and later the Mayor of Torbay (Coun. Sydney Peck) witnessed the Silver Jubilee Review of the Fleet from the frigate.

Presentation of the commanding officer to the Queen (pictured right) took place at Torre Abbey Mansion House, Torquay, in August during the Royal Jubilee tour of the West Country from, H.M.Y. Britannia.

Places visited by the Queen included Plymouth and Falmouth, and for her tour of the Bristol, Bath and Weston-super-Mare areas the Britannia went up the Bristol Channel to Avonmouth.

Afterwards came the two-day visit to Northern Ireland. Among the many events while the Royal Yacht was there was a reception on board for young people who have reached Gold Standard in the Duke of Edinburgh's Award Scheme.

Then the Britannia headed towards Scotland taking the Royal party for summer holiday at Balmoral.

Picture: Herald Express, Torquay



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A LOOK AT THE WORK OF

Most people get upset, quite justifiably, when metaphorically speaking, of course. But in the Royal work is being shot at, quite literally, almost every Group, commanded by Lieut-Cdr. Peter Goodman, floating radio-controlled targets for British, Command of the world.

F.T.G., as the Group is more generally known, is an important factor in assisting the Fleet to improve its weapon efficiency by providing targets for standard, well-prepared and carefully-analysed firings as well as tactical surprise attacks during exercises at sea.

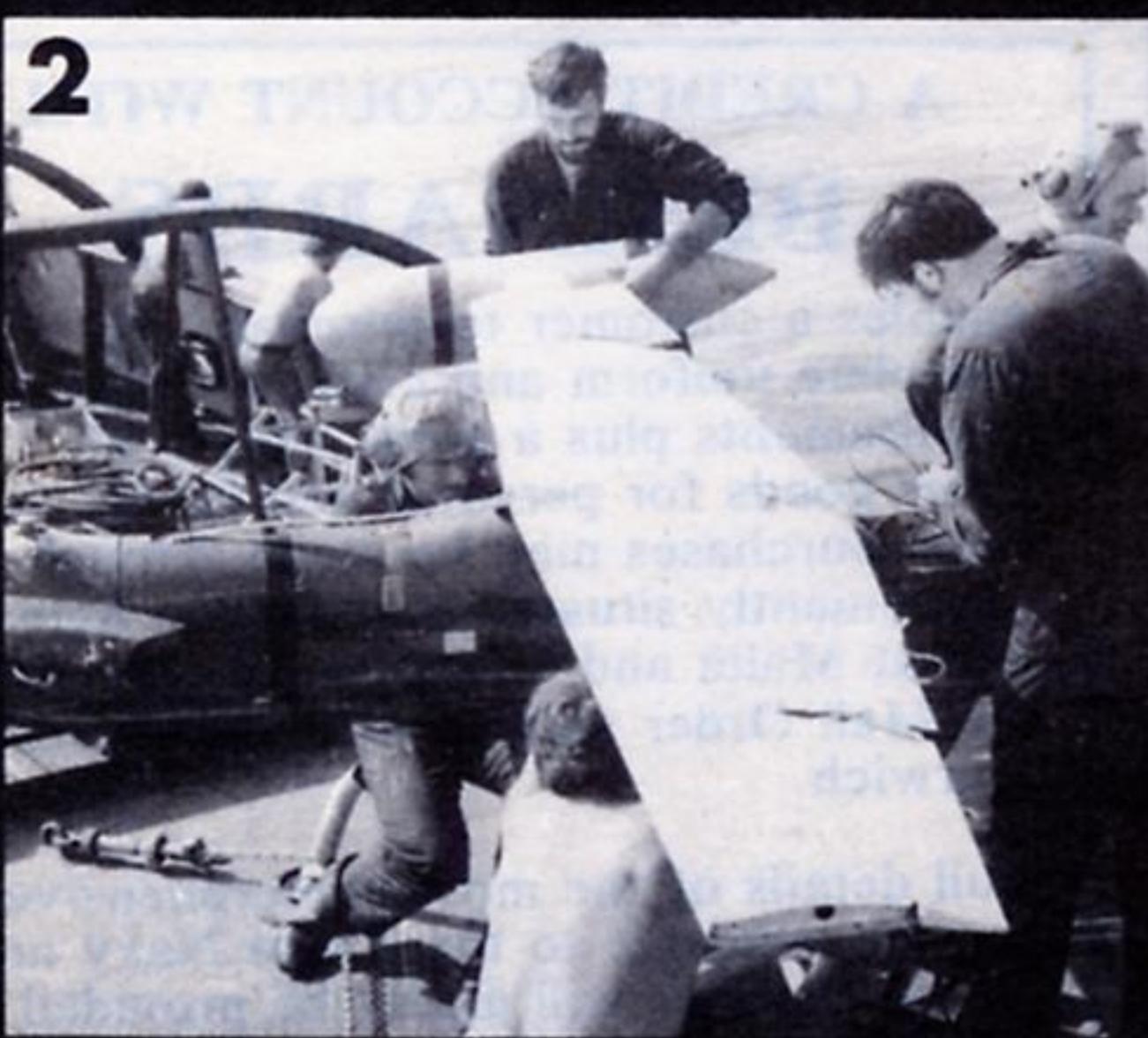
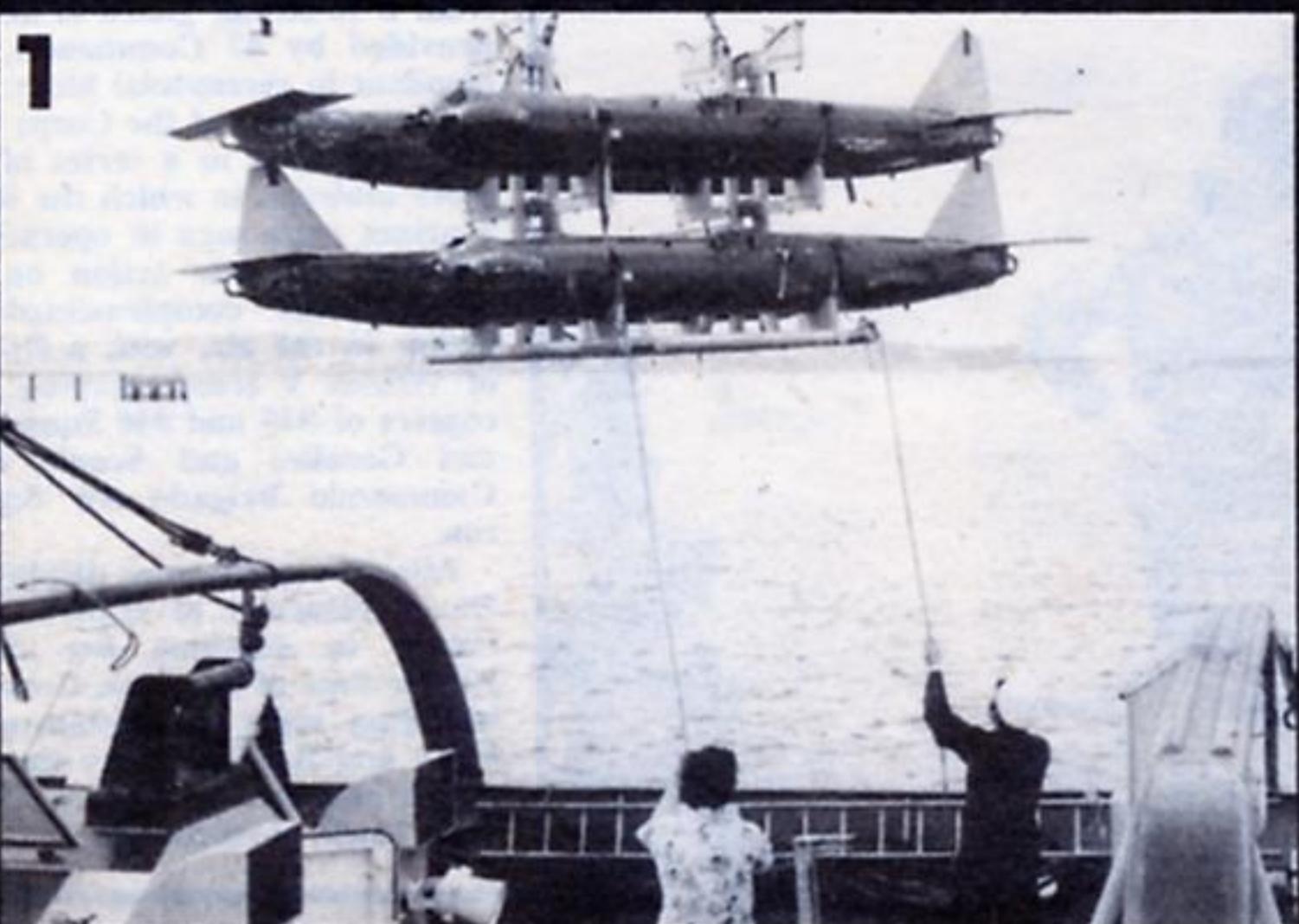
The 50 officers and ratings — mainly Fleet Air Arm — work either in the Headquarters group or in one of the three separate Flights, which may be embarked in a Royal Navy ship, a Royal Fleet Auxiliary vessel, or (when working out of Portland Naval Base) a tug.

Their tasks vary from day trips in the Portland area to six or eight-week trips which taken them away from the U.K. Locally at Portland they operate the 12ft. long Shelduck piston engined aircraft and 30-knot Seafish

boats (these Fleet Air be able to show their members a thing or two about boats . . .) as targets.

On some detached world, such as group detached Flight is embarked to carry Seafish targets just as but to suit the operations ships.

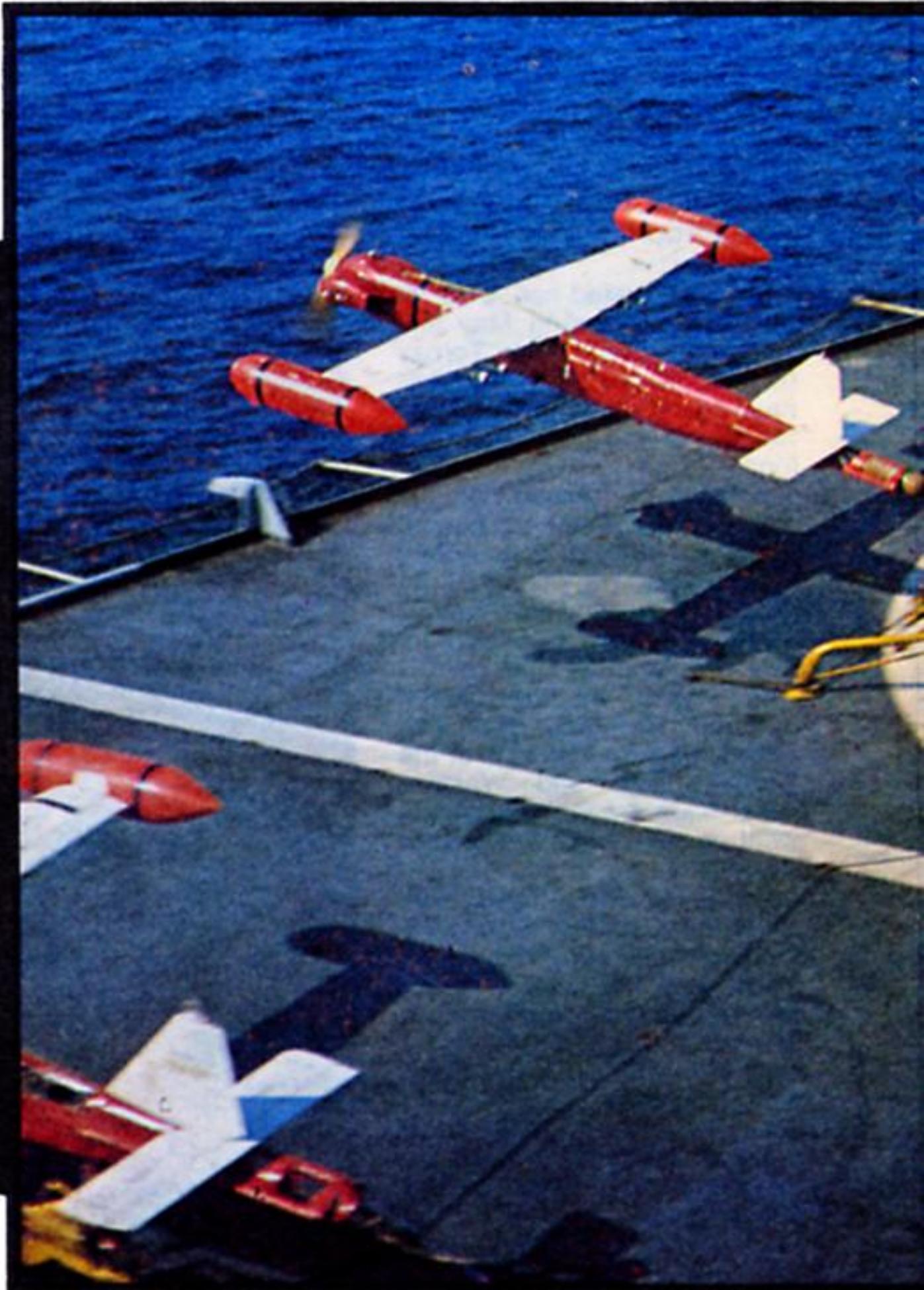
The Group also gives its "mobile high seas range" Flight with support from R.F.A. On these deployments with them the 11ft., 45C targets for Seaslug firing ship meets up with a gun carrying Seaslug a com-



"Blast off" is possibly the most exciting moment of the day for the Fleet Target Group, but much planning, hard work, and careful checking is involved before the count-down can begin. And afterwards, when the target has run its course, the missiles have been fired, and the excitement is all over, there's still plenty of work to be done . . .

Here's the story of a typical F.T.G. operation, starting with the embarkation of Shelduck fuselages (picture 1).

Within 48 hours of joining a ship, a deployed flight will have set up launch platforms for the airborne targets on the flight deck, unpacked stores, and assembled their "birds" (2) ready for what is known as



"prep-out." The detailed checks piece of equipment and servos, all target. "Prep-out" birds may be control static attacking run.

When a target checks are made to obey all the stages. controlling transmitters moved up to stages.

As the time approaches, s

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THE FLEET TARGET GROUP

In their efforts or ideas are shot down in flames, in Navy there is a group of dedicated people whose day . . . They are the members of the Fleet Target who are based at Portland and operate flying and Commonwealth, and NATO ships operating in any part

Arm sailors reckon to Yo-Ho opposite numbers about handling speed for work-up ships.

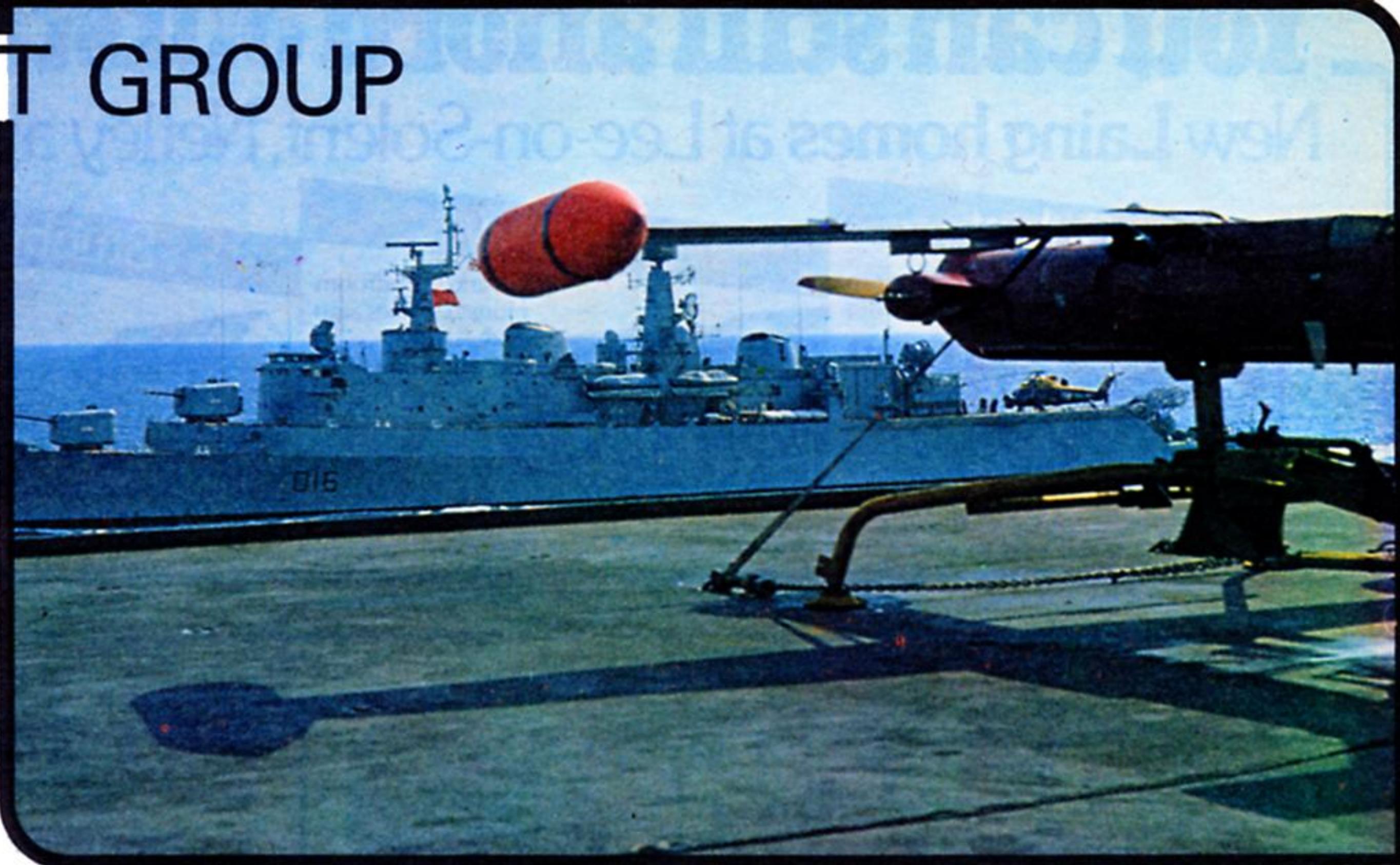
trips throughout the deployments, an F.T.C. operate Shelduck and they do at Portland, final programme of the

five-star service with "range" consisting of a H.Q. embarked in an armaments they also take 1-knot Chukar jets, as bags. When the R.F.A. guided missile destroyer complete range facility is

set up, with the co-operation of the Royal Air Force, which provides Canberras and Nimrods for air surveillance.

This system avoids congestion on the major missile ranges of the world, such as those at Crete and Roosevelt Roads, off Puerto Rico. And it's considerably cheaper, too!

The Flights either travel from the U.K. in the ships in which they are to operate, or they fly out to join ships which already have the target equipment on board, having embarked it before leaving the U.K. So far this year teams have travelled to the U.S.A., the Caribbean, South America, Crete, Sicily, Malta, Banjul (formerly Bathurst, capital of Gambia), the Persian Gulf, India, and Finland. Who says the Navy doesn't see the world these days?



HOTTS THESE BIRDS!

This embraces careful and checks and inspections of each component, from gyros to receivers all of which go to make up the "hot" must be perfect, as these sent out 50 miles from the on before turning for the

target has been assembled made (3) to ensure the bird will signals received from its controller station. The target is then the launch pad for the final

for the airborne target launch signalling between controller

and launch pad follows a very strict sequence of events. Special precautions are taken to ensure safety from fire and the inadvertent detonation of the boost launch rockets by foreign radio or radar signals.

The firing ship and the target launch ship, now in close company for the exercise, synchronise their timing and, in a fully-operational environment, count down to the moment of launch. The target is started (4), final checks made, boost rockets connected (5), and the launch area is cleared.

On a given signal the boost rockets are fired and the target, either jet or piston-engined, leaps from the launcher (6). Within one second flying speed is attained. This is 90 knots in the case of the Shelduck and 160 knots for the Chukar, which is subjected to 8g acceleration: hence the importance which is attached to the installation and checking of target equipment . . .

By means of control transmitting station (7) the target is manoeuvred at heights and speeds required for firings. This is achieved either by visual tracking or the more refined and skilful teamwork by way of a radio link between a fighter or helicopter controller in the firing ship and the target controller in the launch ship. Chukar also has its own transponder tracking set with a plotter display.

Shelduck, on a fixed throttle setting, operates at about 200 knots and has an airborne endurance of just under an hour, while the Chukar — which can reach 450 knots — flies for between 30 and 40 minutes, depending on heights and speeds used.

Although the gun and missile aimers obviously do their best, only the real hot-shots score direct hits, but it is possible for a Seacat or Seaslug missile to get close enough to topple the target off course and "pop" the parachute recovery system. Mis-

siles are not generally fitted with warheads, of course, otherwise the F.T.G. would be working on a total loss system!

As it is, the Group is proud of its operational record, and losses are kept to a minimum. Which is just as well, when the replacement cost of a Shelduck is about £10,000 and a new Chukar costs about £40,000.

The end of a normal target sortie is triggered by the controller who brings the target to within easy reach of the recovery ship and activates the parachute recovery system. The target is retrieved by boat or helicopter and is winched aboard (8), where a decontamination process begins (9). And so the turn-round is completed and the target lives to fly another day.



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BAC STEVENAGE - DATA SLIP

Name

Service rank

Address

Trade

Age

Married/Single Release date

Qualifications

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Type of job desired

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Ground Radio

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ATC Radar

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

Calibration

Experience of calibration techniques on oscilloscopes, electronic computers, volt/milliammeters, 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.



Wrens 'man' barge

In these times of equal opportunity, all sorts of barriers are falling — as a close look at this picture will testify.

Yes, these are Wrens "manning" the barge of the Commodore Clyde — Commodore A. J. Leahy — who approved a request that members of the WRNS should take the place of sailors on the vessel during Clyde Week.

Wrens Liz Bainbridge and Ruth Noble, who work in the Central Registry Office of H.M.S. Neptune, were kitted up in the correct rig and trained under the watchful eye of the Commodore's Coxswain, CPO Vic Newman (also in the picture).

Volunteers from the WRNS Unit at the Clyde Submarine Base — Wrens June Brown, Lynda Turnball, Angela Griffin and Gillian Latto — undertook similar duties on the Queen's Harbourmaster's Barge, with boat drill training by the Deputy Queen's Harbourmaster's staff, CPO Mac McMillan and LS N. Wills.

So attractive and efficient were the new "bargees" that many are hoping more such duties will be found for Wrens in the future.

DIARY DATES

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

SEPTEMBER	
1	Carlisle Great Fair. R.M. band.
1	Bucks County Show. R.M. band.
2-4	R.N. display team.
2-4	Sheffield Show.
3-4	Birmingham show.
3	Seaham Show.
3-4	Yeovil Air Day. R.M. band, R.N. historic flight, helicopters.
3-4	Guildford Show.
3-4	Little Venice. Canal fleet.
7-10	Oban Festival.
7	Aboyne Games. Static holo.
9-11	Brent show.
10	South Norfolk Tattoo. R.M. motor-cycle team.
12-16	R.N. Equipment Exhibition. Greenwich.
12-17	H.M.S. Vernon Searchlight Tattoo. R.M. band, R.N. display team.
13-16	Offshore Europe. Aberdeen. DPRN exhib.
14	Rye concert. R.M. band.
15	Thame show.
16-21	Ship visit. Falmouth.
17-18	Newbury Show. R.M. motor-cycle team (17th).
17	Manchester Lord Mayor's Show.
17-18	Basingstoke Show.
OCTOBER	
3-8	Ship visit. Manchester.
4	Dartmouth Hei Day.
6-10	Charbydis Ceremonies. Plymouth. R.M. band.
6	Greenwich concert. R.M. band.
13	Deaf Concert. R.M. band.
13	Thurso Jubilee Concert. R.M. band.
16	Memorial Service, Deal. R.M. band.
17	R.N.A. Parade, Barry. R.M. band.
19	St Paul's Cathedral. R.M. band.
21	Canterbury Cathedral. R.M. band.
21	Trafalgar Parade, Chatham. R.M. band.
28-Nov.	3 Ship visit, Blyth.



POINTS LEADERS

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

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

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

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

PO(EW)/RS(W) — Int (9.12.75), Nil; LS(EW)/LRO(W) — Dry, 2; PO(M) — Int (1.8.75), 6; LS(M) — Dry, 16; PO(R) — Int (28.8.75), 3; LS(R) — Dry, 15; PO(S) — Int (31.3.76); LS(S) — Dry, 10; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — 78 (21.3.75), Nil; LS(MW) — Dry, Nil; PO(SR) — Dry, 3; LS(SR) — Dry, Nil; PO(T) — 95 (21.3.75).

RPO — 212 (2.7.74), 4; RS — 226 (25.6.74); LRO(G) — Int (7.12.76), 11; CY — 355 (25.9.73), Nil; LRO(T) — Int (7.12.76), 8; PO(S)/SM — Int (22.9.76), 1; LS(S)/SM — Dry, 3; RS(SM) — 95 (18.3.75), Nil; LRO(SM) — Dry, 3; PO(UW)(SM) — Int (18.8.76); LS(UW)(SM) — Dry, 1; POMEM — Dry, 26; LMEM — Dry, 44; POCEL — Dry, 6; LCEM — Int (16.3.77), 8; POOL — Int (13.1.77), 5; LOEM — Int (14.6.77), 9; POREL — Int (9.6.78), 18; LREM — Int (21.4.77), 26.

POWTR — 115 (3.3.75), 2; LWTR — Int (29.6.76), 7; POSA — 226 (11.6.74), 3; LSA — Int (12.2.76), 10; LCA — Dry, 2; POCK — 355 (5.10.73), 4; LCK — Int (6.6.75), 10; POSTD — 274 (17.1.74), 2; LSTD — Int (11.2.77), 1; POMA — 221 (18.6.74), 2; LMA — 197 (18.6.74), 2; POAF/POAM(AE) — 128 (18.12.74), 1; LAM(AE) — Int (13.6.75), 8; POEL(A) — 219 (23.5.74), Nil; LEM(A) — 88 (11.4.75), Nil; POREL(A) — Int (17.10.75), Nil; LREM(A) — Int (25.6.76), 4; POEL(AW) — Int (4.12.75), Nil; LEM(AW) — Int (19.3.76), 1; POA(AH) — 244 (29.11.73), Nil; LA(AH) — Int (1.10.75), 1; POA(SE) — 618 (25.8.71), Nil; LA(SE) — Dry, 2; POA(PHOT) — 479 (31.1.72), Nil; POA(MET) — Int (5.7.75), Nil; POACMN — 154 (14.11.74), 1; POWREN AF(AE) — Int (25.6.75), Nil; LWREN AM — 182 (18.12.74), 1; POWREN CK — Int (12.11.76), 2; LWREN CK — Int (10.12.76), 2; POWREN DSA — Int (12.9.75), 1; LWREN DSA — Int (12.3.76), Nil; POWREN MET — Int (8.11.75), Nil; LWREN MET — Int (1.6.77), 1; POWREN PHOT — Int (1.2.77), Nil; LWREN PHOT — Int (7.10.75), Nil; POWREN R — 98 (2.4.75), 1; LWREN R — Int (12.11.75), 1; POWREN RS — Int (9.12.75), 1; LWREN RO — Int (16.9.75), 1; POWREN STD(G) — Int (26.6.75), Nil; LWREN STD(G) — Int (20.2.75), 1; POWREN STD(O) — Int (29.6.76), Nil; LWREN STD(O) — Int (25.5.76), 1; POWREN SA — Int (1.9.76), 1; LWREN SA — Int (20.10.76), 2; POWREN TSA — 296 (8.7.74), Nil; LWREN TSA — 182 (8.7.74), Nil; POWREN WA — Int (28.11.75), Nil; LWREN WA — 99 (14.3.75), 1; POWREN WTR(G) — Int (19.2.76), 1; LWREN WTR(G) — Int (17.2.75), 4; POWREN WTR(P) — Int (26.6.75), 1; LWREN WTR(P) — Int (21.10.75), 1; LWREN WTR(S) — Dry, Nil; POWREN DH — Int (12.9.75), Nil.

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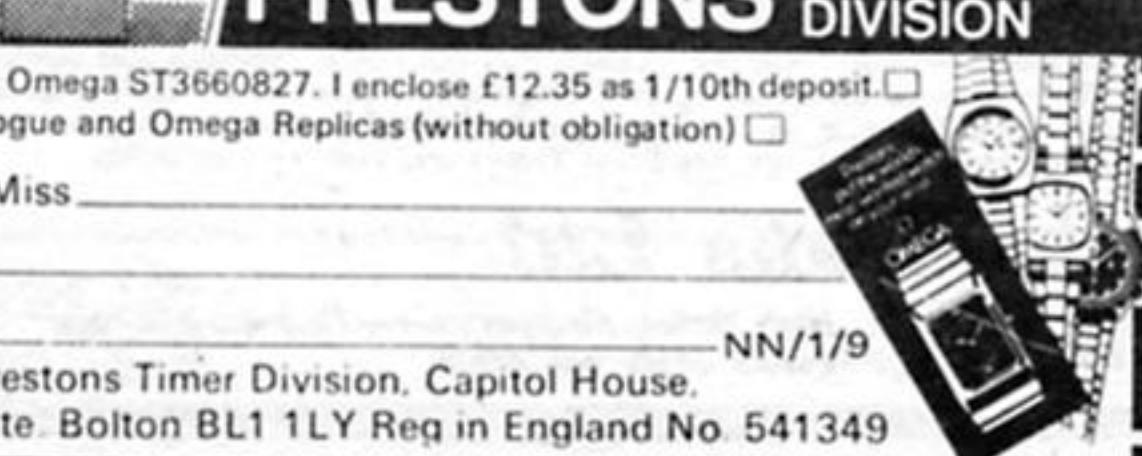
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Pen Pals

Jacqueline (29), 5ft. 8in., single, brown hair, blue eyes, London.
Wendy (17), 5ft. 2in., single, brown hair, brown eyes, Whitley Bay.
Tina (17), 5ft. 1in., single, brown hair, blue eyes, Bristol.
Sue (16), single, brown hair, hazel eyes, Aldershot.
Pauline (17), 5ft. 4in., single, fair hair, blue eyes, Torquay.
Susan (24), divorced, brown hair, hazel eyes, two sons, Portsmouth.
Mary (47), 5ft. 3in., single, brown hair, brown eyes, one daughter, S. Humberside.
Sharon (17), single, brown hair, blue eyes, Aldershot.
Karen (15), 5ft. 3in., single, blonde hair, blue eyes, Matlock.
Carole (18), 5ft. 4in., single, blonde hair, brown eyes, Dunstable.
Beverley (22), single, fair hair, blue eyes, Truro.
Debbie (18), 5ft. 6in., single, brown hair, blue eyes, Bognor Regis.
Sandra (16), 5ft. 4in., single, brown hair, blue-grey eyes, Bristol.
Linda (31), 5ft. 1in., single, brown hair, blue eyes, one daughter, Hayes, Mddx.
Clare (28), 5ft. 10in., single, brown hair, green eyes, Derby.
Linda (27), 6ft., single, fair hair, blue eyes, Derby.
Jacinta (20), 5ft. 5in., divorce pending, brown hair, blue eyes, one son, Portsmouth.
Carole (32), 5ft. 3in., single, brown hair, hazel eyes, Worcester.
Rita (24), 5ft. 1in., single, dark hair, brown hair, eyes, Banbury, Oxford.
Philippa (15), 5ft. 4in., chestnut hair, grey-blue eyes, Manchester.
Yvonne (15), 5ft. 6in., blonde hair, brown eyes, Manchester.
Julie (18), 5ft. 1in., single, fair hair, blue eyes, Banbury, Oxford.
Marilyn (16), 5ft. 3in., unattached, brown hair, slim, Stoke-on-Trent.
Christine (16), 5ft. 4in., single, brown hair, blue-green eyes, Birmingham.
Pamela (19), 5ft. 1in., single, fair hair, blue eyes, Birmingham.
Jeanne (25), 5ft. 10in., single, blonde hair, blue eyes, Uxbridge, Mddx.
Philippa (19), 5ft. 6in., single, brown hair, blue eyes, Coventry.
Barbara (18), 5ft. 5in., single, brown hair, green eyes, Coventry.
Anne (26), 5ft. 3in., single, brown hair, blue eyes, Bristol.
Jenny (19), 5ft. 3in., single, blonde hair, blue eyes, Bristol.

Pen Pals

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

Details of the applicants are as follows:

Trisha (16), 5ft. 2in., single, brown hair, brown eyes, Hoddesdon, Herts.
Julie (18), 5ft. 3in., single, red hair, green eyes, Llanelli.
Sonya (15), 5ft. 4in., brown hair, blue-grey eyes, Aldershot.
Elaine (16), 5ft. 4in., single, brown hair, blue eyes, Matlock.
Rita (24), 5ft. 1in., single, dark hair, brown hair, eyes, Banbury, Oxford.
Philippa (15), 5ft. 4in., chestnut hair, grey-blue eyes, Manchester.
Yvonne (15), 5ft. 6in., blonde hair, brown eyes, Manchester.
Julie (18), 5ft. 1in., single, fair hair, blue eyes, Banbury, Oxford.
Mrs. J. (45), 5ft. 3in., unattached, brown hair, slim, Stoke-on-Trent.
Christine (16), 5ft. 4in., single, brown hair, blue-green eyes, Birmingham.
Pamela (19), 5ft. 1in., single, fair hair, blue eyes, Birmingham.
Jeanne (25), 5ft. 10in., single, blonde hair, blue eyes, Uxbridge, Mddx.
Philippa (19), 5ft. 6in., single, brown hair, blue eyes, Coventry.
Barbara (18), 5ft. 5in., single, brown hair, green eyes, Coventry.
Anne (26), 5ft. 3in., single, brown hair, blue eyes, Bristol.
Jenny (19), 5ft. 3in., single, blonde hair, blue eyes, Bristol.

Lynette (16), 5ft. 3in., single, fair hair, green eyes, Bognor Regis.
Lisa (19), 5ft. 5in., single, brown hair, blue eyes, Barking, Essex.
Christina (16), 5ft. 3in., single, brown hair, blue eyes, Leeds.
Kim (15), brown hair, blue eyes, Leeds.
Karen (17), 5ft. 5in., single, ginger hair, blue eyes, London.
Carole (32), 5ft. 3in., single, brown hair, blue eyes, Rochford, Essex.
Gloria (25), 5ft. 3in., single, blonde hair, blue eyes, Chester-le-Street.
Vicky (17), 5ft. 1in., single, blonde hair, blue eyes, Croydon.
Shelley (15), 5ft. 3in., brown hair, hazel eyes, Bristol.
Elise (40), 5ft. 4in., widow, fair hair, green eyes, Rhyd.
Pauline (16), 5ft. 6in., single, blonde hair, green eyes, Brighton.
Anita (41), 5ft. 1in., separated, dark hair, hazel eyes, Portsmouth.
Irene (38), divorced, auburn hair, blue eyes, two children, Newtown, Powys.
Gwen (48), 5ft., divorced, brown hair, blue eyes, slim, one son, Portsmouth.
Nerys (21), 5ft. 1in., single, brown hair, blue eyes, Colwyn Bay.
Sheila (35), 5ft. 1in., single, brown hair, blue eyes, Oakley, Essex.
Bobbie (32), 5ft. 6in., divorced, fair hair, blue eyes, three children, London.
Linda (22), 5ft. 2in., single, blonde hair, blue eyes, Portslad.
Linda (30), 5ft. 5in., separated, blonde hair, blue eyes, Pinner, Mddx.
Sandra (15), brown hair, hazel eyes, Leeks.
Linda (24), 5ft. 7in., single, black hair, blue eyes, Virginia, U.S.A.
Pat (15), 5ft. 6in., brown hair, green eyes, Birmingham.
June (20), 5ft. 2in., single, brown hair, blue eyes, Newcastle-on-Tyne.
Alma (42), 5ft. 6in., divorced, blonde hair, blue eyes, one son, Sunbury-on-Thames.
Iris (45), 5ft. 3in., divorced, blonde hair, blue eyes, slim, Shrewsbury.

</div



Royal Naval Association

Head Office
2, Lower Sloane Street
London, S.W.1

Order tickets NOW

Last month's message about holding on to orders for reunion tickets until the address of the new headquarters building is announced has been replaced by another, rather urgent request. Please send in your orders NOW.

Capt. R. Tiddy, the general secretary, explains that he will not be moving office until the end of September at the earliest, so he can make a start on sending out reunion tickets.

He has another request concerning the reunion (which is to be held in the Royal Festival Hall on Saturday, October 29) . . .

Has any branch a member who served with Admiral of the Fleet Earl Mountbatten when he was in command of H.M.S. Kelly? If so, the branch secretary is asked to send that member's name and address to head office, 2 Lower Sloane Street, London, SW1, as soon as possible.

OBITUARIES

Bridgwater Branch, Royal Naval Association. Shipmate R. Croad, branch treasurer for 21 years. His wife, Shipmate Croad, a branch member for 21 years. Also Shipmate Jack Peacey.

Dorking Branch, R.N.A. Shipmate Charles T. Duffield, ex-PTI. At 95, one of the oldest members of the branch.

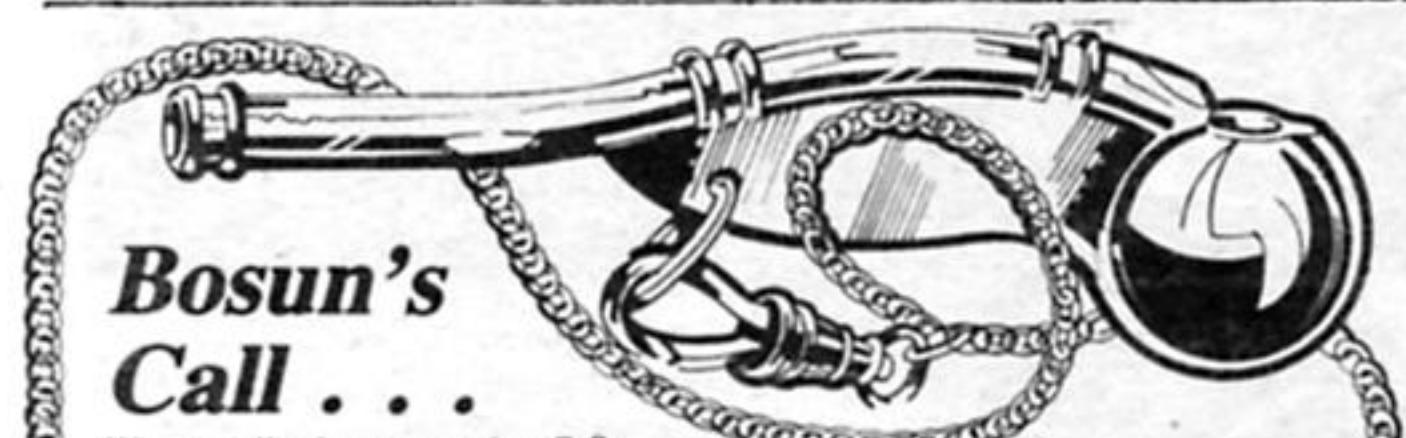
REUNIONS

H.M.S. Columbine (K94) Old Hands are planning to hold their annual reunion on Saturday, October 15, at Port Talbot, S. Wales. Anyone who served in Flower-class corvettes will be welcome. For details write to: Ted Lamont, 66 Ashkirk Drive, Glasgow, G52 1JY or to David R. Eatough, 228 Western Avenue, Port Talbot, Glamorgan, S. Wales.

H.M.S. Royal Oak survivors' reunion will take place on Friday, October 14. Details from N. T. Davies, 55a Meadowlands, West Clandon, Guildford, Surrey, GU4 7JB.

The Exeter Flotilla's Trafalgar Day service will be held in Exeter Cathedral on Sunday, October 23. The preacher will be the Bishop of Norwich, the Right Rev. M. A. Wood, R.N.R. For details contact Lieut.-Cdr. A. S. Martin, "Penrose," 78 Magdalen Road, Exeter, Devon, EX2 4TR.

Members of the 1941-1943 commission of H.M.S. Euryalus plan to hold their annual reunion in H.M.S. Belfast, in the Pool of London on October 15. Details from Stan Curry, Secretary, Reunion Committee, 4 Molescroft Way, Tonbridge, Kent.



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It's carnival time on Richmond Hill!



The Royal Naval Association's special ambulance / coach, bedecked in balloons, banners, and bunting, brought the carnival spirit to the doorstep of the Star and Garter Home, Richmond Hill, when it was entered in the Richmond Jubilee "Joypro" procession.

The vehicle, which was presented to the Home by friends and members of the R.N.A. in December 1973, is often used for outings, but this was the first time it had been used to take residents along a carnival route. One of the aims of this unusual venture was to gain support for the Home's re-building fund.

In the picture with one of the oldest residents of the Home, Shipmate W. "Hookey" Walker, are (from left to right) Mrs. Carolyne Smith (superintendent physiotherapist), Mrs. Anthea Peck (speech therapist), and Mrs. Paula Cook (welfare officer).

Shipmates may also be interested to know that the coach was loaned to Stoke Mandeville Hospital for the week of the paraplegic games, which were opened by the Prince of Wales.

Picture: Burke Photographic

Atherton celebrate

Atherton White Ensign celebrated their 15th anniversary on Sunday, August 14, with a get-together at the Village Club, Howe Bridge, Atherton. Members and wives were joined by representatives of the Lowton Branch, R.N.A., Leigh White Ensign, and Wigan White Ensign.

The North West Federation of Naval Associations was represented by the press officer, Mr. Bill Arnold, who presented a bottle of rum with which to splice the mainbrace.

During the festivities a superb 6ft. model of H.M.S. Roebuck, made from matchsticks by Paddy Bell, was presented to Albert Harding (who served in the Roebuck) as a token of the Association's thanks. A collection of these models, which are each valued at about £500, will be on display on the N.W. Federation's stand at the "Models Militaire" exhibition at Swinton on November 5-6.

Bristol

A party of 20 members and wives travelled to Bridgwater to support the dance organized by their "chumby ship" after the Area meeting. Another party of shipmates paid a Sunday morning visit to a flotilla of West German fast patrol boats which visited Bristol. Plaques were exchanged and much goodwill was fostered.

BRANCH NEWS

Bridgwater

A ploughman's lunch and licensed bar were waiting for hungry and thirsty delegates as they arrived at Bridgwater for the No. 4 Area meeting. After lunch and an introduction by the branch chairman, Shipmate Moore, the meeting was opened by the president, Shipmate Admiral Sir Mark Pizey. In the evening a dance was attended by 130 members and friends and the day was a great success, thanks to the efforts of the ladies' section.

Burton

After 44 years as an independent organization, the Burton and District Royal Naval Association officially became the Burton and District Branch of the Royal Naval Association in July. To commemorate the occasion plaques and shields were presented to the

association by Shipmates Cdr. S. H. Suthers (president) and W. Bennett.

Among those welcomed to the meeting were officials of No. 8 Area — Shipmates R. Tasker (N.C.M.), W. Beale (president) and J. Shakespeare (chairman) — and representatives of the following branches, Tamworth, Lichfield, Bloxwich, Walsall, West Bromwich, Cannock, Telford, Stratford on Avon, Leamington Spa, and Derby. After a pleasant and lively meeting about 90 shipmates and their wives attended a successful buffet and social.

The secretary and treasurer of the Burton Branch is Shipmate C. Willingham, 8, Napier Street, Burton-on-Trent, DE14 3LL.

Dorking

After a quiet summer the branch's social life is blossoming again. The first dance is to be held on September 24 and the annual dinner is planned for November 19.

Flag of friendship



Seafarers

The annual national Service for Seafarers is to be held in St Paul's Cathedral on Wednesday, October 19 at 1745. Applications for tickets should be sent, by the end of September, to M. Barwick, St Michael Paternoster Royal, College Hill, London EC4R 2RL.

As a mark of friendship and comradeship between two branches of the Royal Naval Association, Shipmate S. W. Helps (chairman, Hounslow) presented Shipmate Jan Lock (chairman, Gosport) with the White Ensign of H.M.S. Albatross. Built as a seaplane carrier at Cockatoo Dockyard in 1928, she was transferred to the Royal Navy in 1938 and became a repair

ship in 1942. She was sold in 1946 and renamed Pride of Torquay.

Those in the hand-over picture are (from the left): Shipmate Tom Hawes, Mrs. Helps, Mrs. Hawes, Shipmate Helps, Shipmate Lock, and Shipmates Tom Grant, Ken Lewis, and Peter Smith. Inset: H.M.S. Albatross.

Window clean-up at Manadon

Thanks to Capt. R. G. Bayliss and the workshop staff of the Royal Naval Engineering College, Manadon, a stained glass memorial window now graces the foyer of the Royal British Legion's Crownhill and District branch, Plymouth.

The window from the Church of St Alban the Martyr, Plumer Road, Crownhill, was salvaged when the church was demolished in 1971. It was badly in need of reframing and cleaning when offered to the Royal British Legion, and the work was carried out at Manadon.

While H.M.S. Antrim was in Chatham for Navy Days, Mr. Bill "Sailor" Townsend — one of a thriving group of Old Antrims — paid the ship a visit. From 1912-1917 Mr. Townsend served as a torpedoman in the last Antrim, a Devonshire-class cruiser.

Teeside branch Submarine Old Comrades Association found much to interest them when they toured Clyde Submarine Base, Faslane, and visited the nuclear Fleet submarine, H.M.S. Dreadnought. To commemorate the visit the branch secretary, M. H. Dinsdale, was presented with a bronze trophy by the president of the Petty Officers' Mess, PO S. D. Hall.

The Nautical Club, Birmingham, entertained 50 pensioners to dinner during Jubilee Week, when members of the club dressed in period costume dating from the time of Nelson to the present day.

Bradford & District Royal Navy Association has changed its headquarters and now meets at the R.A.F. Club, Bradford. The association was well represented at a reception on board H.M.S. Aurora, and at a reception in Bradford Civic Hall, when the ship visited Liverpool. H.M.S. Aurora is Bradford's adopted warship.

The standard of the Royal Naval Division has been laid up in the chapel of the Royal Naval College Greenwich. Formed in 1914, at the instigation of the First Lord of the Admiralty, Winston Churchill, the Division fought at Antwerp in 1914, at Gallipoli the following year, and then on the Western front.

An 'Eskimo' drops in



BRANCH NEWS

Cardiff

The branch entertained the ship's company of H.M.S. Kent during her visit to Cardiff. Shipmates also took some sailors with them on a social visit to the Cwmbran Branch. During a social on board the Kent the branch entertainments secretary, Shipmate J. Taylor, presented a scroll to the senior rates' mess and another to the commanding officer, in exchange for a ship's badge.

Carterton

Although the branch has been in commission for three years this is its first mention in Navy News. The reason for putting Carterton's name on the R.N.A. map now is to announce that the branch has raised enough money to purchase a standard which is to be dedicated on Sunday, September 18, following a dedication dance at the Social Centre, Carterton, on Saturday evening.

Standard bearers from many of the branches in No. 6 Area have promised to attend and all shipmates are invited to join the parade.

Cleethorpes

July was a busy month for members of the Cleethorpes Branch: on the 2nd the Derby and Sleaford branches called in; on the 10th a group of children and parents from Doncaster Branch arrived on their annual outing, and on the 13th a party of visually handicapped members from Ilkeston were entertained to lunch.

The party was led by Shipmates Don and Barbara Barker from the Nottingham Branch. After lunch the party visited the scented garden for the blind which the Queen had opened the previous day.

Highlight of the month was the senior members' day out to Skegness, organized by Shipmates Cochran and Joan Clark. After an enjoyable lunch, tea, and a visit to the theatre everyone agreed it had been a huge success and should, if possible, be repeated next year.

Newton Abbot

Survivors of the German battleship Bismarck were welcomed to the Newton Abbot club by the chairman, Shipmate O. Bourne, the secretary, C. D. Lewis, and the president, W. G. Langridge. Also present was the Mayor of Newton Abbot, Cllr. Alan Forester. The president of the Bismarck Association said his members had enjoyed a happy

stay in England and presented a Bismarck badge and inscribed glasses to the Mayor, president, and chairman.

The branch celebrated the Queen's Silver Jubilee with a successful dance and on another occasion they entertained 45 members of the Exmouth White Ensign Association. Other events on the social programme have included a barbecue and a "swim-in" at the local pool.

Newton Aycliffe

The visit by H.M.S. Eskimo to Newton Aycliffe was described by the branch scribe as "probably the greatest event to happen on Aycliffe for years." Individuals and organizations all helped to give the Eskimos a memorable time. "The crew seemed to be everywhere," says the report. "Pubs, clubs, churches, recreation centre, private homes, sports ground — you name it and I guarantee there was a crowd from the Eskimo there. T-shirted, uniformed or casual and always setting the pace for enjoyment."

It seemed that the whole ship's company turned out for the R.N.A. "Meet the Eskimo" dance which was a great success. Members of the crew also joined the congregation at St Clare's Church on Sunday morning.

The visit by H.M.S. Eskimo has prompted the branch members to press ahead with plans to obtain their own club in which to entertain the Royal Navy in future.

Stourbridge

The branch now meets in the Royal British Legion Club, Stourbridge, and to make the first meeting there a memorable event, shipmates invited the Mayor of Dudley to attend. Cllr. Jim Taylor is an active worker among ex-Service organization, being president of the Stourbridge branches of R.A.F.A. and the United Ex-Services Association.

Shipmate Fred Talbot was nominated "side boy" for the evening and he piped the Mayor aboard. The chairman, Shipmate Bill Hindby, welcomed the guests, who included members of R.A.F.A. and the Royal British Legion.

After the Mayor's speech he presented two photographs and a 1945 Japanese diary to Shipmate Sid Emery, who was a prisoner of war in one of the camps from which prisoners were released when Mr. Taylor was on the staff of Earl Mountbatten. One of the photographs was taken in 1945 and shows Shipmate Emery and other prisoners of war in Rangoon after their release.

Stratford

As part of Stratford-upon-Avon's Silver Jubilee celebrations a bottle stall was organized and successfully operated by members of the Stratford Branch, R.N.A. Shipmate Dennis Clack and his "duty hands" earned a certificate of thanks for the branch from the Stratford Town Council. Members were also delighted to learn that their standard bearer, Shipmate Bill Draper, had been awarded a Jubilee Medal.

Torbay

July was a month of visits for the Torbay shipmates. They went on board H.M. ships Torquay, Devonshire, and Galatea and paid their annual visit to Britannia Royal Naval College, Dartmouth, to witness ceremonial divisions and attend morning service on Open Day. Later that day shipmates also went to St Paul's Church, Paignton, for the annual Service of the Sea.

High spot of the month was a week-end trip to London, visiting the Royal Tournament on the Saturday night and spending Sunday morning on board H.M.S. Belfast moored in the Thames.

Wigston

Shipmate Sid Daft (president) and Shipmate Henry Hodgkin (chairman) were presented to the Duke of Edinburgh during a garden party at the Melton Mowbray home of the chairman of Leicestershire County Council.

The size of the cap tally collection displayed over the bar in the branch headquarters (the Wigston Liberal Club) is growing steadily. Six more appeared at the August meeting, including two from the old coalburners H.M.S. Barbican and H.M.S. Barcarole. Ex-stoker Wally Hammond and ex-boomer Baggy Baker, who both served in the Barcarole, were also at the meeting. Anyone who would like to donate a cap tally should send it to the steward, Shipmate Joe Jayes, at the club in Kelmarsh Avenue, Wigston.

Remembrance

The service at the Field of Remembrance, Westminster Abbey, is to be held on Thursday, November 10. Those wishing to attend should be outside the Abbey by 1130. The naval service will be conducted by the Rev. Kenneth Loveless.

ORDER'S PLATE

To celebrate this year's diamond jubilee of the Order of the British Empire, Somerset Herald at the College of Arms has created an heraldic design to be carried on a jubilee plate. It displays the gilt cross of the O.B.E. at the centre and arranged around it are the cyphers of the four sovereigns during the Order's lifetime, with the inscription "Most Excellent Order of the British Empire, Diamond Jubilee, 1917-1977." The border is decorated in the colours of the ribbon of the Order, rose pink edged with pearl grey.

The plate is available only to holders of the Order at any grade from G.B.E. to B.E.M. and to members of their families. Holders can obtain details from The Gilbey Jubilee Collection, 44-45 Museum Street, London WC1.

Afternoon shopping came to a standstill in Great Aycliffe, County Durham, when H.M.S. Eskimo's commanding officer, Cdr. C. C. Morgan, dropped in by helicopter to pay his respects to the mayor.

Great Aycliffe, 30 miles inland, has adopted the frigate and took the opportunity to strengthen the link while the Eskimo was docked at Sunderland. The town laid on a civic reception and dance for the ship's company, and organized several sporting events and visits. Many families from the town made the long trip to Sunderland to look over their adopted ship.

Cdr. Morgan and LMEM Robert Seton read the lessons at a Sunday morning service for which the parish church was packed to capacity. The town's brass band gave a recital, Padre Richard Thomas of the Sixth Frigate Squadron assisted with the service, and Lieut. Richard Meryon, the Eskimo's deputy marine engineering officer, led the prayers.

Minister at Dartmouth

The Navy Minister, Mr. Patrick Duffy, talked to officers under training at Britannia Royal Naval College during a visit to Dartmouth for a briefing on the college task.

Other visitors to the college have included the artist Mr. Bernard Hailstone, who presented his portrait of Princess Anne — in the uniform of Chief Commandant W.R.N.S. — and Mrs. Julius Grant,

who presented Mr. Hailstone's portrait of Prince Charles to the College in memory of her late husband, Cdr. John Hinton Carrow.

A pedal car which was once raced by midshipmen at B.R.N.C. has been presented to the Lions Club of Paignton. Its first outing in the Lions' colours was on August 16 in a sponsored pedal car race at Tor Abbey Meadows, in aid of the Silver Jubilee appeal for youth.

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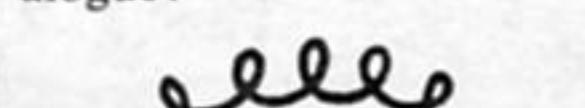
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PEOPLE IN THE NEWS

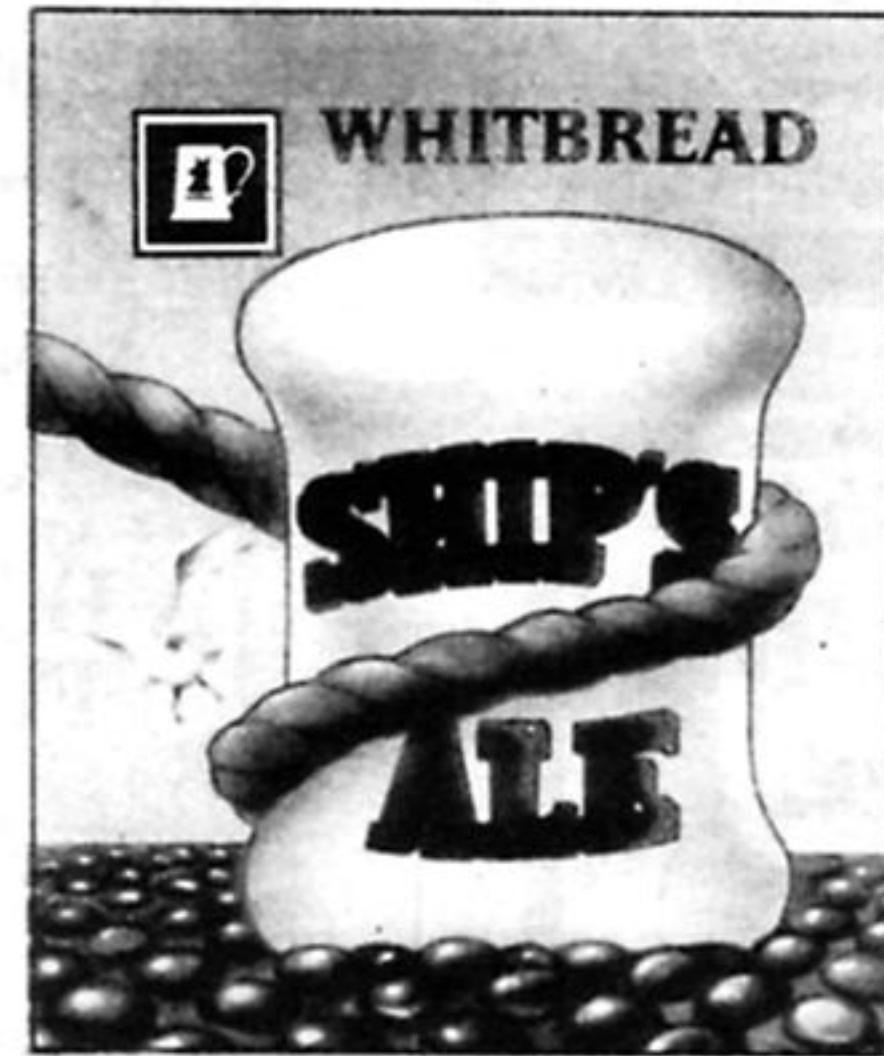


A fair way to drum up some publicity

Some people will do anything for publicity! To advertise H.M.S. Collingwood's autumn fair on September 24, FCPO BOB MACEY and C Wren DEE WATKINSON rowed across the Solent in an enamel bath. They are pictured here during "H.M.S. Bath" trials at Royal Clarence Yard in Portsmouth Harbour. Bob and Dee made their crossing from Osborne Bay near Cowes to Fort Gilkicker Point, where they were met by the captain of Collingwood, Capt Capt K. H. G. WILLIS, and Gosport's Mayor and Mayoress.

And if you haven't got the message: H.M.S. COLLINGWOOD'S FAIR IS ON SEPTEMBER 24.

Whitbread SHIP'S ALE TRADITIONAL STRONG ENGLISH BITTER



Specially brewed for seafarers



A Whitbread beer

Naval chaplain now bishop



The Dean of Gibraltar, the Very Rev. AMBROSE WEEKES, was consecrated bishop in the Royal Naval College at Greenwich. He is to be Assistant Bishop of Gibraltar.

The new bishop (pictured above) has a long association with the Royal Navy. He was appointed to the R.N. Barracks at Devonport in 1944, and spent the next 25 years in a variety of posts in ships and shore establishments. He also served with the Royal Marines.

In 1969 the Rt. Rev. Weekes was appointed Chaplain of the Fleet, a position from which he retired in 1972. He has been Honorary Chaplain to the Queen, and is a Fellow of King's College, London.

□ □ □

JS(M) NEIL HAWKSWOOD who completed his training in H.M.S. Cambridge in August, has won this year's book prize from the Royal Society of St George to commemorate his success in training in H.M.S. Raleigh. His efforts also earned two books for his former school, Lampton Comprehensive, Hounslow. These books were presented, on behalf of the Navy, by the Regional Careers Staff Officer, Cdr. M. C. Bourdillon.

□ □ □

Lieut. PAUL CHAPLIN of the Royal Navy has made his 100th landing on board the U.S.S. Coral Sea, the first R.N. aviator to achieve this in the veteran U.S. aircraft carrier. Lieut. Chaplin has been on exchange with the U.S. Navy since January, 1976. He has served with fighter Squadron VF 191, flying Phantoms from U.S.S. Coral Sea since June, 1976.

□ □ □

Third Officer VAL RUDD from H.M.S. Calliope has become the first WRNS officer to do the Underwater Escape Training Course at H.M.S. Vernon. Her course on the dreaded "dunker" was organised by Lieut. "Ivor the Diver" MILNE.

□ □ □

Two ex-Navy shipwright artificers, TIM HOUGHTON and ROGER SYMES, have broken into the world of canoe manufacturing. They had 23 years of service between them, and conceived their firm's name, Arrowcraft Marine, while serving at R.N. air station Culdrose, where they built a 14ft. speed boat. Their business is at Walsall, Staffs., where they have already built several canoes and kayaks for R.N. ships and establishments.

Lesley's orders were a piece of cake . . .

For more than a year Wren Wtr LESLEY BAKER typed out Daily Orders in the Commander's Office at R.N. air station Culdrose. But a surprise was in store for her last month when she left Culdrose for H.M.S. Daedalus to join the schools' presentation team.

Without her knowledge, the office staff had baked for Lesley a cake in the shape of Daily Orders, with the writing carefully etched in icing. To complete the masterpiece, there was even a forgery of executive officer Cdr JOHN GALLAGHER'S signature.

A case of getting your Daily orders and eating them. . .

Bob's back at 'school'



MEMNI BOB DIXON, serving in H.M.S. Blake, this month hangs up his engine room "ovies" and prepares himself for two years as a student at Southampton University. His change of scene is the result of his selection under a scheme arranged by the Naval Personnel and Family Service. Bob, who lives with his family near Portsmouth, has been involved in social work with handicapped children for many years. When he returns to the Navy, Bob will join the Naval Personnel and Family Service.



CWren REG JEAN SMITH (above) joined the WRNS in 1945 "for hostilities only." But her involvement with the Royal Navy lasted a bit longer than that, for Jean has just retired after 22 years in the Service. Her first draft was as a Writer (D) to Sri Lanka, then Ceylon. She transferred to the Regulating Branch in 1946, has served twice in Malta, and was awarded the BEM in 1967. Before leaving her last appointment at H.M.S. Mercury, Jean was presented with a certificate of long service. She received the clasp to the Long Service and Good Conduct Medal in 1975.

Forgiven, after 60 years as 'deserter'

Sixty years after missing his ship, AB ALWIN GEORGE JOSEPH SIMONS wrote to the Queen to explain why he was no deserter. Now the Royal Navy has forgiven him — and restored his naval war medals.

AB Simons had already seen considerable action before he joined H.M.S. Kent bound for the Far East via Cape Town. But the Cape was as far as he got.

When the Kent sailed without him, AB Simons promptly joined the South African Army and served "with very good character" until his discharge in 1919.

BRISBANE

At some point in the next 40 years, AB Simons discovered that the Royal Navy had him marked as a deserter, but it was not until March this year that he wrote to the Queen from his home in Brisbane, Australia.

Now the Navy has officially pardoned 81-year-old AB Simons. And in recognition of his war-time service in South Africa, his 1914-18 naval war medals have been engraved and restored to him.

AB Simons joined the Navy in 1913 and saw action in the cruiser H.M.S. Southampton at Heligoland, Dogger Bank and Jutland.

PEOPLE IN THE NEWS



ABOVE — Brushing up on her deck-scrubbing technique is Wren JANE WARE from R.N. air station Culdrose. Her lesson in the finer points of nautical mopping came when she and six other Wrens from Culdrose visited the minesweeper H.M.S. Laleston at Falmouth for a day at sea. Jane is due to leave Culdrose to do the WRNS Officers Training Course at Dartmouth.

RIGHT — Well played, Sir! Rear-Admiral JOHN ROBERTS, Flag Officer Naval Air Command, shows the form that took his team to victory by 77 runs in the annual Admirals' Match against Pangbourne College. This was the 50th year of the fixture, first played in 1927 when Admiral of the Fleet Earl Jellicoe led a team of admirals to victory by more than 200 runs.



LEFT — The only sound that PO DUSTY MILLAR heard when he put his stethoscope to the bark of this old wooden torpedo was the eating noises of marine worms. Helping PO Millar were other members of the Navy's Explosive Ordnance Disposal team based at Rosyth. From left to right they are team leader Lieut.-Cdr. DAVE FORSEY, PO SCOUSE ROWLANDS, LS(D) PERRY MASON and PO DAVE HARKER.

The torpedo was plucked from the deep by a local fishing boat and has been sent to the Fleet Air Arm Museum at Yeovilton. It is believed to be a pre-second world war Fleet Air Arm practice torpedo, probably fired from a Swordfish aircraft.

RIGHT — Anyone who has served on the Naval Staff in Ottawa in the last 36 years will recognize Mrs. HILDA TANNER, personal assistant to 18 naval advisers since the first R.N. Mission to Canada in 1941.

She is pictured in the captain's chair on the bridge of H.M.S. Cleopatra with her daughter SUZAN, and the ship's commanding officer, Capt. J. M. WEBSTER, who was R.N. liaison officer in Ottawa from 1974 to 1976.

Mrs. Tanner's U.K. holiday itinerary also included lunch with the Second Sea Lord, Vice-Admiral Sir GORDON TAIT, who was Assistant Naval Adviser in Ottawa in the mid 1950s.

Picture: CPO (Phot) Tony Wilson.



RIGHT — The R.A.F.'s best pipe band is led by a Welsh sailor who lives in Scotland! His name is FCPO GWYN CHINNOCK and he is serving at R.A.F. Leuchars as Senior Maintenance Rating of 892 Naval Air Squadron. That's him pictured (right) in his drum major's outfit after leading Leuchars to victory in the annual R.A.F. pipe band championship. FCPO Chinnock also led the Massed Pipes and Drums of the R.A.F. for the Royal Review at R.A.F. Finningly on July 29. Not bad for a sailor.

Navy News

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NN/9/77

Dying is an expensive business

The cost of dying is going up and up. Eighteen months ago an undertaker predicted an average figure of about £250, and cemetery, church and organists' expenses have all escalated.

Policies taken out years ago to cover funeral expenses are frequently found to fall far short of the current cost, while the State Death Grant has remained at £30 for so many years that its purpose has been eroded by inflation.

A survey conducted by the R.N.B.T. puts the current average funeral cost at just below £200.

FIRST CHARGE

Funeral expenses are generally the first charge on any estate, and investigation has revealed that some relatives have applied to the Trust for financial assistance to avoid a charge being made on the estate. This means a greater sum is made available to the beneficiaries.

There have also been instances of applications to the R.N.B.T. being encouraged by funeral directors.

While showing tact and discretion in handling bereavement, the Trust has to ensure that applications fall within its criteria of financial need and that the system is not abused.

LIVING COST

The cost of living, too, is on the up. Between May, 1975, and May, 1977, the index of retail prices rose by 35 per cent., so the R.N.B.T. has been reviewing its regulations governing the extent of assistance which it can give. Where possible, the Grants Committee will meet this increase.

VIP(arrot) is centre of attraction!

The Royal Naval Benevolent Trust relies on canteen rebate, voluntary donations, investment income, and legacies to continue its important work. There is no direct contribution, and no appeals are made to the public. Head office: High Street, Brompton, Gillingham, Kent, ME7 5QZ. Local offices: 2a, Tipner Road, Portsmouth, Hants, PO2 8QR; Fenner Block, H.M.S. Drake, Devonport Naval Base, Plymouth; 23, St Francis Ravelin, Floriana, Malta.



Above — Admiral Sir Terence Lewin is introduced to Joey the parrot, a favourite "resident" at Pembroke House. Making the introductions are 73-year-old Mr. Charley Doherty (centre), a former able seaman, and 88-year-old Mr. Wally Chalkley, who was a quartermaster sergeant in the Royal Marines.

Right — Admiral Lewin talks to Pembroke House's oldest resident, 97-year-old Mr. Sandy Poole. Looking on is ex-stoker Mr. Bert Stevens, now 85.

RNBT home celebrates 25 years

The First Sea Lord, Admiral Sir Terence Lewin, was guest of honour at a Silver Jubilee open day to mark the 25th anniversary of Pembroke House, the Royal Naval Benevolent Trust's home at Gillingham for retired sailors.

Admiral Lewin paid tribute to the management committee and staff of the home, and to the organizations which supported it.

He also congratulated the R.N.B.T. for the way in which it had weathered the inflationary storms of the past few years.

Admiral and Lady Lewin met residents of the home, including Joey the parrot. Other guests included the president of the R.N.B.T., Admiral Sir Desmond Dreyer, and Lady Dreyer, and Flag Officer Medway, Rear-Admiral Christopher Bevan and Mrs. Bevan.

ORPHANAGE

Pembroke house was built in 1911 as a naval orphanage. It was handed over to the R.N.B.T. in 1952, and formally

opened by the late Princess Marina the following year.

It has accommodation for 38 men, ranging in age from "youngsters" in their sixties to 97-year-old Mr. Sandy Poole, a former yeoman of signals.

Admiral Lewin said: "For the past 25 years this home has looked after members of the Royal Navy and Royal Marines who have given loyal service to their country in every ocean of the world, in two world wars, and who live here, secure in the companionship of their shipmates."

The Admiral picked out for praise three long-serving members of the management committee, chairman CPO Gordon Wood, Mr. George Henderson and Mr. Willie Wilson. The three men have a total of 67 years of service on the committee.

Also singled out were Miss Lilian Holden, the sister-in-charge, and her deputy, Mr. Jim Everett; administrator Lieut-Cdr. Harry Bleasdale; and Mrs. Win Griffiths, the head cook, who has worked at the home for 25 years.

YEAR'S GRANTS TOP £187,950

During its last financial year, the Royal Naval Benevolent Trust distributed £187,956, a total slightly up on the previous year. A breakdown of the R.N.B.T. Grants Committee's work for the 12 months ended June 30, 1977, reveals that 259 serving men and families were helped to the tune of £14,235.

£14,235.

The greatest part of the money (£81,783) went to ex-serving men, widows (£35,656) and other dependants (£9,479). The average grant was £46, compared with £42 a year ago. The average for serving personnel, £55, was about £12 up.

The men who give the money away . . .



Members of the R.N.B.T.'s Grants Committee pictured at work in the Trust's Portsmouth office. From left to right they are RS T. D. Toy, ex-ERA Mr. A. Cook, and CMEM K. W. Lambert. Ken Lambert has been drafted since the photograph was taken, and is now with the Fleet

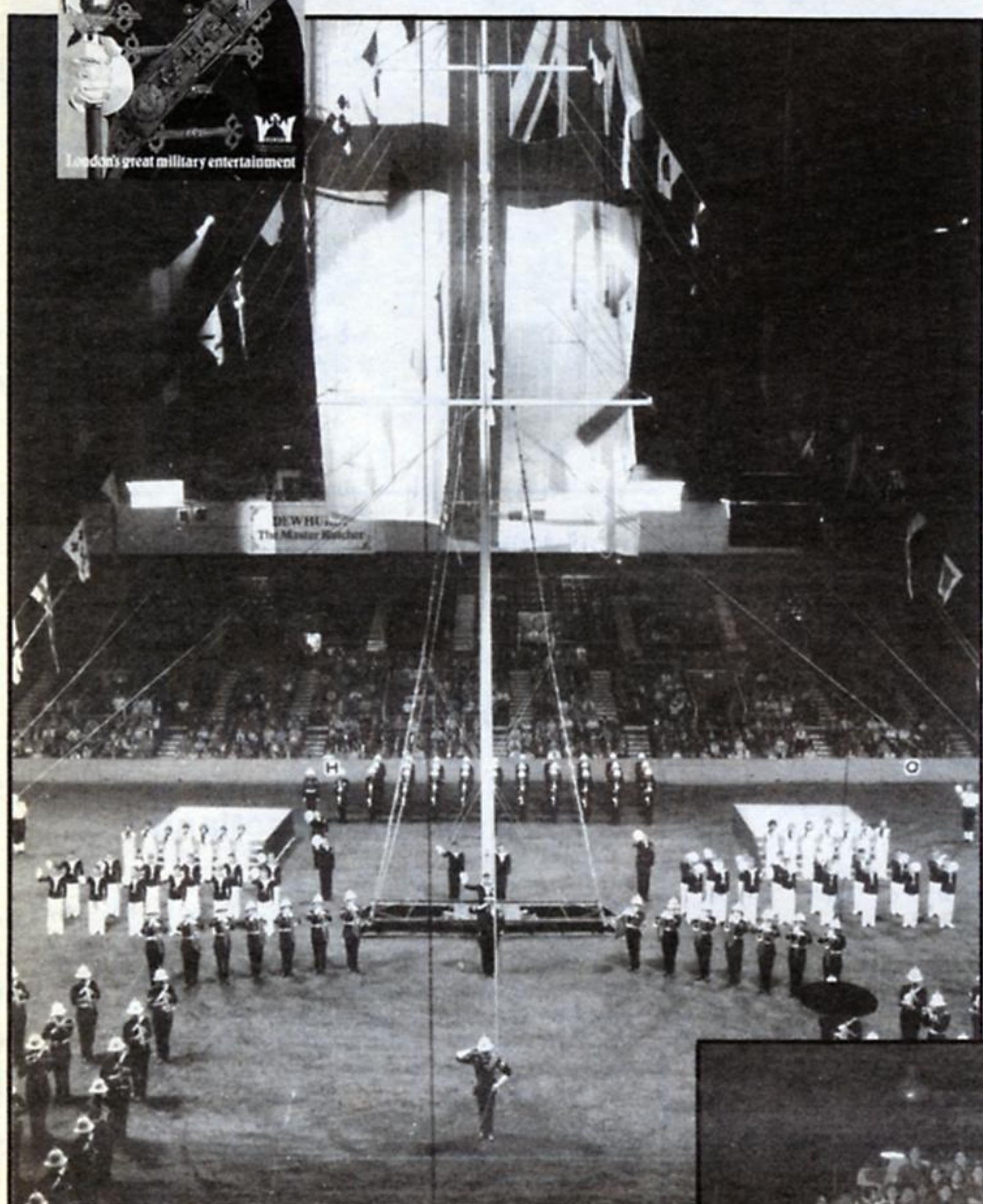
Maintenance Group at Portland. Although obliged to sever his membership of the Portsmouth Local Committee, he will be maintaining close contact as a voluntary worker in the Bournemouth and Weymouth area.

Picture: L.Wren (Phot) Evans.

R N B T



THE SWEET SMELL OF SUCCESS



Above: At the end of each performance a rousing cheer for the Queen.
Right: The cast who re-enacted the Zeebrugge raid take a bow.

Devonport go home to a hero's welcome

It was cheers . . . cheers . . . all the way for the victorious Devonport field gun crew, who received a hero's welcome on return to Plymouth, having won all before them at the Royal Tournament.

If success came late it was the sweeter for having to wait 17 summers to achieve in one sweep the Points Cup, Aggregate Cup, Fastest Time Cup, Copenhagen Cup (B Crew) and the Plymouth Gin Trophy. Success could not go much further.

The trophies, won in gruelling competition against crews from Fleet Air Arm and Portsmouth, were carried triumphantly by the victorious crew when they marched home to base — H.M.S. Drake — with their guns and limbers.

RECEPTION

Watched by cheering thousands they marched through the city the following day to a civic reception at the Council House. The march was led by the Royal Marines Band of the Flag Officer Plymouth, under the direction of Lieut. E. P. Whealing.

Heading the field gun crew was Lieut. Tony Taylor, field gun officer, behind him the victorious A Crew led by the first trainer CPO Ted Baskott, the second trainer PO Tom Luther,



It is good to be associated with success — big success, like this year's Royal Tournament, which drew a record attendance of a quarter of a million to Earls Court, and made a profit of £40,000 for Service Charities.

This record attendance indicates the popularity of the Tournament, now high on the list of attractions for summer visitors to London. As one American put it: "It's young people at their best. They are so professional, I couldn't believe it."

For the 100 sailors, Marines, and Wrens — average age 18 years — taking part in the various naval events, it was the culmination of

weeks of hard training. No one team could be singled out. Each from the 16 shapely Wren dancers making their debut, to the stalwart field gun crews, made a significant contribution.

The mood was set when the massed bands of the Royal Marines, under the baton of Lieut. Col. P. Neville, marched into the arena. The popular theme "Sai-

lor" had barely faded when an excited audience was holding its breath as field gun crews in gruelling tests strove to break new records. The Zeebrugge Raid which followed, was realistically enacted by 30 Marines, with members of the naval display team in the less attractive role of the enemy.

SPECTACULAR

The show ended on an evocative note — evocative of the days when young boys entered the Navy at the age of 13. Something of the fine tradition of H.M.S. Ganges was recalled in a spectacular finale when a 90ft. mast was lowered from the roof, manned, then dressed overall.

For 17-year-old Naval Airman David Yates, from R.N. air station Yeovilton it was a memorable occasion. As Button Boy at each performance David had to climb the swaying mast then stand to attention on the button — a disc 14 inches in diameter — at the top. He returned to ground by shinning down a rope.

By tradition Button Boys at Ganges were rewarded with a shilling. But David did even better. When the Queen visited the Tournament, she presented him with a Jubilee Crown.



and the physical training instructor, PO Ben Bentham. Behind A Crew's gun and limber marched the field gun staff, followed by B Crew with their gun and limber. The Lord Mayor (Mr. Ramsay Thornton), Vice-Admiral John Forbes, Flag Officer Plymouth, and Commodore J. R. Grindle, Commodore of H.M.S. Drake, took the salute.

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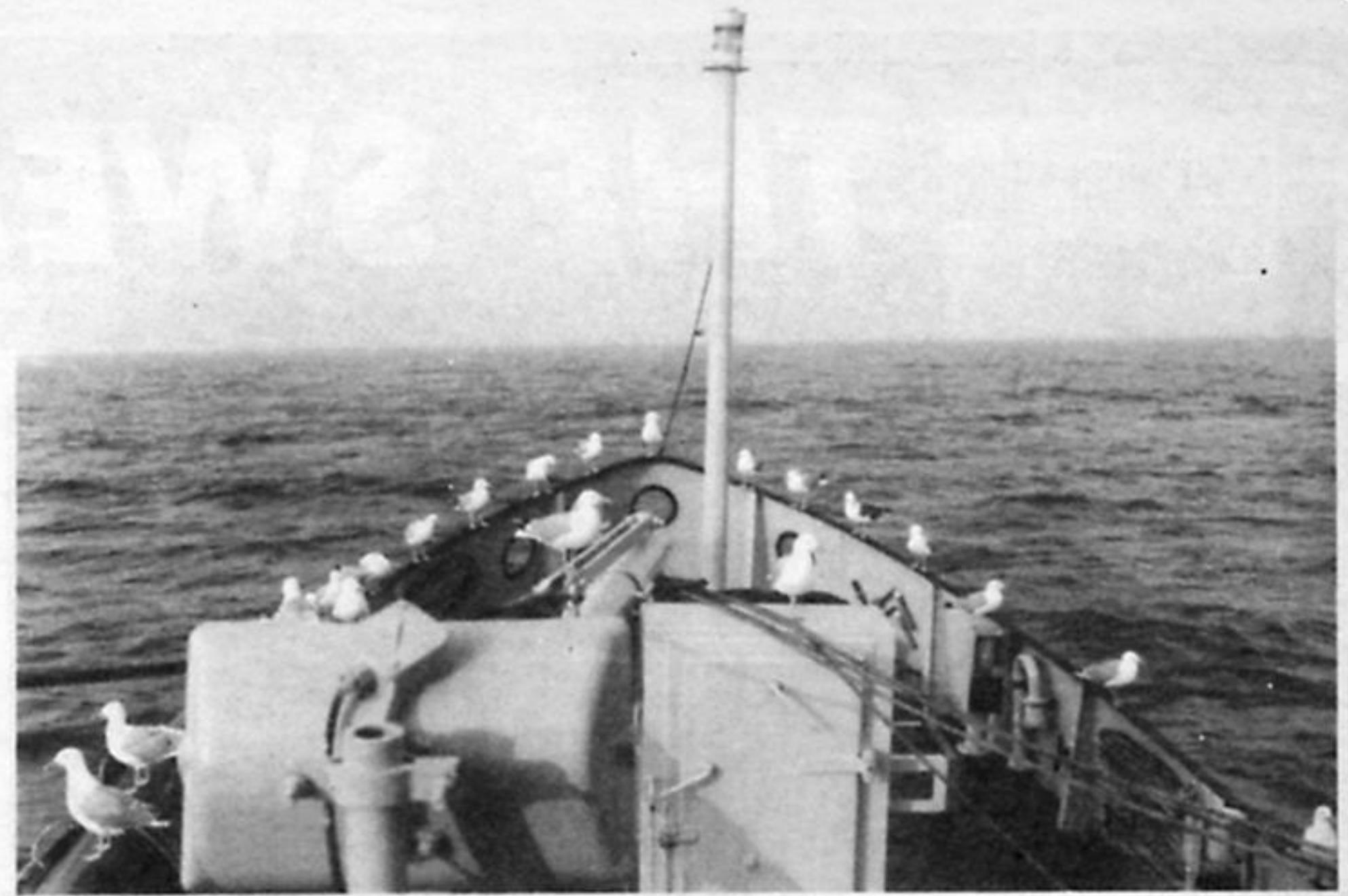
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Look Alert you gulls!

No. It's not a new Bird-class patrol vessel on fishery protection duties, but a bit of one-upmanship by the gulls of Ailsa Craig when H.M.S. Alert invaded their privacy in Scottish waters.

The ship's Buffer — PO Wiggy Bennett — who took the photograph, was impressed to see gulls side-manning the ship, until he saw the "good luck" they left behind on his clean paintwork.



Members of the QARNNS in Malta received a visit by their Patron, Princess Alexandra, and her husband, the Hon. Angus Ogilvy. Her programme included, a call at the Joint Services Families Clinic at Floriana and the Sisters' Mess nearby at St Mark's Bastion. At the Royal Naval Hospital at Mtarfa Surgeon Capt. J. M. Haughton (Medical officer-in-charge) and Miss P. Gould (Matron-in-Chief QARNNS) greeted the princess, who toured the hospital and met nursing staff.

For official purposes the name of Priddy's Hard has passed into naval history . . . the R.N. Armament Depot is now known as R.N.A.D. Gosport. The change, which dates from August 1, came about as part of a long-term redevelopment of the armament support arrangements within Portsmouth Naval Base. Under the £15m scheme the activities and facilities at Priddy's Hard — the first reference to that name is dated 1759 — are to be transferred to Elson and Frater. The site is expected to be vacated by 1982.

In the autumn 1977 programme, the Nautical Institute have announced the following conferences: Nautical Education and training for Seagoing Officers in Europe (Bremen, October 20 and 21) and Shiphandling (Plymouth, November 24 and 25). Further details can be obtained from the Institute at Aldermans House, Aldermans Walk, London, EC2M 3UU.

Vice-Admiral J. H. F. Eberle, Chief of Fleet Support, has taken over as president of the Naafi Council, the body which governs the Corporation. His first official tour as president took him to Germany, where he visited Naafi shops, clubs, warehouses, and factories.

★

A new lounge for the exclusive use of Royal Navy ratings based in Hong Kong was officially opened by the chairman of the China Fleet Club, Capt. Richard Garnons-Williams (Captain-in-Charge, Hong Kong), who drew the first pint, assisted by the club manager, CPOWTR J. F. Mepham.

★

Holidaymakers in Southsea and the Isle of Wight got a close-up look at the Australian aircraft carrier Melbourne, when she made a nine-day return visit to Portsmouth Naval Base. The Melbourne, which took part in the Silver Jubilee Review, also paid a visit to Plymouth.

★

As well as meeting the public by giving lectures and demonstrations, members of the Search and Rescue Flight of 771 Squadron welcome summer visitors to R.N. air station Culdrose. The 1,000th visitor of the season, Mrs. Margaret Watkins, was presented with a 771 Squadron crest by Lieut. Alan Lockey, the Flight's commanding officer.

★

After an assisted maintenance period during which she was visited by Combined Cadet Force and Sea Cadet units, H.M.S.

NEWS IN BRIEF

Tartar sailed in Mid-August for a three-week patrol on fishery protection duties.

★

H.M.S. Fawn interrupted her hydrographic survey in the Bristol Channel to join in Porthcawl's Silver Jubilee celebrations. The ship was "adopted" by the people of the South Wales resort last year.

★

After the bustle of Spithead and the Jubilee Review, H.M.S. Herald sailed north to the quieter waters of the Shetlands. There she surveyed approaches to the new oil terminal at Sullom Voe before returning to Portsmouth for a leave period.

★

H.M.S. Active's affiliation with Mount Tamar School, Plymouth, was truly affirmed when pupils from the school visited the new Type 21 frigate at Devonport. They went away with the centre of the ship's commissioning cake — re-iced around the sides — which was presented to them by CPOSA Britton, watched by the ship's commanding officer, Cdr. A. R. H. Rogers.

★

H.M.S. Danae's link with the town of Chesterfield may not be as close while the ship undergoes an extensive modernization in Devonport Dockyard. But to keep them in mind, Chesterfield

donated four book tokens which the Danae's commanding officer, Cdr. J. S. Ainger, presented to MEM1 Rogers, REM1 Gudger, CK Smith and SEA Clarke.

★

Two books of signals, day and night, used by Nelson at Trafalgar have been presented to H.M.S. Victory by Mrs. J. G. McCarthy, the American lady who donated her vast collection of Nelson memorabilia to the Portsmouth Royal Naval Museum. She bought the books, for more than £1,000, at a sale of the property of a direct descendant of Hardy, Nelson's flag captain.

★

"Drafting and Pay in Nelson's Day" won a first prize for H.M.S. Centurion, in the Gosport Silver Jubilee Carnival. The theme was depicted by a lively tavern scene with drinkers in costume of the day mixing with the Paymaster and Royal Marines sentry. The float also showed the modern drafting office.

★

The Westminster Festival of Music, which takes place every other year in London, has a large military band and seven choirs and is bonded together by the organ. Now a record of Jubilee music has been made and the proceeds are to go to SSAFA. The record costs £2.50 and is available from the Festival Office, 31, St James's Place, London W1 (25p extra for postage and packing).

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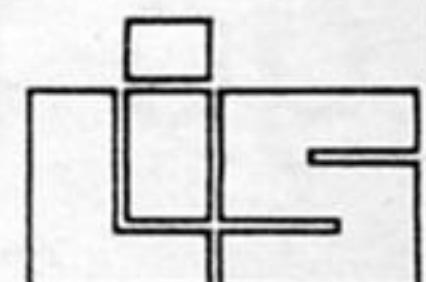
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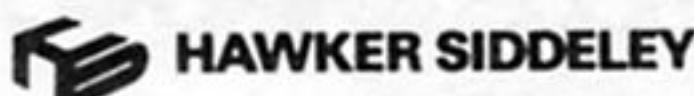
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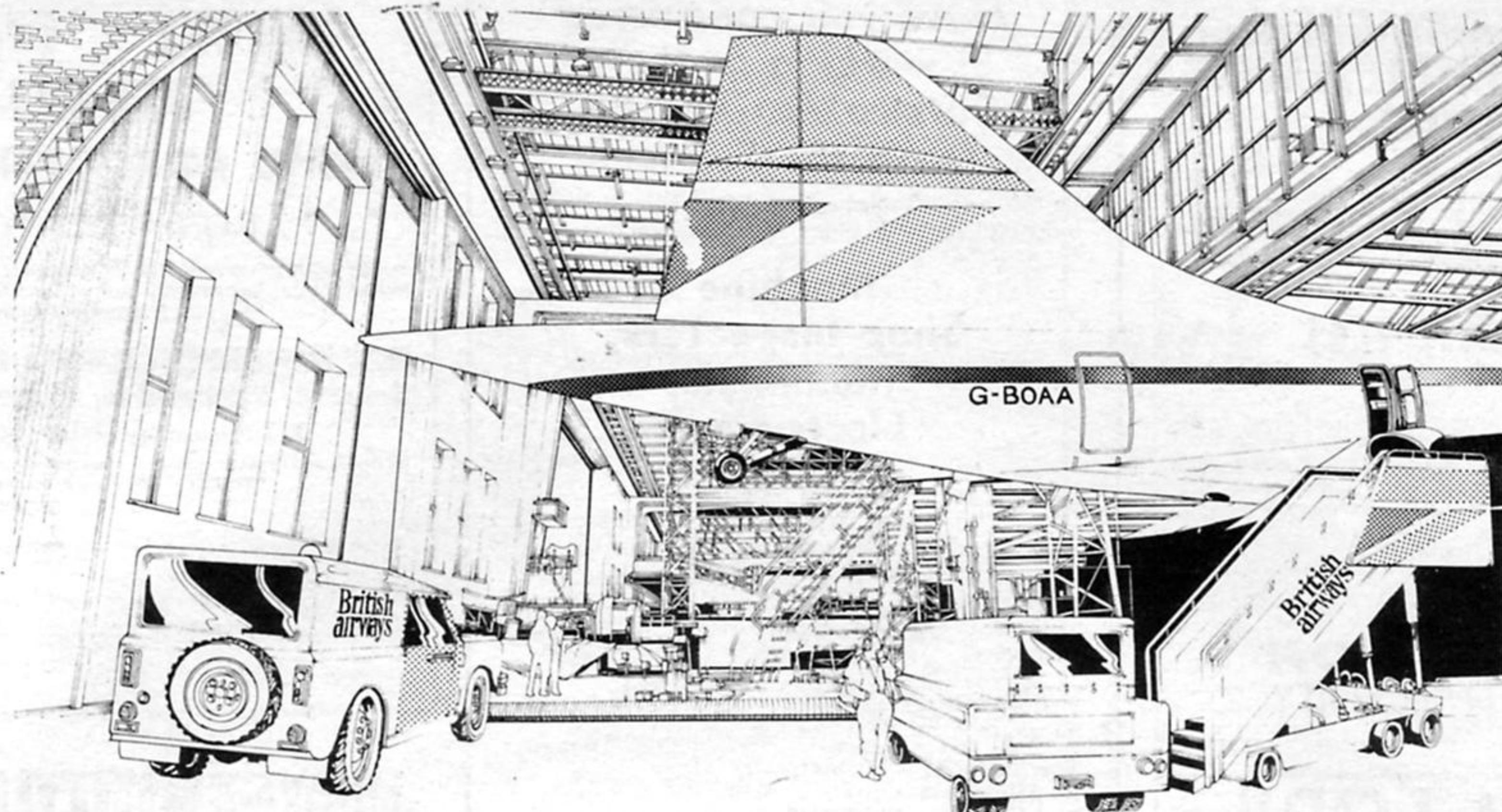


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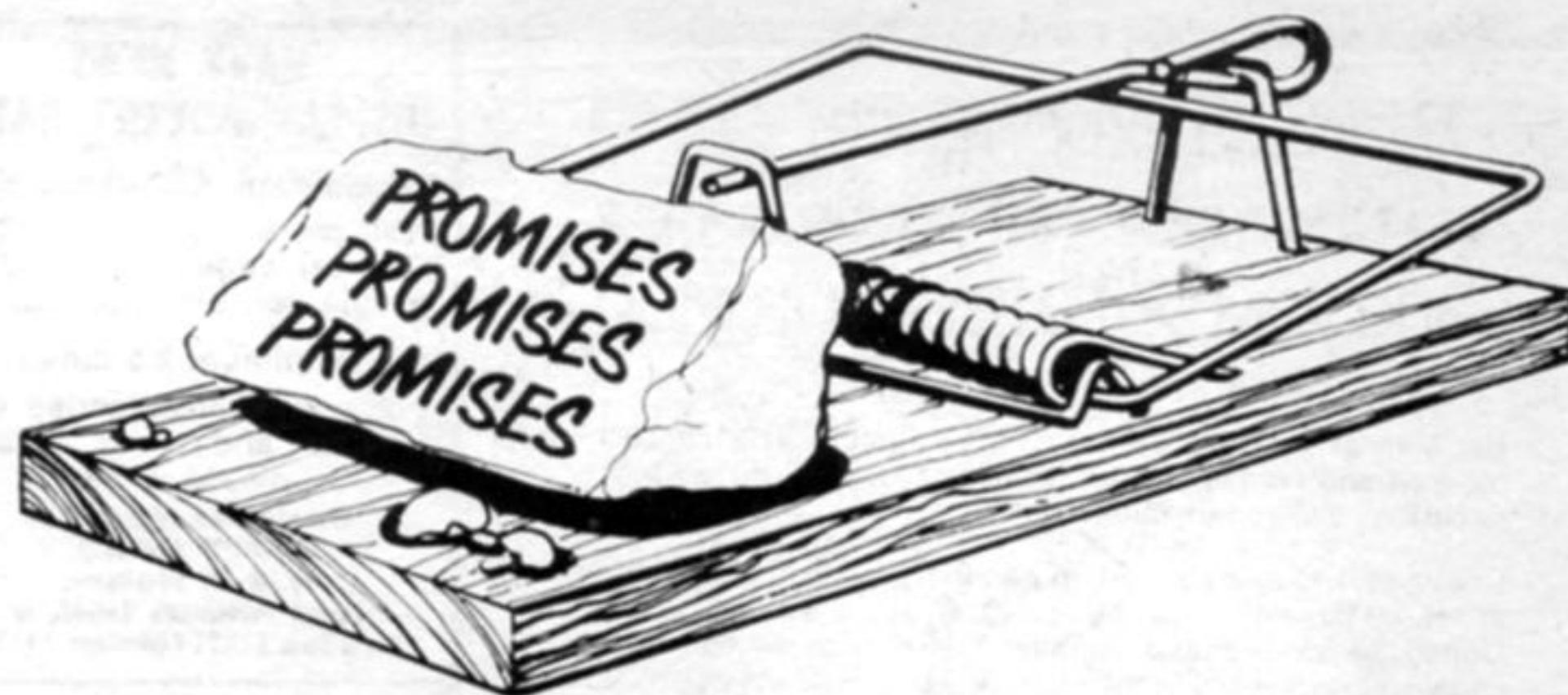
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ADVENTURE SET FOR CAPE DASH

Adventure, the Joint Service entry, will be hoping for the best possible start to the Whitbread Round-the-World yacht race by winning the first leg on corrected time to Cape Town.

Although the second smallest yacht in the race, the Nicholson 55 has an ability to sail close to the wind that should stand her in good stead against many of her rivals on this lap. This advantage will be particularly important over the last 3,000 miles of the dash to the Cape.

Adventure took 42½ days to reach Cape Town when she won the first leg of the 1973-74 world race, and skipper Jim Watts, a squadron leader in the Royal Air Force, reckons his team can match that.

The Joint Service boat, in company with 14 others, was due to start the gruelling 27,000-mile race from Southsea Castle, Portsmouth, on Saturday, August 27.

Two more yachts, Chay Blyth's trimaran Great Britain III, and Eric Tabarly's giant Pen Duick VI, are expected to join the race on later legs.

Adventure's crew of nine men and a woman will be looking to pick up the north-west trade winds off Portugal to carry them past the Cape Verdes Islands into the "dreaded doldrums." Once round

the Bulge of Africa, the yacht's windward ability will be fully exploited.

On the last race, Adventure picked up three days on her rivals over the final 3,000 miles of the 7,000 mile leg to Cape Town.

Because of her size, Adventure has little chance of being first across the line on any of the four stages. What she will be aiming for is the corrected time prizes. On the last race she won three out of four legs, but finished second overall on handicap to the Mexican Ramon Carlin in his 65ft. Sayula II.

The fact that several of her competitors have only recently been launched could also work to the veteran Adventure's advantage, particularly in the early stages. Crews of the new boats will need time at sea to get the best out of them.

Whatever the outcome of the race, the next eight months should provide the four joint Service crews with innumerable challenges and an opportunity for unforgettable adventurous training.

This crew's a real joint effort . . .

The composition of Adventure's first crew leaves no doubt that this is a combined operation. Squadron-Ldr. Jim Watts, the skipper, has under him three members from each of the Services.

The mate is Lieut. Ed Searle, a naval officer on the staff of Hornet, the Joint Service Sailing Centre at Gosport. He has been involved in the race project from the start.

CY Charlie Farnes (H.M.S.

Mercury) and AA1 Alan Malcolmson (707 Naval Air Squadron based at Yeovilton) completes the Royal Navy's contribution to the crew.

LEADERS

Lieut. Searle's fellow watch leaders are Capt. Peter Enzer of the Royal Engineers and Flight-Lieut. Kirk Webster.

Peter Enzer was in Great Britain II's Sydney to London crew for her record-breaking Race voyage in the 1975

Financial Times Clipper Race.

CY Farnes will be looking after Adventure's communications, and doubling as resident sailmaker. Alan Malcolmson's "speciality" — in addition to general crew duties — will be engineering and any hull repairs that need doing.

Only girl on the boat is Sgt Sharon Hope, a physical training instructor in the WRAC. A crash course in instant medicine has qualified Sharon to be the boat's "doctor."



There was an exasperating lack of wind on the day our photographer went out in the Solent to take picture of Adventure wearing her colourful new red, white and blue spinnaker. So the enterprising crew started up the engine and drove the yacht backwards to fill the sail.

Picture: CPO(Phot) Tony Wilson.

One of the most experienced sailors on board is Flight-Lieut. Rome Ryott. Last year he competed in the single-handed transatlantic race in a boat which he built himself.

Squadron-Ldr. George Glasgow and Capt. Jim Stanyer of the Royal Electrical and Mechanical Engineers complete the crew.

700 MILES

Squadron-Ldr. Watts and his crew logged one trip of 700 miles

in their preparations for the big race, and apart from the odd difference in Service language, had very few problems.

Rivalries have built up not between the Services, but between the crews on the different legs — a factor which should contribute to Adventure's keen racing edge.

Food supplies have been stowed beneath a false floor. Most of the provisions are in the form of one-day packs of tins, so the culinary arts are likely to

be kept to a minimum.

Adventure will be operating a three-watch system on the first leg: three on deck, three asleep, and three on the "mother watch" — cooking, doing maintenance work and assisting the deck watch.

Cdr. Peter Jack, one of the three project managers, will be going to Cape Town to see through the crew change and start for the demanding leg across the Southern Ocean to Auckland.

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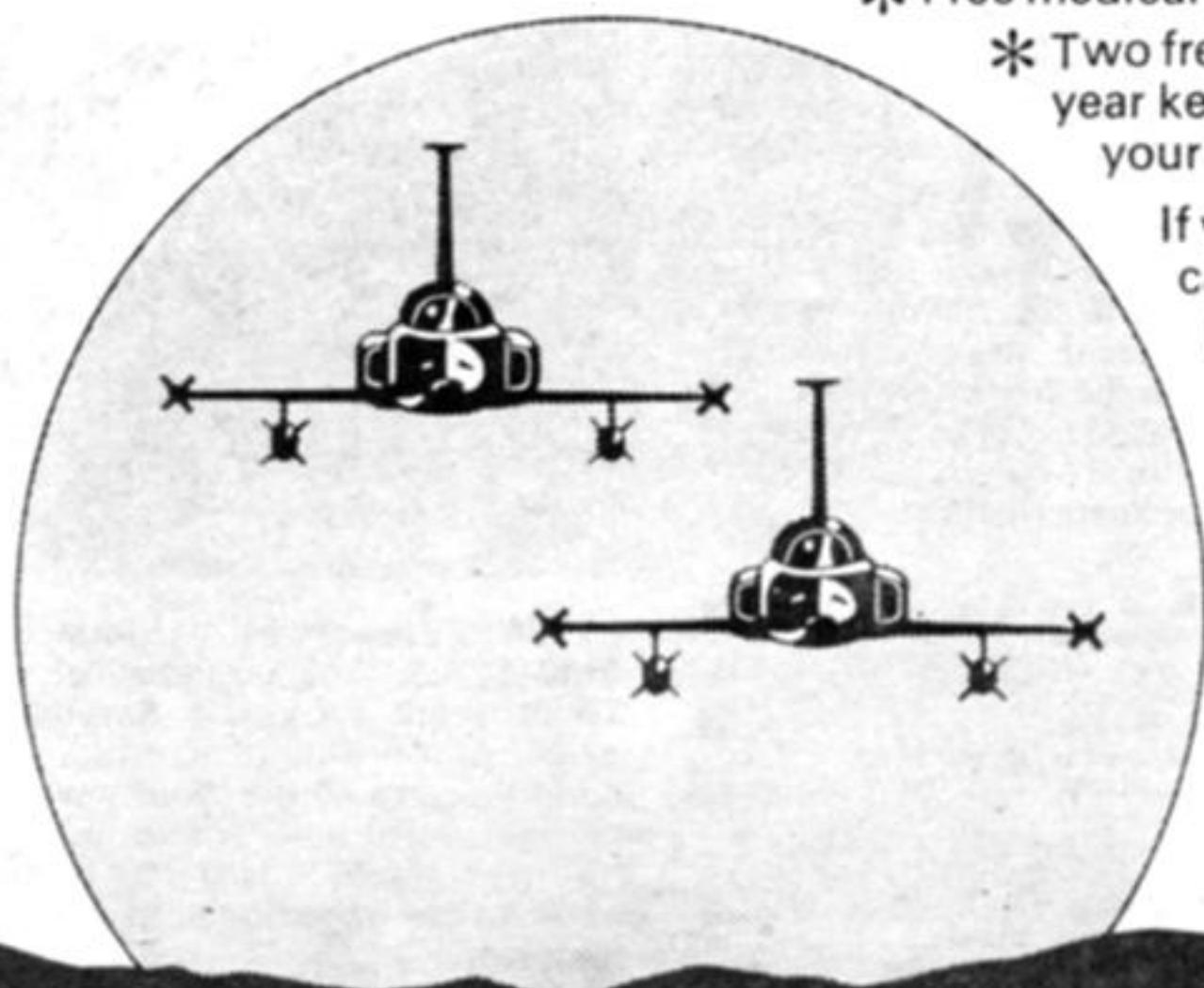
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IAL

SPORT

THE YANKS ARE COMING!

The Yanks are coming . . . to play rugby. The first U.S. Navy team to visit this country arrives on September 17, a week before the full U.S.A. national side flies in for a six-match tour culminating in a game against an England XV at Twickenham.

So keen are the U.S.N. players, writes **Mike Vernon**, that they are paying their own way. Headed by coach Lieut.-Cdr. Jerry Fletcher, the 26-strong party comes from the San Diego area of California, and will be staying with the Royal Navy at Portsmouth, the Army at Aldershot, the Royal Marines at Poole, and the R.A.F. at

Lyncham.

The visitors play U.S. Portsmouth on September 19, the Marines on the 23rd, and R.N. Portland on the 25th.

Navy representative rugby comes out of summer hibernation on September 21 against Hampshire. This match takes place at Portsmouth, and is followed on September 28 by a game against Devon at Beacon Park, Plymouth.

The county encounters will enable Cdr. Mike Pearcy, Navy selector for the second year, to see some of the talent available for the Navy's defence of the Inter-Services title next March.



Navy swimmers 'rule the waves'

The Royal Navy "ruled the waves" at a thrilling Inter-Service swimming championships hosted by the Royal Air Force at Cranwell.

Judo squad trained by the champ

Royal Marine and Navy judo enthusiasts were given a rare opportunity to improve themselves when Olympic medalist and four times European champion Brian Jacks took a week-long coaching course at the R.M. Depot, Deal.

Fifty sailors, Royals and civilians benefited from the course. MNE Alex Grant (45 Cdo Group) was awarded his black belt, and passed the club coach qualifying course. MNE Martin Wiles (45 Cdo Group) also qualified as a coach.

It is hoped to have another similar course next Easter.

The Royal Navy and Combined Service judo coach, Colour-Sgt Peter Brown (40 Cdo), has been awarded the Bristow Trophy, the



COL-SGT BROWN

R.M. sportsman of the year accolade awarded each year to the sportsman making the biggest contribution to Royal Marines sport.

Naval and Marine judo players were due to train with the Great Britain squad at Stonehouse Barracks, Plymouth. The national squad were to use the facilities at Stonehouse before going on to the world championships at Barcelona in mid-September.

Soccer

H.M.S. Apollo's soccer team has been invited to play against top Southern League Premier side Kettering Town, now managed by former Wolves and Northern Ireland centre-forward Derek Dougan. The game is on September 13 starting at 7.30 p.m.

For much of the time, the championship was an exciting contest between the R.A.F. and the Navy, with the Navy winning the final relay to clinch the title for the first time since 1974.

The first race of the championships, the 800m. freestyle, was won by OS Steve Whiteley in a new Inter-Services record, subject to ratification. Whiteley, from H.M.S. Vernon, was well supported by AB Mickey Flaherty (Excellent), who sliced 40 seconds from his previous personal best time to finish third.

LEAD CHANGED

The lead changed hands as the R.A.F. won both 100m. and 200m. breaststroke events, but the Navy fought back through Whiteley and Flaherty to win the 400m. freestyle.

Surgeon-Lieut. Alex Wilson-Mills (R.M. Stonehouse) won the 200m. and the individual medley, with MNE Ian Stoughton finishing second in the medley event, and the 110m. butterfly.

Navy backstrokers Mid. R. Hughes and team captain Sub-Lieut. David Wilson upheld the Navy lead with tremendous spirit, but the deciding event was the final six-man freestyle relay, won by the Navy in record time, subject to ratification.

The diving championship resulted in a three-way tie on 14 points, and the Navy were second to the R.A.F. in the water polo tournament. The R.N. women's team finished second equal with the W.R.A.F. in the diving and second in the swimming championship.

INTER-COMMAND

Portsmouth retained the Inter-Command swimming championship at H.M.S. Raleigh. They finished comfortably ahead of the Royal Marines, with Naval Air Command third, Scotland and Northern Ireland fourth and Plymouth fifth.

Five records were broken during the championships and are now awaiting ratification. They were by AB Steve Whiteley (Portsmouth) in the 800m. and 400m. freestyle, MNE Ian Stoughton in the 100m. butterfly, Surgeon-Lieut. Alex Wilson-Mills (R.M.) in the 200m. freestyle, and the Royal Marines in the relay.

The Royal Marines also won the water polo tournament.

Results of the Royal Navy swimming championships, 1977.

MEN

800m. freestyle — 1, OS S. Whiteley (Portsmouth) 9min. 33.4sec.
100m. butterfly — 1, Mne I. Stoughton (R.M.) 66.1sec.
100m. breaststroke — 1, Perkins (Plymouth) 79.8sec.
400m. freestyle — 1, OS S. Whiteley (Portsmouth) 4min. 32.8sec.
Individual medley — 1, Mne I. Stoughton (R.M.) 3min. 36sec.

100m. freestyle — 1, OS S. Whiteley (Portsmouth) 57.6sec.

100m. backstroke — 1, Dunn (Portsmouth) 73.6sec.

200m. breaststroke — 1, Perkins (Plymouth) 2min. 55.6sec.

200m. freestyle — 1, Surgeon-Lieut. A. Wilson-Mills (R.M.) 2min. 6.4 sec.

Medley relay — 1, Portsmouth, 3min. 1.8sec.; 2, Plymouth.

Team relay — 1, R.M., 3min. 56.6sec.; 2, Naval Air Command; 3, Portsmouth

WOMEN

100m. butterfly — 1, Wren Eaton (Naval Air Command) 80.7sec.

100m. freestyle — 1, Wren Eaton (N.A.C.) 74.6sec.

Individual medley — 1, Wren Annettes (N.A.C.) 1min. 53.4sec.

100m. backstroke — 1, Wren Arbus (Plymouth) 85.6sec.

100m. breaststroke — 1, Wren Clarke (N.A.C.) 88.5sec.

33½m. freestyle — 1, 30 S. Pearce (N.A.C.) 20.8sec.

Medley relay — N.A.C. / Scotland, 1min. 35sec.; 2, Plymouth / Meday; 3, Portsmouth.

Team relay — 1, Portsmouth, 1min. 28.5sec.; 2, N.A.C. / Scotland; 3, Plymouth / Meday.

All eyes on the ball at a throw-in during the Rundle Cup polo match between the Navy and Army at Tidworth. The Army avenged last year's naval victory by winning 5—3. Prince Charles (No. 3) captained the Royal Navy team. The other two Navy players in the photograph, in dark shirts, are Cdr. Colin MacGregor (left) and Lieut. Robert Guy.

Watching the game was Admiral of the Fleet Lord Mountbatten, who has a long association with the Rundle Cup. It used to be played for between the Army and Navy in Malta, and Lord Mountbatten appeared in no fewer than nine winning Navy teams.

Picture: PO(Phot) Les Warr.



Wren reservist Margaret Riley has cause to look happy. She is the first member of the WRNS to win the Royal Tournament Women's Services fencing championship. Margaret, of Cardiff, is a radio operator in H.M.S. Cambrilia, the headquarters of the South Wales Division R.N.R.

Margaret has fenced as a Welsh international since 1973. She won the WRNS title in 1975 and has been runner-up on three other occasions. In civvy street she is a hospital administrator.

Picture: Western Mail and Echo Ltd.

Decathlon hat-trick for Lewis

Cpl Phil Lewis (CTCRM) won his third consecutive Navy decathlon title at Victory Stadium with a new championship best performance of 6,640 points.

Lewis finished more than 1,000 points ahead of second placed LAM Ty Lewis (H.M.S. Heron), who recorded a personal best of 5,606 points.

Heron-based athletes LAM Bill Copeland and LEM Jim Turnball finished third and fourth to claim the team trophy for Naval Air Command. NAM G. Wood won the junior title from EMA S. Truick. Both men are serving at Heron.

PO Wren Sandy Caulfield (Heron) won the pentathlon with 2,656 points. LWren Maggie Johnson (Osprey) was second, and Air and Scotland took the team trophy.

10,000m. RACE

A hot afternoon and hard track made hard going of the Navy 10,000m. championships, won by PO Keith Cowley of H.M.S. Raleigh. Veteran Lieut. Danny McFadzean (Heron) ran a splendid race to finish in second place, and AB Steve Hall (Vernon)



Lieut. ALAN RATCLIFFE

finished third. Twenty four runners started the race.

Scotland Command's 10,000m. championship was won by Lieut. Alan Ratcliffe (Caledonia) in a time of 33min. 39.2sec. Second was APP Adrian Hobbs (Caledonia) and third CPO Irvine (Neptune).

TRIPLE JUMP

POME Johnson Muguso (Sulman) produced five jumps that bettered his pending Navy triple jump record when representing Combined Services against

WHEN WHAT AND WHERE

SEPTEMBER

3 — Athletics: Braemar (Scotland); Swimming: R.N. long distance race (Lake Bala, N. Wales).

3/4 — Cycling: Inter-Service two-day road race (S. Hants).

4 — Kayak: Ironbridge (R. Severn); Kayak: Tay descent long distance race (Perthshire).

6 — Sailing: Start of Services Offshore Race (Southsea/Le Havre).

9/11 — Sailing: Bosun National R.N. dinghy championships (Plymouth).

10/11 — Kayak: Inter-Service sprint and long distance championships (Holme Pierrepont).

10/17 — Mountaineering: Joint Service meet (Skye).

11 — Cycling: R.N. and R.M.C.A. circuit race (H.M.S. Daedalus).

18 — Kayak: Leviot Bridge (Scotland); Kayak: Pangbourne long distance race (Pangbourne).

19/22 — Golf: Inter Services Tournament (Burnham Bero).

21 — Rugby: R.N. v. Hants (U.S. Ports).

23 — Squash: R.N. v. Kent (R.N.C. Greenwich).

28 — Rugby: R.N. v. Devon (Beacon Park, Plymouth).

25 — Kayak: West Tanfield (Yorks); Kayak: Bath to Bradford long distance race (Bath).

28/29 — Sailing: Inter-Service dinghy championships (Bosuns) (Portland).

OCTOBER (1st week)

1/2 — Golf: Cornish Piskey Tournament (Newquay).

2 — Kayak: Wey long distance race (Guildford).

5 — Angling: Inter-Service coarse angling championships (Great Ouse, Hants).

SPORT

CRICKET

Injury halts victory bid

The first match of the Inter-Service cricket tournament at U.S. Portsmouth between the Royal Navy and the Army proved to be the decider. On the second and third days the Royal Air Force were convincingly beaten by both of them, writes **Derek Oakley**.

After scoring 193 for seven off their 55 overs, the Army always seemed to have their game against the Navy under control, and won by 28 runs in a dramatic and sudden finish.

The Navy fielded two new caps, left arm spinner MEA David Stracey and opening bowler Lieut. Peter Bowden, whose inswingers off the wrong foot gave the Navy attack much needed variety.

The Army started cautiously against Bowden, whose figures were one for 12 off 15 overs, and WTR Andy Collier, and at lunch were 92 for two off 38 overs.

Loose fielding after lunch allowed the Army to get on top, despite steady bowling from PO John Michels (3—59) and Lieut.-Cdr. John Lucas (2—58). The final total of 193 for seven looked within the Navy's reach.

Although Lieut.-Cdr. Mike Gretton went early on, Lieut. Bob Fulton and Lieut.-Cdr. Roger Moylan-Jones settled in until Staff Sgt. Ray Gilson pegged them

down with off breaks that yielded a meagre seven runs off 11 overs.

At 100 for two, however, the Navy were still up to the Army's scoring rate. Lieut. Mike Robinson then played an uncharacteristically slow 21 — at one time facing 30 deliveries without scoring — before running himself out, while Moylan-Jones went on to his half century with a classic off drive.

With the asking rate up to 5.5 runs an over, Collier and POWTR Tony Izzard went cheaply while Lucas began to put bat to ball. Moylan-Jones was caught behind when forcing the pace, and skipper Lieut.-Cdr. Ken Langley, Michels and Bowden departed within the space of three overs.

Forty were needed for the last wicket, and with Stracey holding up one end, Lucas made a final assault for victory. With two overs to go, he lofted a shot over extra cover, set off for a run and collapsed with a ruptured Achilles tendon.

Army 193—7 (C. Clark 48, L. Sanderson 43; J. Michels 3—59). R.N. 165 (R. Moylan-Jones 72, J. Lucas 30; P. Presland 5—41). Army won by 28 runs.

The R.A.F. started slowly against the Navy, losing their first wicket at 49 in the 20th over when new cap Lieut. Peter Fogden took an easy catch. David Stracey kept the screws on, lurching with figures of three for 15 off ten overs.

Two dropped catches and some inept ground fielding allowed the R.A.F. to accelerate to 189 for five off their 55 overs, 99 runs coming off the last 19 overs.

Fulton was out first ball, but Gretton and Moylan-Jones applied themselves with determination. The 50 went up in the 14th over and it was not until 91 that the Navy lost their second and last wicket when Gretton was bowled for 43.

Thereafter Robinson and Moylan-Jones were seldom in trouble against some indifferent bowling. The result was never in doubt, and a straight driven boundary from Moylan-Jones in the 54th over saw the Navy home by eight wickets.

R.A.F. 189—5 (R. Bates 71 n.o.; D. Stracey 3—43). R.N. 191—2 (R. Moylan-Jones 88 n.o., M. Gretton 43, N. Robinson 41 n.o.). R.N. won by eight wickets.

Highlights of the matches immediately prior to the Inter-Services were opening partnerships of 93, 32 and 106 by Gretton and Fulton.

Gretton scored 59, 76, 75 and 64 in previous innings, while only Lucas, against Hampshire II, scored a half century. Michels took four wickets against United Banks, Bowden three against Somerset II, and Michels, Bowden and Stracey three each in a good win against the British Police.

The fielding reflected an average age of around 33 years, and with young talent in mind, the R.N.C.C. is proposing to run some Under-25 matches in 1978.



You never know when a good Bowman might come in handy, so H.M.S. Eskimo should be glad of the arrival on board of JMEM1 Keith Southgate. Keith (pictured above) was runner-up in last year's world field archery championships as a junior. His mother is a world and European champion. This year Keith came 20th in the championships.

CANOEING

Waghorn wins in the rain

Heavy rain fell throughout the Navy's canoe sprint championships at Bradford-upon-Avon last month, but failed to dampen the enthusiasm of the contestants.

The K1 final produced a very close finish: Lieut. Clive Waghorn (R.N.C. Greenwich) beating CEA2 Dave Flynn (H.M.S. Ajax) by six inches. LREM Barry Grace (Dolphin) was a close third.

Six regular members of the R.N. canoe team were in action in the hotly contested K2 final, won convincingly by Waghorn and CAF Jeff Chandler (Daedalus) from Grace and REM Duncan Richman (R.N. Presentation Team).

POOR ENTRY

There was a very poor entry in the novice and junior events. R. Dickins (CTCRM) won the novice K1, SSgt. I. Dalby and MUSN L. Hardy (R.M. Deal) won the novice K2 and JMUSN R. Stewart and JMUSN J. Kirkshire (R.M. Deal) won the junior K2 event.

British international Sgt. Tony Alun-Williams (H.Q. Royal Marines, Reserves) was a surprise entry in the K1 long distance championship held on the following day in conjunction with the Bradford-on-Avon club's centenary race.

LEADER

Alun-Williams led from start to finish, chased home by Waghorn, Flynn and Sub-Lieut. Graham Rowell (Defiance).

With the river swollen by the previous day's rain, and most of the 15 miles course against the current, the K2s were headed by Grace and Duncan Richman, who finished well up on the Marines Dalby and Hardy.

R.M. Deal took the honours in the junior event through MUSN S. Coombes and MUSN R. Stewart.

Sgt. Foy to be soccer coach

Sgt. Jimmy Foy of the Royal Marines is to succeed CPO Derek Godwin as the Navy's soccer coach later this season. He will also take over from CPO Goodwin as team manager of the Portsmouth R.N. Hampshire League side.

The draw for the R.N. Football Association's Navy Cup competition saw holders R.N. air station Culdrose due to meet H.M.S. Galatea in the first round on September 21. Forty ships and establishments were entered for the cup competition, which is played on an area knock-out basis, culminating in the final on November 2.

Squash season opener

The Navy's squash season gets off the ground this month with a representative match against Kent at R.N.C. Greenwich on the 23rd.

A full programme of matches and tournaments until the end of February includes the inter-command championships at R.N.E.C. Manadon on November 11-12, the ratings' tournament at Portsmouth on December 5-6, and the R.N. championships at Portsmouth on January 26-29.

The Inter-Service tournament takes place at Manadon on February 22-24.

Sport in brief

Refs' refresher

five of its 16 matches, lost six and drawn five.

Golf

The Tot Memorial Trophy, provided by Southwick Park Golf Club members out of club funds, was won by Mike Benson of H.M.S. Dryad. Jim Gratton (Sultan) was runner-up.

Swimming

H.M.S. Heron won the Naval Air Command swimming championships held at R.N. air station Culdrose. Heron also won the water polo tournament.

Cricket

Centuries by Lieut.-Cdr. Mike Gretton and Sgt. Benny Grossmith and good bowling by WO David Chapman and Lieut.-Cdr. John Smith have been the highlights of U.S. Chatham Cricket Club's season. The club has won

Angling

H.M.S. Daedalus won the R.N. and R.M. Angling Association's fifth sea championship at Plymouth. Faslane were second and H.M.S. Raleigh third. Heaviest bag was returned by Lieut. Ken White of Daedalus, the best specimen was caught by CMA Wriggall (Raleigh) and the heaviest fish by Sgt. Prokop (42 CDO R.M.).

Tennis

The WRNS tennis team finished second equal with the WRAF in the women's inter-Service tennis championships at the All England Club, Wimbledon. The Army women took the title by winning eight matches, three more than either of their opponents.

Two selectors of the WRNS tennis team are Mrs. A. P. Osborne, a former British junior doubles champion and England player, and Mrs. B. Couper, a former Kent county champion. Between them, the two have advised the WRNS on tennis matters for 28 years.

Pool wins singles title

Lieut.-Cdr. Phil Pool (ASWE) won the singles title during the Navy tennis championships at Wimbledon. He beat Lieut. J. Ralston (42 Cdo) 7-5, 6-4 in the final.

Losing semi-finalists were Maj. B. Herman (CTCRM) and Mne B. Nash (42 Cdo). Mne Nash got a step further in the Under-22 championships, in which he beat WTR Williams 6-1, 6-4 in the final.

The inter-command tennis tournament was won by the Royal Marines, with Portsmouth second, Plymouth third, Medway and Scotland fourth and Naval Air Command fifth.



Bell fourth in Sweden

FCPO Dinger Bell (R.N.D.Q.) finished just out of the medals in the hammer event at the World Veterans athletic championships at Gothenburg, Sweden. His best throw of 44.68m. took him into fourth place, just a metre behind former U.S.A. international Irving Black.

More than 3,000 competitors from 44 countries attended the Games.

Having thrown 50m. in training for the final, FCPO Bell was disappointed not to pick up a medal. The winning throw was around 48m. He reached the final of eight throwers out of a field of 24.

Navy medium-pacer Lieut. Peter Bowden bowls to L/Cpl Len Sanderson (Army) who scored 43 before being run out. The wicketkeeper is Navy skipper Lieut.-Cdr. Ken Langley and the slips Lieut.-Cdr. John Lucas and POWTR Tony Izzard (wearing hat).

Picture: LA(Phot) Jim Miller.

That awful Mandy (alias Dick) gives Kent a run-around

Hold on to your hats, lads, that blowsy blonde Mandy is after you... It was a case of a quick "Hello, Sailor" when comedian Dick Emery, in the guise of his famous female creation of stage and screen, visited H.M.S. Kent at Portsmouth in August.

"Oh, you are awful!" Mandy rebuked a couple of officers as she went over the brow, later performing this smart dash across the yard in hot pursuit of a trio from the guided missile destroyer — all for the benefit of CPO(Phot) Tony Wilson, really.

The comedian, who was appearing at the Kings Theatre, Southsea, also visited the Kent's 3E Mess for a chat.



Channel hover patrol

As one of a number of trials being carried out for Director General Ships, a 50-ton BH7 from the Hovercraft Trials Unit at H.M.S. Daedalus has been observing lane discipline of ships using the English Channel.

For the five-day period of her "Dover Patrol" on behalf of the Department of Trade, the hovercraft was based at Ramsgate.

Working in close collaboration with the coastguard radar station and the coastguards, the 60-knot hovercraft was able to warn and report several ships each day for travelling the wrong way up or down, or crossing the lanes incorrectly.

SAILORS IN ANTI-'PORN' CRUSADE

As a result of the initiative of a number of Royal Navy men, an organisation entitled Portsmouth Association for Community Standards has been established in the city. The sailors' move follows the opening of a shop selling what is considered pornographic magazines.

An approach was made to Mr. John Howarth, a missioner with the Royal Sailors' Rests, who operates from the Camden Centre at Portsea.

Already the PACS Group has held three meetings with sailors among those attending, and it is hoped to hold another in September to which local newsagents will be invited.

The group plans to put its point of view and to seek that of the newsagents. "It is thought they may have problems and their co-operation will be sought," said a member of the group's committee.

"We will ask them to consider the psychological and physical health of the individual and the damage of such publications to society as a whole."

"If my wife and young son go into a shop to buy a writing pad and pencil and see some of the material now on display it can be terribly embarrassing for both sides."

"We are concerned with standards of all sorts, not just magazines and books, but this was a starting point and it was felt some move had to be made after the sailors' approach."

Bickington in fishing boat rescue

H.M.S. Bickington, helicopters and a tug went to the rescue of a Plymouth fishing boat whose anchor was hooked by the trawling gear of a French vessel in a Channel incident.

The Plymouth boat, with about ten people on board, reported that she was in danger after the French vessel had fouled her anchor and then towed her for about an hour while about 35 miles from land.

Tiger leads Far East group

The helicopter cruiser H.M.S. Tiger is due to sail on September 5 to lead an eight-month deployment of Royal Navy ships to the Mediterranean and Far East.

On the deployment will be the frigates Cleopatra, Zulu, Amazon, Mohawk and Rhyl, the nuclear submarine Dreadnought and R.F.A.s Tarbatness, Tidepool and Grey Rover.

There are more timed "steps" for the first day's absence, so that the quicker a latecomer gets to his place of duty, the less will be the penalty.

Unlike "scale", the tariff has no mandatory force. It is a guide to commanding officers on fines only, and not on other accompanying punishments which may be awarded.

"Repeated" and "aggravated" have been abolished as formal "definitions", although as circumstances they will continue to be taken into account.

Do the amendments add up to a more lenient attitude to leave-breaking? The official reply is a very firm "No".

All the same, though punctuality must always be strict in a naval service, it will now be easier for commanding officers to handle the genuine misfortune with the sympathy it deserves — an approach which will be warmly welcomed by both ratings and their families.

The DCI concerned also deals

NEW SCALES OF JUSTICE

(Continued from Page One)

with a number of other amendments to naval punishments. In future, the disrating of leading hands will require the prior approval of superior authority. This reflects their status as "superior officers".

ABOLISHED

Two punishments which have been abolished are No. 8 (Captain's Reprimand) and No. 16 for Royal Marines (extra guard). No. 8 punishment has effectively been replaced by No. 4C Reprimand which now becomes a non-warrant punishment, except for fleet chief petty officers for whom it remains a warrant punishment.

Authority to fine can now be delegated to executive officers of the rank of lieutenant - commander and lieutenant, which will lead to a speedier disposal of some cases and less "aggravation" all round.

Details of the new regulations, which become effective on October 1, are contained in DCI 468/77.

Echoes of long service

Medals were a topic of conversation when Navy Minister Mr. Patrick Duffy and a three-badge leading hand met during the Minister's day at sea with the inshore survey craft H.M.S. Echo. At 39 LOEM John Burt, who has been in the Navy 18 years, is the oldest member of the ship's company.

With sister ships Egeria and Enterprise, the Echo is currently engaged in surveying the Humber estuary and its approaches.

The Minister joined the 140-ton Echo by pilot boat from Spurn Head and during his day at sea observing the work of the Hydrographic Branch watched the ship locating and recharting some of the many wrecks in the area of the Humber lighthouse.

The commanding officer (Lieut-Cdr. Peter Kelly), a firm believer in maintaining close links with Trinity House, stopped near the lightship while the Gemini was lowered to deliver the Sunday papers to the lonely crew.

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