

Navy News

JANUARY 1979 10p

FROM MALTA WITH LOVE

During the Ark's last visit to Malta it was quickly discovered that a visiting U.K. dancing group on the island was doing a James Bond routine. So what better excuse for inviting them on board to pose for a picture in front of Phantom 007?

Seen on the flight deck are the Satin Bells — Susan McGill, Elizabeth Ling and Faith Brotherson. The naval trio completing the picture comprises EM(AW) Yog Page, LEM(AW) Rocky Fox and LEM(AW) Paddington Griffen.



ALL SET FOR BIG SWITCH

A massive switch is bringing electrification to the Royal Navy's Marine engineers as part of the development to ensure that the Fleet has the organization to meet new technology — in particular the gas turbine and nuclear propulsion systems.

Names are being announced of 2,656 ratings transferring from the Weapon Engineering to the Marine Engineering branch, in order to ensure that the "marine" side has the necessary skills, both mechanical and electrical, to deal with all aspects of propulsion and ship services.

The ratings transferring are taking to the Marine Engineering branch essential electrical expertise. It means that in future the Weapon Engineering branch will no longer be the sole depository of electrical knowledge, but will be able to concentrate on the prime task of maintaining weapon system effectiveness, without the distractions of high-power electrical generation and distribution, and the electrical aspects of propulsion and auxiliary machinery.

Remarkable match

It has been possible to match men's preferences to the need for transfer to a remarkable degree in the surface fleet. In general service, no ratings on the trained strength have been transferred to the ME sub-branch after expressing a preference to remain WE.

(Continued in back page)



Example of the arm badge and right-hand CPO collar badge in the new range of Weapon Engineering badges to be worn from September. The letter R or O below the device will indicate radio or ordnance specialisation.

ADMIRALS MOVE UP

Admiral Sir Terence Lewin, First Sea Lord since August 1977, is to be Chief of the Defence Staff and Chairman of the Chiefs of Staff Committee on September 1 in succession to Marshal of the Royal Air Force Sir Neil Cameron.

The next First Sea Lord is to be Admiral Sir Henry Leach, at present Commander-in-Chief Fleet, who succeeds Admiral Lewin in July.

Vice-Admiral J. H. F. Eberle is to be promoted admiral on May 4 and to be Commander-in-Chief Fleet in succession to Admiral Leach in that month.

Full details on page 12.



Mexico memory

A spot on the map which features in a well-played Sinatra record — Acapulco Bay — appeared on the "points of call" list for ships of the Group Seven Deployment before they returned to the U.K. just before Christmas.

To revive memories for those who visited the Mexican jet-set resort — regarded as one of the better "rabbit runs" — (this picture by LA/Phot) R. J. Glee (H.M.S. Blake) shows two frigates, H.M. ships Leander and Juno, at anchor in the bay.

LONG LIVE ARK!

With days to go before the Navy's last fixed-wing carrier H.M.S. Ark Royal returned to Devonport for the last time on a wave of emotion and publicity, it became officially known that the name is to live on in an association with sea-borne aircraft.

At the launch at Wallsend-on-Tyne of H.M.S. Illustrious, second of the new anti-submarine cruisers, the announcement was made that the third of the class is to bear the name Ark Royal.

An order has been placed with Swan Hunter Shipbuilders for construction of the ship, which will incorporate some improvements over the first two ships in the class. She will be the fifth ship of the Royal Navy to bear the famous name.

● By Christmas "The Last Farewell," recorded by the Ark choir (RESL 61) had sold more than 40,000 copies and had reached No. 60 in the Top 100.

See also pages 9 and 19.

Ships will get more Marines

More of the Navy's frigates and some destroyers are to have Royal Marines detachments to increase their amphibious capability. It means that in the event of rapid need for commando presence, these men would be available from the nearest frigate or destroyer.

At present only a few of the Royal Navy's frigates carry R.M. detachments.

It is being stressed that the new move is not especially designed with oilfield patrol in mind; the aim is to increase capability in general. In addition, it should provide additional experience for sailors in the ships which will now have Marines, who are experts in security and deployment ashore.

It is understood that the detachments going to ships under the new plan will comprise about ten men and a sergeant.

Prince hopes to fly Navy

After undergoing a series of tests, including an aircrew medical examination at Seafield Park, H.M.S. Daedalus, Prince Andrew is set to make formal application to join the Royal Navy.

He hopes to take up a 12-year short Career Commission for flying duties after leaving Gordonstoun this year. He would join as a midshipman at B.R.N.C. Dartmouth.

Avenger forges new 'Lynx'

Forsaking his sleigh for a Lynx helicopter from H.M.S. Avenger, Santa Claus, accompanied by two beauty queens, Miss Newquay and Miss St Austell, arrived in the Borough of Restormel, Cornwall, to bring seasonal good cheer.

The Lynx, piloted by Lieut. Paul Bennett, landed Santa Claus (Lieut. Martin Manning), first at Newquay and then at St Austell. His gifts included two Christmas cakes baked by Cooks Arthur Griffiths and William Hutchinson from the Avenger, sweets for the children of St Austell Infant School and a grocery hamper.

For Santa there was also a present — a bottle of champagne and a bottle of whisky from the children of Restormel.

The hunter-attack submarine H.M.S. Swiftsure, the latest nuclear-powered vessel to enter service, called at Southampton on a four-day visit.

After a major refit in Devonport Dockyard, the submarine H.M.S. Onslaught was recommissioned, the cake being cut by Mrs. Kathryn Foster (wife of the commanding officer) assisted by OS Tony Crisp, youngest member of the crew.

Back to the Land of his Fathers went Lieut.-Cdr. Dai Morgan when as commanding officer he took the submarine H.M.S. Orpheus to his home port, Port Talbot. It was his last cruise before going to his next appointment at the Ministry of Defence.

The 31-year-old destroyer H.M.S. Barossa left Portsmouth for a breaker's yard at Blyth, Northumberland.

Anyone who served on board H.M.S. Antelope during 1978 is invited to the ship's company dance to be held at the Royal Fleet Club, Devonport, on February 1, 1979. Tickets (free for ex-Antelopes and lady guests) are available from the MAA, H.M.S. Antelope, BFPO Ships.

A 1½ ton carronade from H.M.S. Primrose, which sank off Falmouth Bay in 1809, and given to St Keverne Parish History Society, has been restored to its former glory by PO Mike Mannion and NAM Stan Battye of Naval Aircraft Support Unit, R.N. air station Culdrose. On chipping away the 169 years of crustacea they found a 32lb. cannon ball in the barrel and a black powder sack.

Navy News in Brief

The Captain of H.M.S. Vernon, Capt. Keith Sutherland, joined a group of ratings from the Vernon on an expedition to Snowdonia. The men split into three groups, and climbed one of three mountains — Snowdon, Tryfan or Moel Siabod.



LACMN Vic Gover (pictured here), of 819 Naval Air Squadron, who tried to save the life of a man found in the sea off Prestwick after an S.A.R. scramble, giving artificial respiration and mouth-to-mouth resuscitation, received the Flag Officer Naval Air Command's Green Endorsement Certificate from the Director WRNS, Commandant Vonla McBride, when she visited H.M.S. Gannet.

A Christmas concert by the combined volunteer bands of H.M.S. Collingwood and H.M.S. Daedalus marked the re-opening of Collingwood's main theatre, which has been refurbished. Over 600 attended the two performances on December 1 and 2 and £95 was raised for King George's Fund for Sailors.

Portsmouth Field Gunners Club — the Hole in the Wall in H.M.S. Excellent — was officially opened by Capt. Richard Bethnell of H.M.S. Excellent, who pulled the first pint of the season.

ANYONE FOR WATER SKI-ING?

This Sea King's boat-shaped hull came in handy when it ditched during an exercise with Group Seven ships in the Gulf of Mexico.

After an unsuccessful attempt to take off from the water on one engine the helicopter, of 820 Squadron, taxied the ten miles back to H.M.S. Blake, propelled by its rotor disc and travelling at between five and ten knots.

After the crew left the helicopter it was hoisted on to the Blake, less than four hours after ditching.

Picture: LACMN Terry Griffiths, 820 Squadron



GROUP SEVEN DEPLOYMENT

HERMIONE PUSHES POT—OVERBOARD!

More than two tons of marijuana was sprinkled into the sea like confetti from H.M.S. Hermione after the frigate was called in to help police and customs officials in the West Indian island of Grand Turk.

At the request of the island's Governor, a working party was sent ashore from the frigate to remove the drugs, which had been seized by the police and customs men over a period.

The 202 bags and four suitcases of "pot" were airlifted to the Hermione in 24 loads by her Wasp helicopter and took up most of the hangar.

Later, in deep water and favourable currents, the marijuana was "sprinkled over the port quarter into the ship's wake in the manner of confetti."

Pudding

A BBC Christmas pudding and gale-driven rainstorms were among reminders of "England and home" when the Hermione and other Group Seven ships returned to U.K. on December 12, after a deployment of nearly seven months on both sides of Panama.

Other vessels taking part were the helicopter cruiser Blake, destroyer Birmingham, frigates Juno, Ambuscade, and Leander, the nuclear-powered submarine Conqueror and Royal Fleet Auxiliaries.

After the visits to America's West Coast and Canada, the Group returned through the Panama Canal for the final phase of the exercise.

The "BBC" addition to festive eating happened in this way. En route from the Panama Canal to a maintenance period in Trinidad,



The drugs in H.M.S. Hermione's hangar.

H.M.S. Ambuscade acquired the assistance of TV personality Richard Baker (lieut.-cdr, R.N.R.) to mix the Christmas pudding, which was served in traditional style just before the frigate entered Devonport at the end of the voyage.

The Ambuscade had had another celebration during the trip. This time it was a cake — baked to mark the first 100,000 mile point after only three - and - a - half years in service.

PO Ck Allan Doyle made the cake, and prominent in the commemorative pictures was MAA "Tank" Warren, the only man who has been with the ship for her whole life.

Alligator

H.M.S. Birmingham had a surprising experience at Fort Lauderdale, when an alligator was spotted swimming in the sea. Evidently it had made a navigational error from the Everglades swamp, and being one of a rare and protected species

could not be harmed. Eventually it was collared at night.

For one member of the Brum's crew, the voyage was especially memorable, for he went out single and returned with a bride.

Ck Steve Fieldsend flew his fiancée out from Hull for a pre-wedding holiday, but the couple decided to tie the knot there and then. PO Ck Ken Edwards did the honours and looked after everybody under the watchful eye of Mrs Edwards, who flew out and attended the ceremony. Many of the lads were also there to give a good send-off.

CEM Phillips and PO Cooke returned to greet new babies, while LOEM Scarratt and REM Allatt were joining the marriage stakes.

Among early guests on board H.M.S. Birmingham at Portsmouth was a party from the city of the name, with a special welcome for Mr J. Hands, aged 83, who served in the last "Brum." A memory for 772 HAS "A"

Flight, from R.F.A. Tidespring, was a spell of duty at the Holiday Inn swimming pool, Acapulco, Mexico. As the local waters were shark-infested, and all swimming was banned, the Flight sought a more hospitable spot for wet dinghy drill.

Brimstone

A more unusual aerial task occurred during the Blake's visit to the Caribbean island of St Kitts, when helicopters of 820 Naval Air Squadron responded to a request by the island's government to help relocate eight cannons, each weighing about three tons, at the historic Fort Brimstone.

This fortification, known as the "Gibraltar of the West Indies," was the scene of the famous siege of Brimstone Hill by the French in 1782.

The 950 British bravely defended the hill, and the French victors allowed them to march from the fort in full formation.

The British afforded the French the same honour 12 months later!

Royal visit for Bulwark

Cdr. the Prince of Wales is to attend the ceremony to mark the recommissioning of H.M.S. Bulwark at Portsmouth on February 23.

The Bulwark is due to undertake sea trials and come back into active service after her period of "preservation by operation."

Lena joins the London

Lena Zavaroni joined Radio Clyde's Saturday Special team, Mike Souter and Paul Murricean, when the programme was broadcast live from the decks of H.M.S. London on November 25.

The destroyer, in Glasgow for a week's visit, provided an ideal location for the "out and about" Saturday afternoon show.

Lena shivered in sub-zero temperatures and driving sleet for her interview, then went below decks for a warming cuppa and chat with admiring crew.

On display

A 7ft. high figurehead of Lord Nelson in vice-admiral's uniform, carefully restored and repainted, is on display beside H.M.S. Victory in Portsmouth Dockyard. The figurehead first belonged to the sailing battleship H.M.S. Trafalgar, then to H.M.S. Ganges, and was given to the Royal Naval Museum when Ganges closed in 1976.

SWOP DRAFTS

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

SEA(M) C. Armatrong, H.M.S. Zulu, retiring Rosyth. Will swap for any ship due deployment. Replies to 63 Mess, H.M.S. Cochran, Rosyth, Scotland.

AA1 Garland, CPO's Mess, H.M.S. Daedalus, serving with NATC. Will swap for any Portland or Yeovil draft.

RO1 (G) Jefferey, FOST COMMEN, Portland, drafted H.M.S. Zulu, March. Will swap for any Plymouth ship or shore base.

REM2 A. F. Masters, due to join H.M.S. Sheffield, February, due long Portsmouth refit. Will swap for any ship going foreign. Replies to Mess 8, H.M.S. Rooke, Gibraltar, BFPO 163.

AB(R) G. L. Evans, 4M Mess, H.M.S. Hermes. Will swap for any Portsmouth ship in refit or shore base.

LRO(G) A. Sandham, 3E Mess, H.M.S. Falmouth due Far East deployment late spring. Will swap for any Portsmouth ship not deploying.

RO1(T) Young, Accommodation Office, H.M.S. Mercury, drafted H.M.S. Bristol, April. Will swap for any Rosyth ship.

LRO(T) Whyte, 8 Mess, H.M.S. Norfolk, due to deploy east of Suez seven months. Will swap for any Portsmouth ship not due to deploy.

JTD N. M. Bridge, 2N2 Mess, H.M.S. Hermes, due to deploy Mediterranean and U.S.A. Will swap for any Chatham or Rosyth ship or ship in refit.

REM1 T. A. Porter (TP trained), TX Room, Fort Southwick, Fareham extn. 330 drafted H.M.S. Arrow, Devonport, approx. two years. April. Will swap for any Portsmouth frigate or minesweeper.

RO1(G) Collins, 123 Mess, Saints Block, H.M.S. Warrior, drafted H.M.S. Cygnet, April, (Morse course) H.M.S. Drake, February 12-March 9; PTJ H.M.S. Mercury March 12-April 4. Will swap for any Portsmouth or Plymouth ship, preferably deploying.

LS(R) B. Kemp, 3GA Mess, H.M.S. Leander, D.E.D. until March then in home waters until December. Will swap for any ship going abroad.

REM1 Deverill, 10 Mess H.M.S. Norfolk, drafted H.M.S. Osprey for Portland Bill January, eight months. Will swap for any Portsmouth shore base.

AB(S) Palmer, H.M.S. File, due to join H.M.S. Lincoln (R.S.U. Chatham) April. Will swap for any Portsmouth ship.

LWTR P. McCarthy, 9 Mess, H.M.S. Norfolk. Will swap for any ship staying in Portsmouth or home waters.

CY D. J. Orme, S. R. Mess, H.M.S. Warrior, telephone Northwood extn. 457 drafted H.M.S. Pembroke, March over 12 months. Will swap for any shore base, London preferred, but not essential.

AB(M) S. McKerran, 3E Mess, H.M.S. Hermione, U.K. waters until July then Chatham refit. Will swap for any ship going to the Far East or on world deployment.

OEM1 M. Free, 3J3 Mess, H.M.S. Ark Royal, drafted F.M.G. H.M.S. Rooke (junior company) April. Will swap for H.M.S. Collingwood or any Portsmouth shore base.

AB Fuller, 3M Mess, H.M.S. Hermione, home waters then due refit Chatham. Will swap for any Portsmouth or Devonport ship due deployment.

CEM1 R. Webster, 3F Mess, H.M.S. Ariadne, due to deploy northern Europe and U.S.A. with STANAVFORLANT. Will swap for any Chatham sea or shore draft.

LS(S) J. J. Strutt (UC2), 3F Mess, H.M.S. Newcastle, due to deploy March. Will swap for any Portsmouth or Chatham ship, preferably frigate.

POEL D. G. Holmes, H.M.S. Argonaut, retiring Devonport until mid August. Will swap for any Portsmouth ship, preferably G.M.D. or LPO or other large ship.

LRO Oyston, 8 Mess, H.M.S. Norfolk, due deployment May. Will swap for any Portsmouth ship or shore base.

MEM1 A. E. Cole, 5D Mess, H.M.S. Bulwark. Will swap for any frigate or smaller ship except one in Scottish waters.

LAM (AE) C. McAlpine, Cabin 12, Grenville Block, H.M.S. Daedalus. Will swap for any Portland or Yeovilton draft.

CEM1 Teller, Elec workshop H.M.S. Dryad, drafted H.M.S. Broadford, Plymouth, February. Will swap for any Portsmouth or Chatham ship or shore base — not Plymouth.

AB(R) Fenning, 3E Mess, H.M.S. Gurkha, deploying West Indies, March. Will swap for any Rosyth shore base, or ship in refit.

REM1 Thornicroft, Placewood House, H.M.S. Dryad. Will swap for any seagoing ship except based in Scotland.

OEA1 Thompson, W.M. Group, H.M.S. Collingwood, Extn 429, drafted H.M.S. Apollo, March as mortar maintainer. Will swap for any frigate or small ship not based in Scotland.

OEMN1 R. A. Smith, CPO's Mess, H.M.S. Dryad (Fraser Gunnery Range, Portsmouth 22351 Extn. 6418) drafted H.M.S. Hermione, Devonport, February. Will swap for any Portsmouth ship, or establishment.

SA P. J. Taylor, (LSA OC LRLS) G130 Cabin, Grenville Block, H.M.S. Pembroke. Will swap for anywhere in Devonport.

POEL R. A. Alexander, 4R PO's Mess, H.M.S. Rhyll, retiring Chatham, now Chatham-based. Will swap for any Portsmouth G.M.D. or frigate.

POCK E. A. Woods, H.M.S. Rhyll, drafted R.N.S.S. H.M.S. Pembroke, March, for 2½ years approx. Will swap for any Portsmouth area, shore base.

LSTD Townsend, (F.O.S.N.I.) c/o Admiralty House, North Queensferry, Rosyth, drafted H.M.S. Argonaut, Devonport, May. Will swap for any Rosyth, Portsmouth or Chatham ship.

AB(S) A. Parsons, 2G1 Mess H.M.S. Ark Royal, drafted H.M.S. Gurkha, Rosyth, February. Will swap for any Devonport ship, home waters or shore base.

LCEM I. MacDonald, 118 Mess, H.M.S. Cochran, drafted to H.M.S. London, Portsmouth, July. Will swap for anywhere in Scotland, preferably Rosyth.

OEM1 C. Kerr, H.M.S. Dryad (Fraser Gunnery Range), Telephone Portsmouth 22351 ext. 6418. Drafted H.M.S. Shoulton (Portsmouth) June 1979. Will swap for any Portsmouth ship or shore base.

MEM2 T. Boswell, 3P Mess, H.M.S. Brighton (due to deploy West Indies May) will swap for any shore base in southern England, preferably FMGs.

OEA1 Morton, 133 Lumsden Road, Eastney, Portsmouth, drafted Devonport FMB (Mobile) March 1979. Will swap for anything in Portsmouth.

OEMN1 J. Ruane, 18 Jersey Close, Stubbington, Fareham (tel. Stubbington 4306). Drafted to FO Plymouth Diving Maintenance. Will swap for H.M.S. Collingwood or any Portsmouth shore base.

WTR A. Dobinson, FONAC Registry Extn. 491, R.N. air station Yeovilton, drafted H.M.S. Centurion, March. Will swap for any seagoing ship or shore base except in Scotland.

FILMS FOR THE FLEET

When the radar shows a UFO . . .

According to Dr. Allen J. Hynek, who lays claim to being one of the foremost authorities on unidentified flying objects, there are about 100 sightings in the world per day.

Dr. Hynek, technical adviser and consultant on "Close Encounters of the Third Kind" — which heads the latest list of releases to the Fleet by the Royal Naval Film Corporation — was, as a top astronomer and astrophysicist, at first a non-believer.

But the similarity of the reports worldwide and the reputable sources — some were from airline pilots, trained radar operators, and even from air and military bases — helped dispell his doubts.

During his 22 years as scientific consultant to the U.S. Air Force on its Project Blue Book, the name given to the investigation of reported sightings, he began to feel the matter called for more study.

In his later capacity as Director of the Centre for UFO Studies, he became an activist in the fight to gain scientific legitimacy for extra-terrestrial phenomena.

"It is preposterous to think," he said, "that we are the only intelligent life in the universe."
"Close Encounters" is one of eight releases on the R.N.F.C. list.

● Close encounters of another kind: Peter Sellers appears to be paying an inordinate amount of attention to the camera in this scene from "Revenge of the Pink Panther" (United Artists), which has been ordered by the Royal Naval Film Corporation. The lady in leather who seems about to remind the comedian of her presence is Valerie Leon.



The List

Close Encounters of the Third Kind (A) — Richard Dreyfuss, Francois Truffaut. A challenging science fiction story of the awesome concept of extra-terrestrial contact — actual contact with the occupants of a UF. Columbia-EMI-Warner. No. 584.

The One and Only (A) — Henry Winkler, Kim Darby. Cockily convinced from childhood that he has star quality, Andy Smidt suffers many setbacks before he eventually makes good. CIC. No. 585.

An Unmarried Woman (X) — Jill Clayburgh, Alan Bates. A happily married woman, shattered when her husband asks for a divorce, faces the problems and realises that she no longer needs to share her own life on a permanent basis. Fox. No. 586.

Telefon (A) — Charles Bronson, Lee Remick, Donald Pleasence. A hard-core Stalinist avoids the KGB sweep and flees to the United States to activate a campaign of massive sabotage. MGM. No. 587.

The Betsy (X) — Laurence Olivier, Robert Duvall, Katharine Ross. Intrigue and power in the car industry from the 1920s to the present. United Artists. No. 588.

The Swarm (A) — Michael Caine, Katharine Ross, Richard Widmark. Hordes of killer bees cause havoc, terrorising and killing thousands of people before a solution to exterminate them is found. Columbia-EMI-Warner. No. 589.

House Calls (A) — Walter Matthau, Glenda Jackson. Romantic comedy in which a senior hospital surgeon, not long widowed and making the most of his freedom, agrees to live with an ex-patient for a trial period. CIC. No. 590.

Coma (AA) — Genevieve Bujold, Michael Douglas. An unauthorized check of the computerised records in an American hospital reveals a number of unexplained accidents in which patients fail to regain consciousness after an operation. MGM. No. 591.

Spanish eyes focus on frigates



Film star Stewart Granger with some of his lunch guests from H.M.S. Alacrity at a converted museum he owns near Marbella.

The frigates H.M.S. Galatea and H.M.S. Alacrity became the first Royal Navy ships to visit the Costa del Sol for 15 years when they steamed into the port of Malaga.

Official visits to Spain, which have been increasing in the past 18 months, have been mainly to the northern coast and the ships received a rapturous Mediterranean welcome.

The local press was full of the story, the mayor held an official reception and the three-hour open period for the ships had to be

extended to allow 2,500 people on board.

For the sailors, there was much to see. Eight miles along the coast is the popular "English" resort of Torremolinos and in the centre of Malaga itself Capt. Tony Barden, Captain First Frigate Squadron and commanding officer of the Galatea, led a party from both ships around the 12th Century Moorish castle of La Alcazaba.

The countryside is the scene of countless "spaghetti westerns" and it was in the "cowboy" atmosphere of the Costa del Sol's hinterland that a group of the Alacrity's CPOs and leading hands met film star Stewart Granger, who in private life is a property developer. They were entertained to lunch by him in his converted museum.

YOU WEAR IT WELL . . .

In any other circumstances, someone scribbling with a felt-tip all over your white-front would almost constitute a capital offence.

But when the scribbler is pop superstar Rod Stewart and he's writing you a personalised, autographed seasonal greeting, it's an occasion for a big smile. LSTD Paul Taylor met Rod during the singer's visit to H.M.S. Ark Royal at Devonport on December 7. Rod's recording of "Sailing" was the signature tune of B.B.C. Television's "Sailor" series about the Ark.

Picture: LA (Phot) Colin Morgan.
End of the line: page 19

MAY GETS HER WISH

Sixty-three-year-old Mrs. May Morland has become the Royal Navy's oldest pin-up after a plea on her behalf in the November Navy News. Mrs. Morland, of Runcorn, Cheshire, wrote that she wanted to become a Navy pin-up to remind young sailors to write home to their grandmothers.

Members of H.M.S. Bulwark's 5E Mess took up May's offer and she visited the ship at Portsmouth, where she was presented with a picture of the carrier and a cap tally. The junior rates of H.M.S. Courageous have also written to Navy News offering to adopt "Magnificent May."



EVENTFUL

Malaga was the last port of call in an eventful deployment for both ships.

The Alacrity had developed engine trouble after accompanying H.M.S. Ark Royal in Exercise Display Determination and had to put into Malta for six weeks for emergency repairs, missing visits to Haifa and Palermo.

After her visit to Cyprus, one of the Galatea's sailors, who had broken his nose in an accident ashore, was found to need emergency medical treatment.

The frigate made a high-speed passage to Cagliari, Sardinia, where AB George Lord had an emergency brain operation. His mother and fiancée were flown from Aberdeen to be with him and he later made a complete recovery, returning home to Scotland for sick leave.

Later, POMA Graham Harris, who attended AB Lord on board the Galatea, was presented by Capt. Barden with the POMA's Efficiency Medal for 1978, which he won for all-round excellence.

How to get an 18.8% pay rise!

Although this article is written by the Submarine Drafter, the principles are equally applicable to General Service ratings. The headline isn't just there to catch your eye — it is perfectly true. In some cases able rates are depriving themselves (and their families) of a large pay rise with practically no strings attached. It is necessary first to introduce a few statistics, but please read on.

We will be discussing the Submarine Command, and in particular the junior rates up to and including leading hands. It is probably well known that we are short of leading hands and petty officers, which means that to do our job as an operational branch some people have unattractive sea / shore ratios.

You might say that this leads to people leaving the Service, but the fact is that we have 3,345 junior rates in submarines, including those under training, and of that total, 612 have given notice.

A quick sum will tell you that that is 18 per cent and, more importantly, leaves 82 per cent of you on committed rates of pay. So although the 18 per cent ought to pay attention, it's the 82 per cent I'm interested in. Let's talk about money.

We're not offering you something for nothing, but it could be money for old rope. All you have to do is pass for the next higher rate, when you become immediately eligible for Scale 'A' pay, a reasonable increase in itself. Many don't appear to realize that you may sit for the next higher rate at any time. That is to say you can sit a Fleet Board for leading hand, or attend a professional qualifying course, on the day you become an able rate!

If your Divisional Officer says that you are too inexperienced, ask him to look at BR 1066, page 3-D3, where the rules are laid out. What they say is that from new entry, a man will achieve the ordinary rate at 17½, and the able rate at 18½. He may not be advanced to leading hand until he has 18 months seniority — and can't be advanced without a recommend, which he ought to be able to achieve after 18 months probation. Why not spend that period on Scale 'A' pay?

Similarly, once you've made leading hand at the age of 20, why not sit for petty officer? After 12 months' service and the relevant courses you may be confirmed as a leading hand and become eligible for advancement to petty officer, which could be achieved on your 21st birthday!

All this, of course, depends on rosters being "dry," but many of them are, especially in the Operations and Mechanic categories, and your Divisional Officer can easily check by 'phone if in doubt.

We'll take a look now at the financial side of things, laid out in the form of two tables, which should be self-explanatory:

Scale 'A' facts first, and taking the "Committed" of nine year rate of pay only

Rate	Basic pay £	Scale 'A' £	% Submarine pay
AB	9.16	9.71	6.0 2.16
LH	10.86	11.46	5.5 2.16
PO	12.25	12.45 (3 yrs)	1.6 2.38
CPO	13.40	13.64 (2 yrs)	1.8 2.86

These Scale 'A' rates are those payable on passing for advancement or attaining seniority in the case of senior rates.

Now the rates of pay on advancement

Rate	Scale 'A' rate £	New rate £	%	% (inc submarine pay)
AB to LH	9.71	10.86	11.8	11.8
LH to PO	11.46	12.25	6.9	8.8
PO to CPO	12.46	13.40	7.5	11.4

Why couldn't I stay at sea?

Question — "After qualifying for my Unit Watchkeeping Certificate at sea I wished to remain at sea and consolidate my training. Instead, I was detailed to serve in H.M.S. Neptune. Why?"

Answer — The sound thinking behind this question is strongly supported and every effort is being made to achieve this situation. There are already a few men who have been moved on to complement billets in their own or similar ships, but often these are not available at the time.

Leaving men in training billets can only be done at the expense of men waiting ashore. A number of actions have been taken to find extra training billets at sea which will allow more newly qualified UWC men to remain in their ships to consolidate their training.

Question — What are the chances of an MEA(H) being detailed back to H.M.S. Neptune after serving one period of shore time in Faslane previously?

Answer — It depends on your preference area. If it is your preference you will almost certainly return to Scotland. If you are a Devonport preference, you have a 50/50 chance of serving away from Devonport because there are many more preferences than billets.

Some of this time will be in Scotland.

If you are a Chatham or Portsmouth preference, you may get an out of preference draft, but it is less likely to be in Scotland.

Volunteers are always welcome for drafts to Scotland.

Finally, if you have already served one period in Faslane and it is not your preference area, we take this into account.



"Wow! No strike first?"

DRAFTY'S CORNER

I can justify the headline from these tables, by taking the example of an able rate over the age of 20, not previously qualified for leading hand and in a branch with a dry roster. He would achieve a rise from £9.16 to £10.86, or 18.8 per cent. Similar increases are payable, of course, to men on "Uncommitted" rates, since they are by no means barred from advancement.

I have only illustrated this junior rate salary because, generally speaking, advancement from these onwards is on merit.

However, the Navy is short of "superior officers" across the board, meaning anyone of leading hand status and above, and although you will have to display the right qualities of leadership before your captain will advance you, there are many rewards other than the strict financial ones.

Why not do yourself and the Navy a favour and get qualified? It costs nothing but a few hours extra study — and you'll find your own senior rates and officers keen to help both professionally and educationally.

You will need NAMET 5-5 as a minimum before being advanced to leading hand, and in the future would need NAMET 3-3 before becoming eligible for Mechanics' Courses, and two 'O' levels for FCPO. Whether you decide to make the Navy a long term career is up to you, but you would be well advised to have a go at 'O' level Maths and English. You may not stay in that long, but the courses and exams are free (unlike outside), and unless you are qualified there is no way you'll make Fleet Chief, no matter how good you are.

Employment in Civvy Street isn't exactly plentiful, and if an employer is offered a choice of ex-RN young men, one passed for petty officer and one who had done nothing towards advancement, I think we all know which one he'd pick! Think about it anyway.

Finally, let me dispel one rumour which I hear constantly. It is not, repeat not, likely that you would go to a new sea roster immediately on advancement — your previous service is always taken into account.

It must be obvious that if there were more leading hands and petty officers in the drafting pool there would be fewer empty billets, which would be to everyone's advantage.

Extended Service billets

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:

Captain SM1: MEA(P)1 (4). Captain SM2: CEA/REA, H.M.S. Collingwood: CEA (6); REA (7); CEA/REA; CEA/COEA/CEA; REA/CEA; CCEA (2); CEA/OEA; OEA (4); CREL; CPO/OPS(S); CPO/OPS(M). H.M.S. Cambridge: CPO/OPS(M)/PO(M). D.N.F.C.T.: CPO (Any OPS). H.M.S. Dolphin (SM School): CMEM. H.M.S. Dolphin (JSSC): CPO (any) offshore skipper. FOSM and SUBEASTLANT: OEA1/2/CEA1/2. H.M.S. Dryad: CPO/OPS(EW). H.M.S. Mercury: CCY. H.M.S. Neptune: MEA(P)/MEA(H); MEA(P) (2); MEA(H); MEA(P)(SM) (2); CEA; OEA1/2 (2); REA; CPO/OPS(R).

Portsmouth FMG Static: OEA. R.N.R. Mersey: CMEM. R.N.R. South Wales: CRS. R.N.R. Tyne: CPO/OPS(MW)/PO(MW). R.N.R. Wireless: CRS (2). SMA/RSA Portsmouth: CMEA/MEA; CREA/REA; CMEA(H); CMEA(P)/CMEA(H). H.M.S. Sultan: MEA(P)/MEMN(P) (4); CMEM (3); POMEM (2); CMEA(P); CMEA(H); MEA(H) (4); REA; CEA. H.M.S. Vernon: CPO/OPS(S) (2). H.M.S. Vernon PO Craft: OEA1.

The following billets in SMA/RSA Portsmouth will become available from April 1, 1979: CCEA(2); CREA; REA/COEL/POEL/CEA (2); COEL/POEL (2); CMEA(P)/CMEA(H) (2); MEA(P)1 / CMEM / POMEM / MEA(H)1 (4).

Fires: Londoners thank



Antrim

Londoners have not forgotten the work of the Royal Navy's firefighters during the firemen's strike a year ago.

To express their appreciation, Greater London Council sent certificates for presentation to seven of H.M.S. Antrim's party (pictured here). They are: OEM Andy Dove, CEM Fossy Foster, REA Shady Lane, PO(R) Jonah Jones, LS(R) Budgie Burge, OEM Scouse Ryland, and LREM Scurse Coultas. The certificates were handed over by their commanding officer, Capt. G. F. Walwyn.

Some of the Marine Engineering department of the Antrim went to R.A.F. Odiham to see how the "Light Blue" operate, visiting the Safety Equipment and Firefighting Sections, and other departments. They went for a flight in a Puma helicopter, making a simulated troop landing ten miles from the airfield.

Picture: LIA(Phot) G. H. Ford

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Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (mine-layer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Avenger.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedea, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Erinno, Eurymachus, Excalibur, Explorer, Eymouth, Falmouth, Fawn, Fearless, Fire (pre-mod), Fire (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecla (1967), Hecla (1978), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yamton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkistoun.

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Loloten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Nasid, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Ormedia, Olympus, Owen, Orislaught, Oryx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Rapuise, Resolution, Revenge, Reward, Rhyol, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidsham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Striker, Stromness, Superb, Swifsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Trounbridge, Trump, Tyne, Uster, Undaunted, Undine, Urna, Valiant, Vanguard, Victorious, Vidal Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitty, Wilton, Woolston, Yarmouth, Zest, Zulu.



PLENTY OF FISH TO FRY

Question: What have a town, island and Sea Cadet unit in North-East England and Edinburgh Zoo's King Penguins in common?

Facts and figures

Displacement: 1,200 tons. **Length:** 195ft. **Beam:** 36ft. **Propulsion:** Two Rushton diesels, single shaft, producing 4,380 b.h.p. and giving a speed of about 16 knots. **Armament:** One 40mm Bofors, two general purpose machine guns. **Complement:** Five officers, 30 ratings.

Answer: They all enjoy an association with H.M.S. Lindisfarne, fifth ship of the Royal Navy's Island class of offshore patrol vessels.

In her short life, the Lindisfarne has established a firm link with the town of Alnwick, Northumberland, and her namesake island Lindisfarne, more commonly known as Holy Island; has formed an affiliation with Jarrow Sea Cadet Unit; and has adopted the Edinburgh Zoo King Penguins as part of B.B.C. Television's Nationwide appeal, "Save Our Species."

The Lindisfarne entered service with the Royal Navy's Fishery

Protection Squadron in March last year, to complete the new class of ships active on offshore patrol duties.

This work keeps her extremely active in all fish-related matters, as well as the ever-important need to maintain a presence near the gas and oil installations around the shores of the British Isles.

In less than nine months the vessel has completed well over 175 fishery boardings and has made two successful prosecutions of foreign fishing boats.

Her other tasks have included surveillance of a broken-down Russian nuclear submarine and visiting Amsterdam for the 1978 Europort Conference and Exhibition, which featured the Island class.

Built at the Aberdeen shipyard of Hall, Russell and Co. Ltd., H.M.S. Lindisfarne was launched by Mrs. Margaret Duffy, mother of the Secretary of State for the Royal Navy, Mr. Patrick Duffy, on June 1, 1977.

Commissioning at Rosyth on March 3, 1978, the vessel sailed for her first patrol on April 10 under the command of Lieut.-Cdr. Anthony Morrow.

Trawler namesake

H.M.S. Lindisfarne's only previous namesake was a trawler of the Isles class authorized in 1942.

Her war service was centred in Escort Group C based at Plymouth. She was allocated to the Western (United States) Task Force under the command of Rear-Admiral A. G. Kirk U.S.N. and accompanied Force B at the Normandy landings on June 6, 1944, as part of convoy FWL 39.

After the war she was employed on wreck disposal, operating principally from Harwich and Sheerness. Finally she was used for anti-submarine and seaward defence training in the early 1950s before she was scrapped at Dover in 1958.

Queen's Commendation for Salisbury ratings

Faced with an engine screaming to destruction speed, MEMN(P)1 Geoffrey Stewart Cox and MEMN(P)1 Charles Victor Robert Robinson acted with such initiative and courage that they have been awarded the Queen's Commendation for Brave Conduct.

The incident happened on board H.M.S. Salisbury at sea, when the main engine went out of control on starting, due to mechanical faults.

With the engine rocking violently on its bed, making a fearsome noise, and obviously in danger of breaking up, the two

sailors dismantled individual pumps as the only way to bring the engine to a halt.

At times they had to work partly across the engine itself, with little hope of survival had it burst apart.

"Their actions and complete disregard for personal safety were in the finest traditions of the Service," says the Commendation.



MEMN(P)1 Cox

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From last month's Navy News

When I survey them from behind
I'd say that damsels aren't designed
For wearing trousers, slacks or pants—
The spectacle dispels romance—
And thus all dabblers will deplore
D.C. Instruction six-four-four
Conveying the commandment curt
That Dental Wrens desert the skirt
And, as a soothing sop to wowers,
Do their de-toothing tasks in trousers . . .

Henceforth when Jack is in the chair
He'll have an added pang to bear
On learning that his ordeal grim
Now lacks the lure of nyloned limb
With which a belle in gear exotic
Could quell the need for drugs narcotic.

Some coarser characters, it's true,
Intoxicated by the view
While flaked out flat with gums exposed
Alongside legs superbly hoed,
Were not unknown to groan and grab—
Just warding off the needle's jab,
But Dental Wrens, despite men's faults,
Feared no such underhand assaults;
Though matelots mentally may plot 'em,
Our Jack's a decent gent — at bottom,
With sentimental awe imbued
Before this dental pulchritude.
When fear and terror toothaches bring,
From now on he won't feel a thing . . .

Bernard Campion

Plymouth

My resentment

Could I add my comments to those I have read lately about the differences in pay and allowances for single and married personnel.

My marriage has failed following long service at sea, life becoming so intolerable in the situation I found on returning that I left home.

I was then separated from wife, children and heavily mortgaged house, but determined to return as often as I could to see the children.

When I was feeling at my lowest ebb — at the worst possible emotional and financial moment — the Navy rewarded me by

taking away my separation warrants, reducing my lodging allowance and charging me for food and accommodation, even though I was only unofficially separated and still had equal financial responsibilities with other married men.

For the first time in 12 happy years of service I have found myself deeply resenting naval regulations.

Separated

Many people would agree that, within the rules, the Service tries to be as sympathetic and helpful as it can when a marriage runs into trouble, but all manner

of financial complications can arise when couples part, particularly if the separation has no legal formality.

No doubt this question is one of a whole range which will be on the agenda of the study group commissioned by MOD to look into conditions of service throughout the Forces.

All details of this particular case are not known, but Navy News was told that food and accommodation charges are not levied when lodging allowance is being paid.

Lieutenant

In my opinion, neither Mr. Gray's instructor at H.M.S. Ganges, nor his ancient coxswain friend (November issue) was completely right in his pronunciation of the word "lieutenant."

The word is pronounced "leftenant" in the Army, "lootenant" in the United States, and "T'enant," approximately, in the Royal Navy. My authority is simply that "T'enant" is received British naval usage, and that this pronunciation is given in the Concise Oxford Dictionary (sixth edition, 1976). — A. Pearson, lieut.-cdr., R.N., Southampton University Royal Naval Unit.

Replies in similar vein have been received from J. H. Lloyd (Tavistock) and H. L. Batchelor (Bexhill-on-Sea). — Editor.

LETTERS TO THE EDITOR

WAS GANGES SO HATED?

Your review of John Douglas's book "Roll on My Dozen" (December issue) indicates that his memories of H.M.S. Ganges are of some hate, while mine are of nostalgia. I was there 50 years ago in 1928. We lost one of our classmates, Boy Hussell from Bristol, who fell from the mast and was killed.

I enjoyed the sport of inter-mess milling in the gym. Between bouts I learned Rudyard Kipling's "If," which was painted on the walls on each side of the stage.

In a "crushers" raid on the heads I was caught when a fag-end was thrust in my hand (I didn't

even smoke), and I was awarded 12 cuts. One used to get the top of your flannel in your teeth, because if you yelped you were branded "yellow" for the rest of your naval career.

That night it was a our swimming night, and when the chlorine water got in my "cuts" I beat Johnny Weismuller's time for two lengths of the baths!

I left Shotley in the tender Harlequin to join the coal-burning battleship H.M.S. Marlborough, and must say how proud I have always been to be a "Shotley boy." — Ivor R. Burston, Taunton.

Sadism was not peculiar to H.M.S. Ganges, as I well remember in training aboard the Impregnable before the First World War, when she was moored in the Hamoaze at Devonport.

A favourite punishment for minor derelictions was "Off shoes and socks and over the masthead go," irrespective of time or weather. They used to call us soft, but they did their best to harden us.

All the things mentioned by Mr. Douglas in his book were common in other training establishments. But on the whole things were not too bad. — A. L. Bunch, ex-sparker, Dover.

I joined H.M.S. Ganges as a boy in 1938 and, even though it was dead rough, would willingly go through it all again, Laundry Hill and all.

With full kit on, 1914-style 90lb. in the pack, small haversack, entrenching tool, water bottle, 18in. bayonet and entrenching tool handle and five pouches each side with 15 .303in. rounds in each pouch (making a total of 150 rounds of ammo), boots and gaiters, chin stays down and oilskins on back to front, and an 800 (8cwt.) fieldgun and limber, on a red hot August day our G.I. (may

all his chickens have wooden legs) would have us up and down Laundry Hill till we looked like grease spots. In his immortal words, "You may break your mother's heart, you won't break mine."

He wasn't vindictive, but was in training for the position of second-in-command to the Devil.

By gum, when we finished on course and went to sea we were fit enough to chew nails and spit out anchors, but for all that if I had the choice I would do the same again. — J. W. Bolam, ex-Leading Seaman, Maltby, S. Yorks.

My boy service in H.M.S. Ganges was from July 1923 to December 1924, a longer period than most due to my breaking a leg at football and being in hospital for several weeks.

Looking back on my time there — and I was classed up three times — I do not recall any boys desperately unhappy, or any of my messmates being birched. Our instructors were generally three badge petty officers of very high quality. The accommodation was good, as was the food, and facilities for sport excellent. The idea of a bamboo cane loaded with wire is laughable.

Wednesday was pay day when we received our "two bob" and after a good blow out at the canteen enjoyed a programme of movies and a sing-song.

No sir, my memories of Ganges are happy ones. Discipline was certainly strict, but not brutal and, as you say, many Ganges boys went on to high rank.

I would also like to comment on H.M.S. Ambuscade's visit to Nanaimo. This port was a regular call for the North America and West Indies Squadron. We called there in H.M.S. Colombo in 1929, and she was oil fired. — A. W. C. Brown, Lieut S.D.(B), Broad Oak, Heathfield, Sussex.

Simple

We read everywhere of wages demands, strikes due to pay disputes, and open revolt over anti-inflationary policies.

In the Armed Forces, many experienced personnel at all levels have left — not so much for pastures greener, but certainly for pastures more financially rewarding. If this trend continues, it can only be to the detriment of the nation's defences.

This letter is in no way a blunt plea for better pay for the Armed Forces — more a case of "food for thought." The choice, as I see it, is relatively simple: a satellite of another Power, or common sense. — D. Munro, ldg airman (AHI), R.N.A.S., Portland.

Reverted

My husband (he was a chief petty officer) has been reverted after a period of heavy work load.

Had he done something really bad, like jumping ship, it would have taken a year to get his rate back, but with reversion it seems that you have to start all over again with "write-ups" etc. That can take a long long time.

Does a man really have to go through all the process again? — "Plymouth."

The official reply is that promotion to FCPO, CPO or CPO Technician is subject to MOD approval and that recommendations for re-promotion are forwarded after one year in the lower rate or on first recommendation, whichever is later. Re-promotion is effective from the date of MOD approval.

Only if a man is not recommended for re-promotion for two years after reversion is he required to go through the full selection process again.

"Reversion is a drastic step," Navy News was told. "It is never taken lightly. The man concerned is always warned and given the opportunity to correct defects in performance. Only if this fails is reversion approved."

CENTURION MEMENTOES SOUGHT

(From Commodore D. W. Beadle)

We have recently formed an H.M.S. Centurion Historical Society. The main purpose is to study and display information about previous ships of the name, and also the history of the subjects which are the concern of the present H.M.S. Centurion at Gosport — for example pay and drafting.

I would be grateful if readers who may have appropriate photographs, pictures, or items of interest would consider letting the society see them. We can then discuss the production of copies or allowing us to take care of the originals.

A volunteer archivist is producing a proper

control system so we can guarantee that everything will be properly looked after.

There should be ample scope as there have been 11 previous Centurions from the Armada to Jutland. Some readers will doubtless have memories of the last Centurion, which gave distinguished service in both world wars, and ended her days as part of Mulberry Harbour.

Old pay accounts and draft orders could also be of interest, so please, readers, look through scrap books, photographs, albums, etc. — including those of past generations which you may have in the attic. — D. W. Beadle, Commodore, H.M.S. Centurion, Grange Road, Gosport, Hants, PO13 9XA.

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Tiger, Ton MCMV
Patrol S/M
Swiftsure S/M,
Victory



Ceremony seems to have died, too

After 12 years in the Royal Navy, I emigrated to Australia at the end of the Second World War and stayed there for nearly 30 years.

Once I had settled, I joined the local Returned Servicemen's League. At every meeting I attended, all activities ceased promptly at 2100 for one minute's silence in remembrance of our fallen comrades. Drinking, cards, billiards, darts, the lot.

This routine was not just local, but Australia wide. I've even seen a couple of old "Diggers", on the verge of a drunken brawl, come

to attention and bow their heads (they shook hands afterwards!) to honour their dead mates.

I have been back in England over four years and have visited many clubs, ex-Servicemen's, R.B.L. and our local ex-Navy/Marines club, and not once have I seen that mark of respect at 2100 with those poignant words "They shall grow not old..." spoken by the president or most senior member.

Is there any club in the British Isles which does hold that ceremony? If so, I would like to know, as I would be pleased, and proud, to become a member of a company of ex-Servicemen who are not in a crowd suffering from amnesia.

Australia and New Zealand hold two Remembrance days, one being on Armistice Day, the other on Anzac Day (to commemorate the Gallipoli landings in 1915). Anzac Day is April 25 and the last time I marched in Adelaide in 1974, 11,000 men and women (some disabled) marched three quarters of a mile to pay homage to the fallen. — L. Simmons, ex-SPO, Eastbourne.

Join up!

Regarding the old walnut of naval lapel badges and the desire to be recognized, the answer is quite simple, shipmates. Take the advice of Vice-Admiral Sir Ernie Pope, President of the Royal Naval Association, and join.

If there is no branch within easy reach, you may care to form your own branch. Advice on the procedure can be obtained from head office. — Ron Joy (ex-EM), Edgware and Mill Hill, and Bishops Stortford branches, R.N.A.

First trick

The letter from ex-PO Banner (December issue) reminded me of a similar young ordinary seaman doing his first trick at the wheel.

Having been instructed to repeat all orders from the bridge, the following took place:

- O.O.W. "Starboard twenty."
 - O.D. "Starboard twenty Sir. Twenty of starboard wheel on Sir."
 - O.O.W. "Meet her."
 - O.D. "Meet her Sir."
 - O.O.W. "Steady."
 - O.D. "Steady Sir."
 - O.O.W. "Steady, you fool."
 - O.D. "Steady you fool Sir."
- K. Cross, ex L/Sig., Chatham.

Whodunnit?

Can anyone settle a long-standing argument between old matelots — namely, who did burn down the ratings' canteen in Trincomalee on the night of June 6/7, 1944, and left us with nowhere to use our beer tickets? — Don Deaney (ex-signalman, H.M.S. Phoebe), High Wycombe, Bucks.



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

Half-and-Half scheme: 'Let's be realistic'

I applaud the work on the "Half and Half Mortgage Scheme" of Lieut-Cdr. John Hughes, who should be commended for bringing to fruition a scheme which can do so much to ease the problems of the married sailor. With this scheme the sailor would be able to live a more normal accompanied married life without the mental anguish of being financially unprepared to buy a house when leaving the Service.

Unfortunately, I believe the scheme, in the form that you report, may founder because of one major drawback. This is that the sailor will have an interest in only half the equity of his married quarter.

I believe that the example of a 22-year-old sailor buying a £10,000 quarter is misleading. Figures given by the Nationwide Building Society show the average price of a semi-detached house in the South of England (not S.E. or S.W.) is £15,640 (new £16,100; modern £15,990; old £14,850). I find it difficult to believe that our quarters, built to a high standard, would be valued for as little as £10,000 on the open market.

The illustration also indicates that the £10,000 house would increase in value to £20,000 in 18 years. This also is unrealistic. Over the last 18 years Nationwide figures show that house prices have risen by 506 per cent. It is not unrealistic to expect that the prices will rise similarly in the next 18 years, and so in the example you give, the £10,000 house would increase to £60,600, or more realistically the average semi-detached of £15,640 would increase to over £94,778.

FULL INVOLVEMENT

The import of this is that a sailor in the "Half and Half" scheme will, at the end of 18 years, have made a profit of half x £50,600 = £25,300 plus the £4,300 he has paid off on the mortgage, that is a total of £29,600 and not £9,300 as stated. However, if he is to retain the same standard of living, and buy a similar house on leaving the Service, he is then going to have to find a mortgage of £31,000 (£60,600 - £29,600).

I don't believe this a "real foothold" in the housing market as you suggest. How much better it would be if our 22-year-old sailor had a 100 per cent. involvement in the equity of his quarter, with the prospect of making a profit of, say, £94,778 - £15,640 = £79,138, and no worry about obtaining an enormous mortgage when leaving the Service.

I therefore make a plea that we should be more realistic in our approach to this adventurous and worthy scheme and have 100 per cent. interest in the equity from the start. Let us also take account of the man who already has some capital as a home owner and wishes to opt into the scheme, and ensure that the scheme is not a palliative for the short-term Serviceman. Our most valuable assets are our highly-trained career officers and ratings. — M. J. Chamberlain, Lieut-Cdr., Devonport.

In answer to the points raised, Navy News was told, "Of course it would be very much better from the sailor's point of view if he could buy the whole house. But if we allowed

this, it would present complicated legal problems at the end of a man's service and we could end up with not having enough married quarters for future needs.

"The example was based on a 4 per cent. inflation rate which, we all appreciate, is not particularly realistic. House prices have risen 21 per cent. in the last year, but who could possibly have predicted this — or indeed forecast the future? The present increase in mortgage rate may depress house prices in the short term, but it is likely that house prices will continue to rise, through probably not at as fast a rate as your correspondent predicts.

"What is important is that the sailor ends up with half the value of a house if he joins the scheme, which is decidedly better than nothing."

Regarding the "Half and Half" scheme, who is going to value a married quarter type property at, say, £10,000 now and £20,000 in 18 years time if present property value trends change for the worse? Can I also ask if insurance or mortgage protection cover on the life of the participant is included in the terms?

An endowment policy with profits would seem far more flexible, and figures prepared at short notice by an insurance agent show little difference in actual monetary terms.

For example, for an outlay of £19.43 a month, which with tax relief is £5.70 a week, of the additional amount to be paid under the "Half and Half scheme," a total sum of £8,990 would be payable after 18 years. But this sum would be payable no matter how small the rise in the assessed price of married quarters over 18 years.

Payments to the policy could be continued if the person decided to leave the Service at any time before pension, and during the 18 years of the policy, full life cover of £3,605 exists. If the policyholder related his payments to a percentage of his income, with increasing premiums over the years, his financial reward would be greatly enhanced. — B. Maine, CCEA, H.M.S. Osprey.

For the proposed "Half and Half" scheme it was stated, "Again, the example has been taken too literally. There is no way that an insurance policy is going to give you the same return as an investment in housing.

"With the 'Half and Half' scheme, mortgages will be available by endowment/repayment/option mortgages. The man is perfectly able to take out a mortgage protection policy should he so wish."

NANAIMO VISITS

In your December issue it was stated that H.M.S. Ambuscade was the first British warship to visit Nanaimo on Vancouver Island since the days of coal.

May I record that the light cruiser H.M.S. Orion visited Nanaimo for five days in June, 1939, under Captain (later Rear-Admiral) H. R. G. Kinahan

It was reputed at that time that the Orion was the first British warship there for many years, but I have read since that other warships have been to Nanaimo.

I would like to hear from any ex-Orions of the 1937-41 commission. — D. Blomeley, ex-PO (LTO L/P), 25, Coldstream Road, Walmley, Sutton Coldfield, Warwicks.

Assistance to authors

Cdr. R. G. Haines, Mellington House, Woodley, Herefordshire, author of "Cruiser at War," is researching for a similar work on destroyers of the Second World War. He would welcome stories, photographs, or any other information from readers.

Mr. Peter H. Liddle, senior lecturer in history, Sunderland Polytechnic, Chester Road, Sunderland, SR1 3SD, has for 11 years been collecting personal experiences of the First World War. These archives are now nationally and internationally recognized, and he would welcome any contributions from readers.

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Royal Naval Flying Scholarship Officer, The Department of Naval Recruiting, Old Admiralty Building, Spring Gardens, Whitehall, London SW1A 2BE.

ROYAL NAVY FLYING SCHOLARSHIPS

FIRST, THE GOOD NEWS

Members of the Sailors' Fund Grants Committee were pleased with the "good news" that the refreshment-spectator facility at the Navy's new H.M.S. Temeraire sports centre at Portsmouth is to be public funded.

At its previous meeting the committee had agreed to underwrite the facility to the extent of £35,000 if it was not possible to obtain public money.

Thanks were expressed both the staff of C-in-C Naval Home Command and to D. of Q. for their efforts.

Another "follow-up" item concerned a proposed community centre for the Looseleigh estate on the outskirts of Plymouth. Because public funding would not be available for several years (and then for a larger complex about two miles from the estate), the committee had recommended the project for Trustees' approval, and later FAF support was given.

But the Trustees were unanimous that non-public money should not be used without further effort being made to persuade the Department of the Environment (PSA) to accept responsibility for financing the smaller centrally-situated project and at an earlier date.

In the event, planning permission was refused, and all funding for the project has been withdrawn. A grant would, if necessary, be considered when alternative plans are made and submitted to the Grants Committees. The hope, however, still is that any project will be public funded.

Mat finish

When the Royal Marines Poole made applications for 50 Geemats for Judo, unarmed combat and Aikido, someone described it as one mat for everyone indulging in the "marital" arts.

But it was a serious bid, said to be of immense value and allowing for more skilled and safer results in these pursuits! The Sailors' Fund and the Fleet Amenities Fund each made a grant of £550.

The money rolls in

FAF Grants Committee members learned that the fund had had an exceptionally good year for income, with such items as £36,800 Naafi Extra Rebate; £15,800 from 1977 Navy and Air Days; £1,703 Royal Tournament profits; £11,200 from Royal Marines Beat Retreat; £6,000 from Services Kinema Corporation; and £685 from royalties on the "Sailor" record.

The committee also learnt that FAF had benefited by some £24,000 as a result of a settlement relating to lost welfare facilities on withdrawal from Singapore. The settlement also provided a similar sum for the Sailors' Fund, while the Royal Sailors' Rests and the Nuffield Trust had also benefited substantially.

Facilities, equipment and projects costing about £100,000 are on their way as a result of successful bids to the latest meetings of the Grants Committee of the Sailors' Fund and the Fleet Amenities / Fleet Recreational Funds. In addition, a number of substantial grants were made on a regular basis. This page contains the details.

CLEANING UP IN LONDON!

A picture of naval personnel based in London jogging along to Furse House with their "smalls" was conjured up by a bid to FAF for £2,500 for centralized laundrette facilities there.

Sailors' and Fleet Amenities Funds

£10,000 for 'canned' TV

For some time the Fleet Amenities Fund has provided substantial sums towards television sets for ships in major refit and new construction vessels.

Now opportunities for entertainment and information by television grow greater with the introduction of video tape systems, which look like having a big impact.

The importance and usefulness of "canned" programmes was in the minds of members of the FAF Grants Committee when they were told that discussions were under way involving use of these systems for all the Services.

While plans are not yet firm as far as the Navy is concerned, committee members thought it wise to earmark £10,000 for the Reserve Fund with a view to helping meet ships' future needs.

Home Club

The Sailors' Fund Grants Committee decided to grant £13,100 for the latest stage of modernisation of the Portsmouth Royal Sailors' Home Club, subject to the Trustees' approval.

"It will be money well spent," the committee was told when it was explained that the grant was needed for modernisation of the old galley area and ancillary rooms.

Several members commented on the number of "elderly" men who now use the club, one member saying, "It should be a place where Jack wants to go for a run ashore and stay."

In making the grant, it was decided that a letter should be written to C-in-C Naval Home Command mentioning several matters concerning the club which had been raised.

Dryad 'garage'

When H.M.S. Dryad sought aid of £12,600 for a maintenance garage complex, members posed plenty of questions on how pre-



Portsmouth Naval Gliding Club, based in H.M.S. Daedalus, has a new two-seater Blanik glider which was paid for by the Sailors' Fund and the Fleet Amenities Fund. Built in Czechoslovakia, the Blanik is an advanced trainer, and will be used by the club and the Air Engineering School in Daedalus.

Picture shows the captain of Daedalus, Capt. Tony Bastick (right) inspecting the new glider. From left to right are club chairman Cdr. Anthony Blowfield, secretary Colour Sgt. H. Clarke, and aerotow pilot Lieut. Phillip Moore. In the cockpit is JNAM Malcolm Boyle.

cisely it would operate. Eventually they agreed to a grant of £8,000. At the FAF meeting a further £4,000 was granted and the meeting was also told that there would be substantial local contributions.

It was explained that no nearby motor maintenance facilities were available and that it was planned to have professional help available at the new facility.

Both committees were pleased to be able to help Aggie's — the Royal Sailors' Rests — and each granted £6,300 for facilities for various centres.

Visions of winds howling down

the glen were created by an application from H.M.S. Neptune for four touring caravans for recreational purposes. It would let many people, including men from ships and submarines, visit the Highlands and islands of Scotland more — and allow them to be dry at the end of the day, the Tot Fund meeting was told.

Remote spot

Despite some questions like "What happened to the bothy bidders?" the committee thought the comfort of caravans worth while and made a grant of £5,530.

Two grants were made for the British Underwater Test and Evaluation Centre to brighten the lives of sailors serving there. BUTEC was described as a remote spot at the Kyle of Lochalsh ten hours by train from Glasgow and still developing.

A grant of £724 was made from the Sailors' Fund for a pool table and accessories and another of £500 for a Hi-Fi system.

In providing aid for kindergarten groups in remote areas at Dundonald and Kilmarnock, it was decided to help out with equipment. But the committee

Major maintenance work at Furse House, with domestic hardship for those living there, was reported, the problems being particularly acute over washing and drying laundry.

Aim of a centralized laundrette was to serve not only residents of Furse House but also naval personnel borne on the books of H.M.S. President and the MOD. It would enable "livers out" to use the service while enjoying the recreational facilities of Furse House at the same time.

During discussions on the bid someone said this would help those living in "grotty little bed sits," while another view was that facilities for naval personnel in London did not compare favourably with the other Services.

The £2,500 grant was agreed.

FISGARD BOWLED OVER

Do the trainees in H.M.S. Fisgard need a skittle alley at a total cost of £45,000?

Nearby H.M.S. Raleigh has an alley, but Fisgard are "dead against" going there, the Sailors' Fund Grants Committee was told. It was also explained that the apprentices served at Fisgard for much longer than the juniors at Raleigh and that they were of a different age group and operated a different routine. Moreover, the establishment wished to build up its own recreational facilities.

Fears were, however, expressed by several members that, like the Raleigh alley, a Fisgard alley might not be well used.

The Sailors' Fund was asked to make a grant of £15,000, plus a loan of £5,000. Following a first inconclusive vote, a straight "for" and "against" vote later in the meeting produced a 4-4 result, and the bid failed on the chairman's casting vote.

When the matter came before the FAF meeting later, members were told that efforts would now be made to find a less expensive solution using an existing building. Meanwhile, the bid was withdrawn for the present.

thought it would not be right to provide the actual toys.

H.M.S. Cambridge asked for a replacement net to stop footballs being kicked over the cliffs into the sea. When it was pointed out that this should be available from stores, the bid was taken no further.

Largest single bid on the agendas at both the Sailors' Fund and FAF meetings was for £22,044 for a barbecue centre and camping site at Horsea island, Portsmouth, but the application — submitted by H.M.S. Excellent — was withdrawn.

WHERE THE MONEY GOES — IN DETAIL

At its November meeting the Sailors' Fund Grants Committee approved a half-yearly grant to H.M. ships of £37,365. The half-yearly grant to R.M. Commando units was for £5,250.

The following grants were also approved. (Details of complementary grants made at the subsequent meeting of the Grants Committee of the Fleet Amenities and Fleet Recreational Funds are also given).

Royal Sailors' Home Club, Portsmouth. Modernisation — stage 3. Grant of £13,100, subject to Trustees' approval.
H.M.S. Dryad. Grant of £8,000 towards maintenance garage complex. (Grant of £4,000 from FAF).
Royal Sailors' Rests. Grant of £8,300 towards facilities for various centres. (FAF also granted £3,300).
H.M.S. Neptune. Grant of £5,530 for four touring caravans.
R.N. Ski Club. Support for 1978-79 winter sports team. Up to £150 per rating participating, to maximum figure of £5,000. (FAF approved up to £150 for each officer and Wren participating, to a maximum of £3,300).
Regular Forces Employment Association. Half-yearly grant of £3,000 towards expenditure for 1979. (FAF also granted £3,000).

H.M.S. Pembroke. Grant of £2,500 for Junior Rates' Club towards new lighting and disco equipment.
Union Jack Club. Grant of £1,862 towards annual tri-service grant.
H.M.S. Nelson. Portable seating stands. Grants of £1,570. (FAF granted £1,571).
H.M.S. Inskip. Grant of £900 for two music centres and an ice-making machine.
H.M.S. Pembroke. £800 grant for St Mary's Estate Community Centre for disco and lighting.
BUTEC naval hostel, Scotland. Grant of £724 for pool table and accessories.
Royal Marines, Poole. Grant of £700 for sound reproduction equipment for JNCOs' Club.
H.M.S. Osprey. Theatre lighting. Grant of £518. (Grant of £517 from FAF).
Redcliffe Convalescent Home. Grant of £500 based on requirement to subsidise charges in 1979 to ratings and R.M. other ranks during convalescence.
H.M.S. Melisbar. Grant of £555 for recreational facilities.
R.M. Poole. Grant of £550 for 50 Judo Geemats (FAF also granted £550).
BUTEC naval hostel, Scotland. Grant of £500 for Hi-Fi system.
H.M.S. Gannet. Grant of £400 for equipment for two kindergarten groups at Dundonald and Kilmarnock.

H.M.S. Heron. Grant of £400 towards two washing machines for the PT store (FAF also granted £400).
R.M. Poole visiting and display teams. Grant of £400 for TV sets and car radios.
H.M.S. Osprey. Grant of £350 for receiver for piped radio to Sick Bay.
H.M.S. Rooks. Grant of £280 towards three outboard engines.
Other bids which achieved success at the FAF meeting included:
Naval Party 1002 (Diego Garcia). Grant of £3,800 for Land Rover.
R.N.S.A. Yacht Sea Wraith III. Grant of £3,350 for hull refit.
H.M.S. Antrim. Grant of £3,157 towards closed circuit television system.
H.M.S. President (Furse House). Grant of £2,500 for centralised laundrette facilities.
U.K. National Support Unit, AFSOUTH Naples. Grant of £2,249 towards squash court.
H.M.S. Neptune. Grant of £2,000 to allow block membership of new golf venture at Finart.
42 Commando R.M. Grant towards £1,500 for five film projectors for use in Norway and Ireland.
H.M.S. Mercury. Grant of £1,000 towards rebuilding of thatched changing pavilion at Bat and Ball Ground,

Broadhalfpenny Down, which is used for cricket, hockey and soccer.
H.M.S. Excellent. Grant of £950 for fresh provisions at Royal Tournament.
H.M.S. Invincible (Vickers, Barrow). Grant of £600 for sports equipment and block membership of local amenities.
H.M.S. Vernon. Grant of £590 for sails for R.N.S.A. yacht Sea Wraith III.
Naval Party 8901 (Falkland Islands). Grant of £500 for sports equipment.
H.M.S. Forest Moor. Grant of £500 for industrial washing machine.
40 Cdo R.M. Grant of £492 for disco equipment.
H.M.S. Oracle. Grant of £300 for sports and recreational facilities during refit.
H.M.S. Mercury. Grant of £250 towards amplifier for R.N. Amateur Radio Society.
The grants made on a regular basis for 1979 included £16,200 as the annual subvention to the R.N. and R.M. Sports Control Board; £4,370 as part cost of TV sets for ships undergoing major refit or new construction vessels; £1,500 to Captain of the Fleet's Fund; £1,000 reimbursement to Captain of the Fleet's Fund towards family visits overseas; £200 to Major-General R.M. Commando Forces Consolidated Fund.

ILLUSTRIOUS NO. 5

Princess christens super-cruiser

H.M.S. Illustrious, second of the Navy's new class of anti-submarine cruisers, was launched by Princess Margaret on December 1 at the Wallsend shipyard of Swan Hunter Shipbuilders Ltd.

Among those attending were the Defence Secretary (Mr. Fred Mulley), Mrs. Mulley, and Admiral of the Fleet Earl Mountbatten. The religious service was conducted by the Rev. P. Heywood, vicar of St Luke's, Wallsend.

Main role of the new cruisers, which are the largest warships to be built for the Navy since the 1950s, will be as co-ordinating centrepiece of anti-submarine warfare task groups. Powered by four Rolls Royce Olympus engines and with a standard displacement of 16,000 tons, the cruisers have been designed to operate Sea Harrier aircraft, using the new "Ski-jump" concept, and Sea King ASW helicopters.

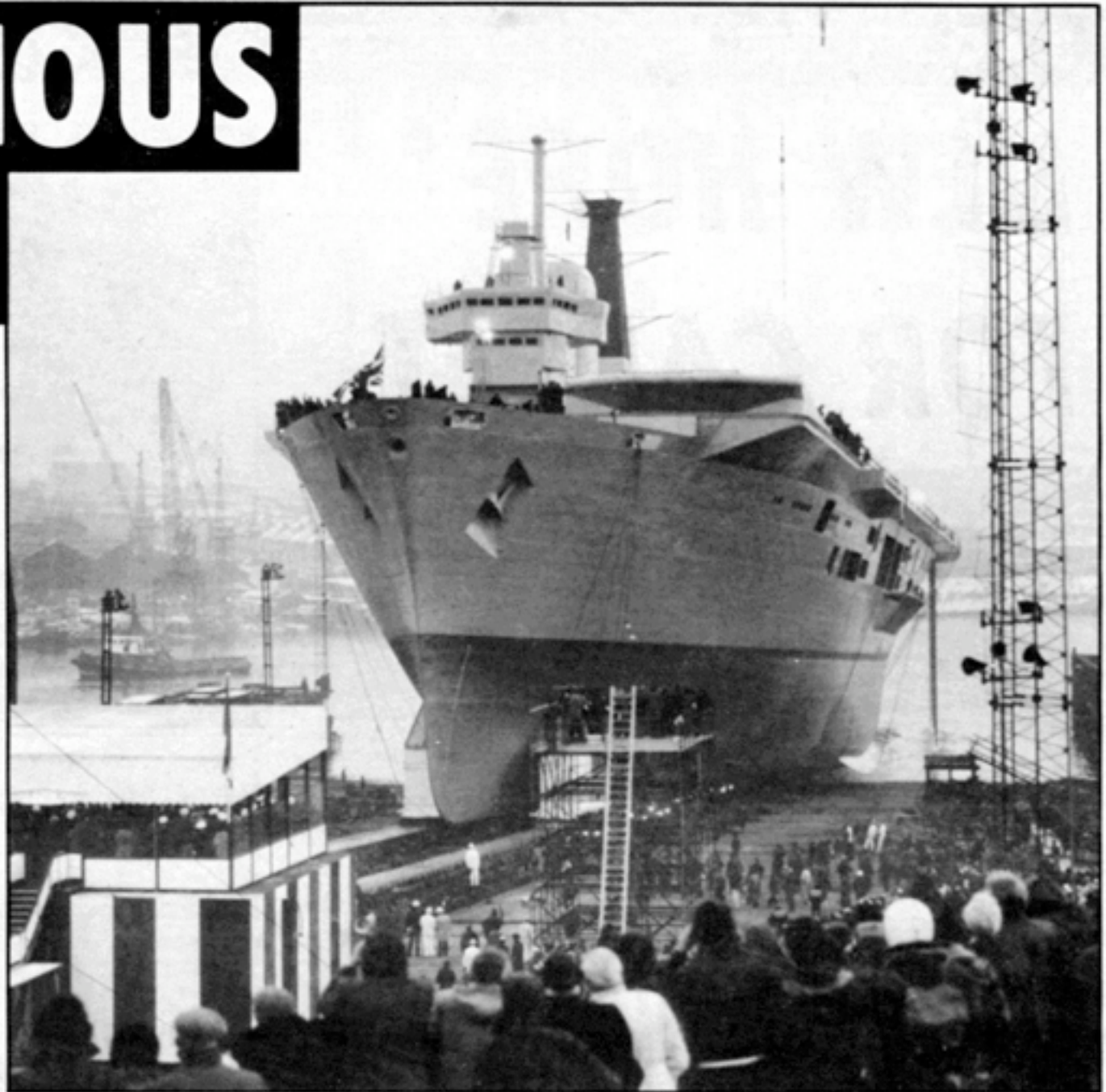
TARANTO HONOURS

The Sea Dart ship-to-air missile system, with an anti-ship capacity, will also be incorporated.

The Illustrious, and her sister ship H.M.S. Invincible, have an overall length of about 206 metres and beam of almost 32 metres.

Four previous Royal Navy warships have borne the name Illustrious, the most recent being the Second World War aircraft carrier which took part in the attack against the Italian Fleet at Taranto in 1940 and went on to see distinguished service throughout the remainder of the war.

Among those who attended the launch of the new Illustrious was a party of 12 young sailors and Wrens from the Basic Training Group at the Air Engineering School, H.M.S. Daedalus.



R.N.R. to test own sweepers



H.M.S. Venturer
Picture: CPO(Phot) Tony Wilson

Two stern trawlers, chartered by the Royal Navy for use as minesweepers by the Royal Naval Reserve, were commissioned in December.

The two ships, formerly Suffolk Harvester and Suffolk Monarch, have been chartered to give the R.N.R. experience of operating this type of ship in deep water.

TRADITIONAL

The two are now H.M.S. Venturer (operated by Severn Division R.N.R. and based at Bristol) and H.M.S. St David (operated by South Wales Division and based at Cardiff).

Now the R.N.R. will test the suitability of trawlers for prolonged R.N. use, and it is believed to be the first time that R.N.R. has carried out trials of a new ship type.

Save it — and buy a Harrier

Some £500 million a year is spent in stores and material by DGST(N). A saving of 5p in the £ would buy a squadron of Sea Harriers. And a reduction of 2 per cent. in "overheads" would enable the dockyards to undertake an extra Leander refit a year.

These are among points passed on to Navy News in an announcement that a new Cost Consciousness campaign is planned for 1979.

Everyone, whether as taxpayers or as sailors and civil servants concerned with making the most effective use of defence funds, no doubt appreciates the need. But, human nature being what it is, continuous exhortation easily becomes part of the background, and the message loses much of its impact.

CASH PRIZE

With the belief that most people tend to respond better to the occasional jolt rather than continuous exposure, the Cost Consciousness Poster Campaign 1974 resumes this month.

The plea is for those in a good position to see where waste can be eliminated, or a job be done more economically, to make it known.

Each month a cash prize of £25 will be given for the best idea received for achieving the same (or better) result at less cost.

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TWO PAGES FOR FAMILIES

NEW HOPE FOR CARPET BAGGERS ...

... but old ones must wear out first

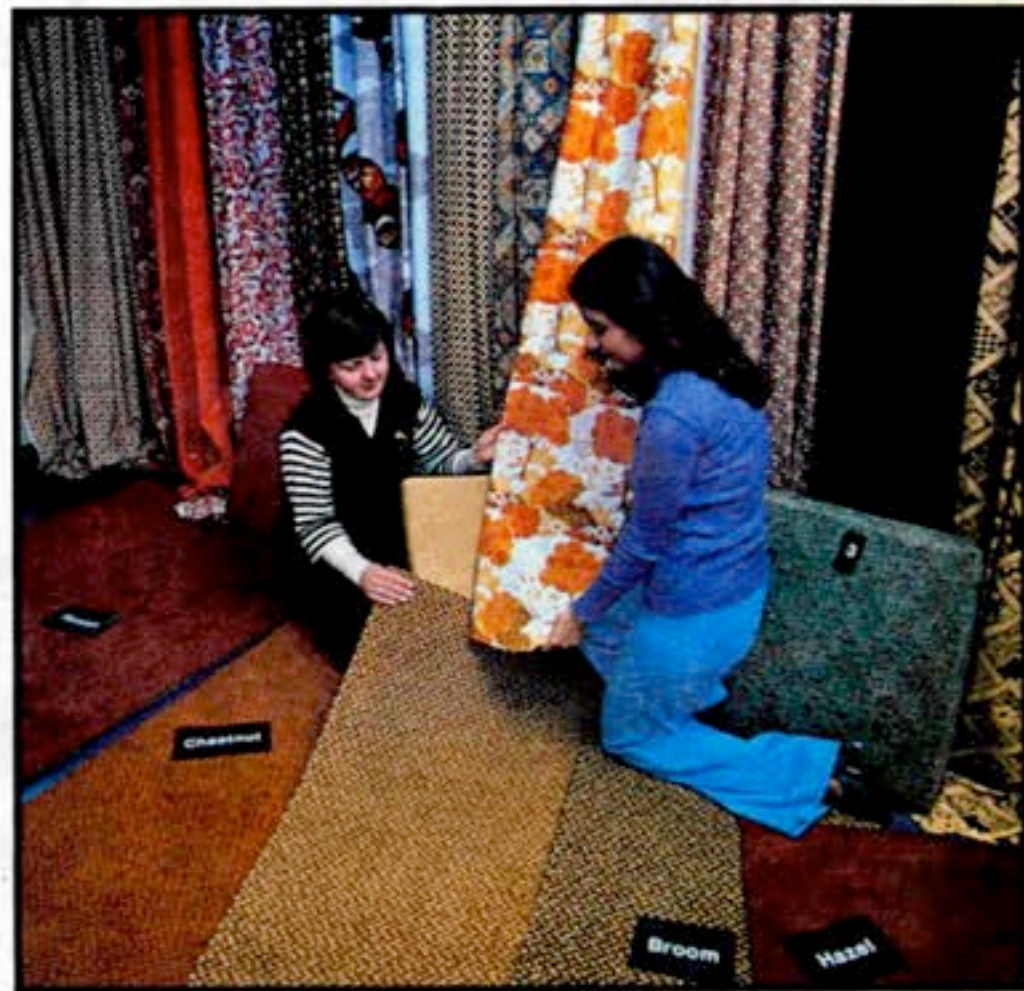
A promise of "jam tomorrow" in improving furniture and furnishings of married quarters is unlikely to send the ladies dancing in the streets, but the joint service authorities are anxious to let the customers know how hard they are working on modernization schemes — and how soon the goodies can be expected to appear.

There has been market research, numerous consultation meetings with Service wives, and exhibitions, the most recent at R.A.F. Quedgeley, near Gloucester (the R.A.F. handles all furniture requirements for the three Services).

However the path towards improvement is not always easy. "Discontent and frustration" among Service men and their wives over furnishings in married accommodation led in 1971 to a survey which (surprise, surprise) confirmed that they were indeed displeased. Unfortunately, the survey was followed by three years of restrictions on the accommodation stores budget, and little more could be done until 1975, when the financial pressure was eased.

Since then, there have been more official teams and much beavering about. This is the official word on progress:

- **Furniture:** The programme to replace old-pattern furniture in all single and married accommodation started in earnest in 1975 and is now more than 80 per cent. complete. By the early 1980s the vast majority of quarters will be equipped with the latest style of hard furniture. (The only exception should be some of the really old type married quarters where the old pattern furniture looks more "appropriate.")
- **Single quarters:** A new design bedside locker is now in mass production. Improved storage cupboards for the tops of wardrobes are being introduced. The use of fitted carpets has been extended to all single quarters.
- **Additions to scale:** Naval married quarters will at a future date be provided with a vacuum cleaner and a second bedside table for the main bedroom on an "as required" basis.



● **Curtains:** The 33 new curtain styles have been available on a maintenance replacement basis since April 1977 and have proved very popular, but unfortunately there are still long delays in getting curtains replaced.

● **Loose covers:** These are being introduced in the new colour-co-ordinates on a maintenance basis. Unhappily the stocks of the unpopular "camouflage" pattern Klein covers must be used to exhaustion in all areas other than married quarters, before the new covers can be issued without restriction.

● **Carpets:** The new range of Arbor carpets will be available ("all being well" says the official word) from April 1979. They can only be provided on a replacement basis as existing carpets wear out.

● **Carpeting scales:** The programme to provide fitted carpets in officers' married quarters, which started in 1973, is now more than 90 per cent. complete, and should be finished by March 1979.

The long-awaited improvement to the scale of carpeting in ratings' married quarters, announced last June, involves the supply of maximum size rectangles throughout the house, instead of only 75 per cent. cover squares in just the living room, dining room, and main bedroom.

● **Last word:** Much as the Navy would like to be able to do everything at once, this simply cannot be done, and some of the improvements may be longer in the pipeline than would be wished. But MOD and staff of CINAVHOME are, we are assured, moving things along just as quickly as is possible.

● **Colours and designs of new curtains, loose covers and carpets are demonstrated by Leslie Jeff (right) and Julie Davis at an exhibition near Gloucester of furnishings and furniture for married quarters. — Picture: Alan House.**

VICTORY CLUB HMS NELSON - PRESENTS JANUARY 1979

DAY, DATE	WHAT'S ON	ENTERTAINMENT	TIME	ADMISSION
MON. 8th	DISCO NITE	DJ PETE CROSS	8 1/2 1130	30p
THURS. 11th	FUNKY SOUL NITE	THE YAMS SARA GORDON DJ JOHN THOMPSON	8 1/2 1130	70p
SUN. 14th	DISCO NITE	DJ DICK WOOD	8 1/2 1130	30p
MON. 15th	FUNKY NITE	FEVER PITCH DJ PETE CROSS	8 1/2 1130	50p
THURS. 18th	TOP GROUP NITE	CHAIRMAN OF THE BOARD DJ JOHN THOMPSON	8 1/2 1130	£1
SUN. 21st	DISCO NITE	DJ DICK WOOD	8 1/2 1130	30p
MON. 22nd	DISCO NITE	DJ PETE CROSS	8 1/2 1130	30p
THURS. 25th	SOUL NITE	SOULED OUT DJ JOHN THOMPSON	8 1/2 1130	70p
SUN. 28th	DISCO NITE	DJ DICK WOOD	8 1/2 1130	30p
MON. 29th	FUNKY NITE	LIGHT OF THE WORLD DJ PETE CROSS	8 1/2 1130	50p

FEBRUARY 1979

THURS. 1st	POP NITE	PAINT BOX DJ JOHN THOMPSON	8 1/2 1130	70p
SUN. 4th	DISCO NITE	DJ DICK WOOD	8 1/2 1130	30p

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Sometimes it is easier to relate a personal problem to a complete stranger rather than to a close relative, friend or even an organization with which you are closely allied and which is designed to help.

In the Navy there is, undoubtedly, a huge reservoir of assistance and advice available — but it still could be that some people feel easier taking a particular problem elsewhere.

With this in mind, a Marriage Guidance Council office in the southern counties has written to Navy News with a reminder that, like everyone else, naval families are welcome to take their problems to the Council if they feel it could help.

"It's hell breaking up," says the heading of the letter, which reads: "If you feel you can't take any more, why not give Marriage Guidance a ring. There's no need to wait until things get desperate."

'MORE FRIENDLY'

"Your local Marriage Guidance Council is in the telephone book. Whether you are based in Scotland, on the south coast or anywhere in the U.K., there's a marriage counsellor working near you. Marriage Guidance is an independent organization and interviews are absolutely confidential.

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A stitch in time

A full-size patchwork quilt, the combined effort of the St Mary's Estate Naval Wives' Association at Chatham, was handed over to the chairman, Mrs. Margaret Easton (centre), to raise money for the Nore Children's Trust.



If the cap fits...

When H.M.S. Ark Royal made her final voyage home to Devonport many families arrived to welcome ship's company members after months away. This is just one of the family reunion groups — L.M.E.M. Harold Lynch receives a warm welcome from wife Teresa and daughter Marie Louise.

Sick leave home idea backed

There was strong support at the latest meeting of the Grants Committee of the Sailors' Fund for a scheme to allow ratings who are convalescing and have nowhere to go for sick leave to stay at Radcliffe Convalescent Home in Surrey.

The home, which is associated with a 400-acre farm known as Springbok, has 20 single bedrooms, a sick bay, games rooms and small gymnasium, and is used by merchant seamen recuperating from operations or accidents. It has, however, not been fully used, and naval ratings and R.M. ranks are now welcome when places are available.

Committee members thought the idea a good one and agreed to subsidise the charges up to a total of £600 in 1979, depending on requirement. The rest of subsidy will be at £1.50 per rating a day.

Families Service: New Year staff changes

Changes have been announced concerning several members of the staff of CINNAVHOMES involved in the work of the Naval Personal and Family Service.

These follow the departure of Miss Pam Baker, who now returns to the Department of Health and Social Security after about four years secondment to the Royal Navy.

A civilian social expert, Miss

Budget plan on the cards

Naafi has a Budget Account scheme for the Navy under which personnel can pay for goods by regular allotment from pay.

Now the possibility of introducing a credit card system is being investigated. Discussions are still at an early stage, but could result eventually in the introduction of a "pilot" scheme in the Navy.

Thanks for kindness

After L.M.A. C. Jones, H.M.S. Hecla, had to be flown home from the Mediterranean for compassionate reasons, he was anxious to show appreciation to all who were involved. Both his parents were killed in a road accident.

In a note to Navy News, he said:

Baker was adviser to the Admiralty Board on the implementation of proposals in the Seeborn Report. She was given the task of reorganizing the Naval Welfare Service and has been closely identified with the setting up of the NPFS, spending the past two years as Chief Staff Officer (Families) to CINNAVHOMES.

Following Miss Baker's departure, the Command WRNS officer, Supt. M. Sherriff, assumes the title of Chief Staff Officer (NPFS), and Cdr. A. J. Oglesby will be Command families officer. Lieut.-Cdr. W. J. Hughes, R.N. (ret.) changes his title from Staff Officer (Housing) to Command housing officer.

All the changes took effect from January 1.

As Command families officer, Cdr. Oglesby has the prime task of advising on Command policy for the development of the families organizations, including family services, community services and SAFABs. He will also be the professional adviser to CINNAVHOMES on Social Service matters.

"I would like to express my sincere thanks to the Captain and ship's company of H.M.S. Hecla, the Naval Welfare Department of H.M.S. Drake, and the Joint Services Air Transport Centre (Heathrow Department) for all their help and kindness shown to myself and my wife during this time."

R.M. school may go to community

Seven "anxious and interested" residents of quarters at Eastney, Southsea, remember well a note they read in Navy News mentioning that their area was top of the priority list when community facilities were next being "given out."

"Twelve months later we have as yet to see any movement in this direction" they now write. "We wonder if the naval authorities could shed any light on the provision of a community building at Eastney?"

Well, there is certainly some movement, but there have been quite a few hiccups along the way. A series of problems arose over sites, buildings, and the views of the various authorities and departments involved. Now, while the outcome is not absolutely assured, everyone is hopeful that a centre will be established this year — maybe earlier in the year rather than later — in what was an old R.M. weapons training school at Melville Road.

CONVERSION

The hope is to carry out conversion work involving two buildings so that the community facilities could take over all the ground floor of one, and half of the other building. Conversion costs and details are now being worked out.

A total of about 450 Royal Navy and Marine families live in quarters in the area and the plan is to provide facilities which will include a playgroup and accommodation for health visitors, meetings and social activities.

Tribute to Dicky

A memorial to the late CPOMA Dicky Vellacott was unveiled in the senior rates' mess of R.N. Hospital Plymouth by his widow, Mrs. Margaret Vellacott.

The memorial, which took the form of a clock and a barometer, was the result of a spontaneous gesture and was provided from donations from the senior rates' messes both at Haslar and Plymouth naval hospitals. It provided evidence of the high regard in which "Dicky" was held, both by his fellow sickbaymen and by those he looked after.

For the ceremony Mrs. Vellacott was accompanied by her daughter Nicola, and her son, Christopher, who was joining the Navy at Raleigh next day.



Repulse's new baby

Showing a lively interest in all around her, Louise Ratcliffe, aged ten weeks, was the first baby to be christened in H.M.S. Repulse since the submarine's recommissioning in July 1978. The proud parents, Stores Accountant Barry Ratcliffe and Mrs. Ratcliffe, live on the Churchill Estate at Helensburgh.

H.M.S. VICTORY HISTORIC COMMEMORATIVE COVER



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Editor: *
John Tucker
Deputy Editor:
Chris Horrocks
Assistant Editors:
John Elliott, Joan Kelly.
Business manager:
Lieut.-Cdr. Len Truscott,
MBE, RN (ret.).

Arrow visit

Sea cadets and two schoolboys were among guests on board H.M.S. Arrow when it sailed from Portsmouth to Sunderland on a five-day informal call at the end of October.

As the town's adopted warship, a busy programme of visits was arranged, including an invitation to a reception commemorating the Battle of El Alamein. During the stay, the Arrow's new Westland Lynx helicopter was blessed.

The ship's company made donations to the two adopted local charities — the Sunderland Society for the Mentally Handicapped and the Spina Bifida Association.

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Admiral Lewin defence supremo

The Royal Navy is to supply the next Chief of the Defence Staff, as confirmed in the announcement just before Christmas that Admiral Sir Terence Lewin is to take up the appointment on September 1 this year.

Admiral Lewin entered the Navy in 1939 and saw service in the Second World War in both Home

and Mediterranean Fleets. He took part in Malta and Russian convoys, in the invasion of North Africa and in anti-shipping strikes off the French coast, being awarded the D.S.C. and three times Mentioned in Despatches.

Later he commanded H.M.S. Corunna and in 1961 was appointed Captain (F) of the Dartmouth Training Squadron and commanded H.M. ships Urchin and Tenby. In 1966-67 he commanded H.M.S. Hermes, later appointments including Flag Officer Second in Command Far East Fleet; Vice-Chief of Naval Staff; and Commander-in-Chief Fleet. He became First Sea Lord in August 1977.



● Admiral Lewin



● Admiral Leach



● Admiral Eberle

Chief of Naval Staff and First Sea Lord from July is to be Admiral Sir Henry Leach, at present Commander-in-Chief Fleet.

Admiral Leach served in the cruiser H.M.S. Mauritius and the battleship H.M.S. Duke of York in the Second World War and in 1947 specialised in gunnery.

He commanded the destroyer H.M.S. Dunkirk and in 1965-67 commanded H.M.S. Galatea eventually as Captain (Destroyers) Mediterranean. Later appointments included command of the commando carrier H.M.S. Albion; Flag Officer First Flotilla; and Vice-Chief of the Defence Staff.

In March 1977 he became Commander-in-Chief Fleet, Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area.

The next Commander-in-Chief Fleet is to be Vice-Admiral J.H.F. Eberle, who is to be promoted admiral on May 4.

He takes up his new appointment that month, and with it the appointments of Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area.

Vice-Admiral Eberle was gunnery officer in H.M.S. Belfast in the Korean War, and later appointments included command of H.M.S. Appleton, executive officer of H.M.S. Eagle, and command of H.M.S. Intrepid.

He has also been Flag Officer Sea Training and was Flag Officer Carriers and Amphibious Ships before becoming Chief of Fleet Support.

He is a Freeman of the City of Bristol, and is Joint Master of the Britannia Beagles.

APPOINTMENTS

New FONAC named

Capt. Ted Anson, who commanded H.M.S. Ark Royal on her final deployment and brought her home to Devonport for the last time just before Christmas, is to be Flag Officer Naval Air Command in June in the acting rank of rear-admiral. He will be promoted rear-admiral next January (1980).

After training as a pilot, Capt. Anson served in a series of aircraft

carriers and later commanded the Navy's first Buccaneer Squadron, Number 801.

Other appointments have included command of H.M.S. Eskimo and of the Inter-Service Hovercraft Unit. In 1974 he took command of H.M.S. Juno and became captain 4th Frigate Squadron, and his appointment to command the Ark Royal came in September 1976.

Other appointments recently announced include: Capt. R. J. F. Turner, As Commo-

dore (Intelligence), April 24.

Capt. J. B. Kerr, Birmingham in command, April 5.

Capt. M. H. Livesey, For duty with CNSA March 20 and for Invincible building and in command on commissioning.

Cdr. P. R. D. Kimm, As Captain RNOS, June 1 (Granted acting rank of captain).

Lieut.-Cdr. P. L. Roach, Daedalus for duty with DNOR and in command Jetfoil Unit, March 28.

Lieut.-Cdr. N. D. Ward, For 700A Sea Harrier IFTU in command on formation, June 5.

Lieut.-Cdr. R. E. Just, Jersey, July 16 and in command.

Lieut.-Cdr. A.L. Horton, Guernsey in command, July 11.

BACCHANTE IN FIRE DRAMA

Starting her Christmas vigil as Fleet Contingency Ship on December 4, H.M.S. Bacchante sailed straight into the high drama of fire at sea.

A few hours after leaving Plymouth, the frigate intercepted a distress call stating that the French trawler Bel Ami was ablaze and sinking.

The frigate made a dash to a position 25 miles south of the Eddystone Light, where an extensive search eventually revealed the stricken vessel.

A fire-fighting team from the Bacchante, under the leadership of Lieut.-Cdr. David Sarson, crossed over to the Bel Ami and tackled the fire, which was in the engine room, and in close proximity to the fuel tanks.

PUMPED

The Bacchante team were successful. They then pumped the Bel Ami dry and made her seaworthy for her sister ship, Vierge de L'Ocean, to tow her back to her home port of St Malo.

The whole operation, starting at 6 o'clock at night, lasted ten hours.

Plymouth lifeboat also stood by, providing hoses, pumping facilities, and the cooling of the burning trawler's side.



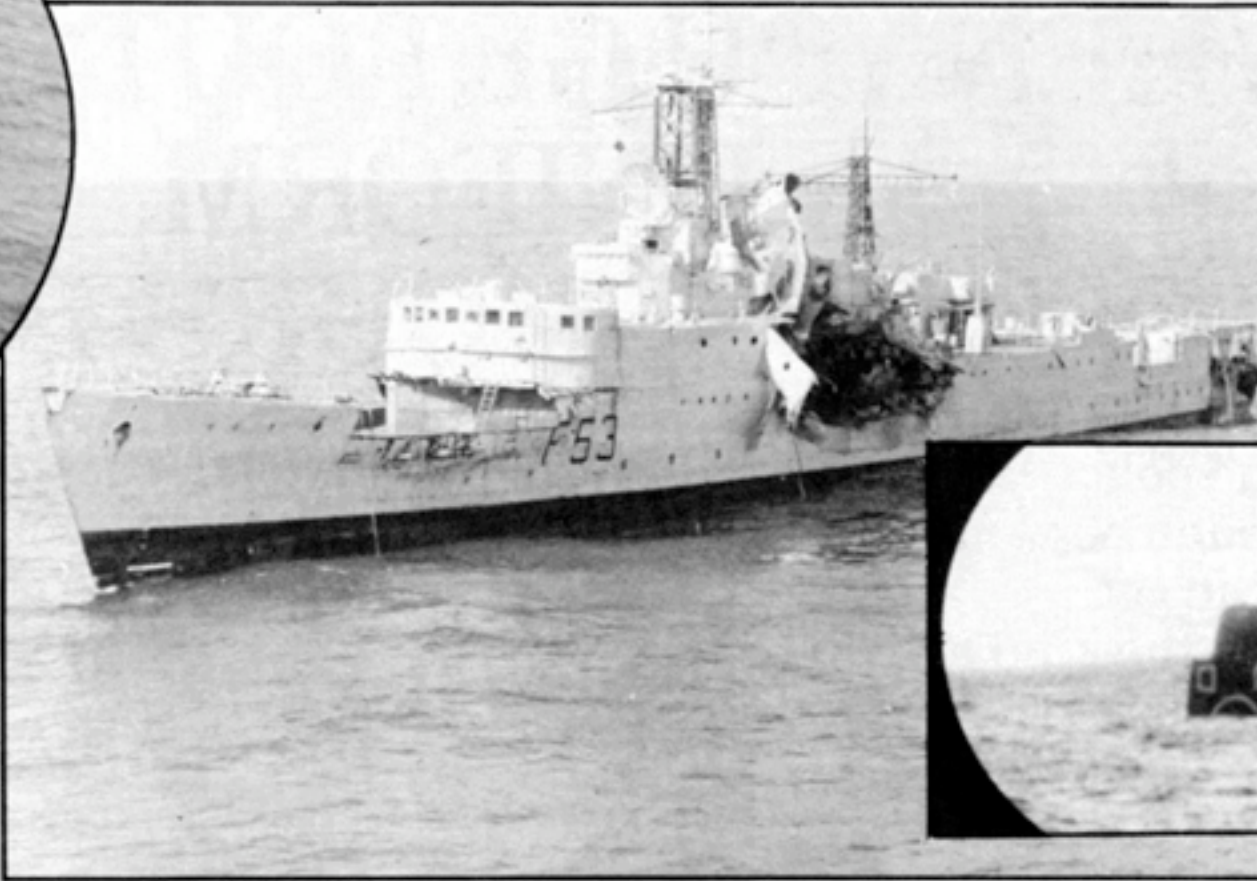
Off again to a rescue went 706 Squadron when a British tug, the Towing Wizard, asked for assistance. It had sprung a leak after engine failure, 85 miles south of Culdrose.

A Sea King helicopter flew to H.M.S. Mohawk in that position, and the helicopter helped to transfer pumping equipment and a damage control party on to the tug. It was then towed to Plymouth by the frigate.

In the picture, CPO Aircrewman David Fowles, of 706 Squadron, prepares to hoist gear from the Mohawk. The ship's Wasp is in the background.

The Wizard waved a wand and . . .

AND YOU TOO!



Below — Undaunted's last moments, recorded from the Swiftsure, which delivered the coup de grace.



Undaunted to the end

Is there the defiant hint of a well-known sign as Second World War veteran H.M.S. Undaunted goes to a watery grave in a final act of useful service to the Navy?

The Undaunted, built as a destroyer and later converted to a Type-15 frigate, has been a "sitting target" for Navy weapons several times in recent years.

Now she has met her end after being used for target practice by the guided missile destroyer H.M.S. Norfolk and the Fleet submarine H.M.S. Swiftsure about 300 miles south west of Gibraltar.

First an R.A.F. Nimrod found clear ranges free of all craft and human life.

Then the Norfolk attacked using the formidable array of Exocet, Seaslug and Seacat, before the Swiftsure was called in to sink her with Mk.8 torpedoes.

A column of water rising 300 feet marked the final moments of a ship which once took General Eisenhower on a tour of the Normandy beaches. She folded into two in more than a suggestion of a V-sign, before the bow broke away and

sank. The stern lasted some minutes longer.

On board the Norfolk and Swiftsure there were, of course, mixed feelings at ending the life of a once proud ship, particularly for four in the destroyer who had at different stages in their careers served in the Undaunted — Lieut J. Bright, LS(M) J. Bleasdale, PO(R) P. M. White and COEA G. G. Love.

Back to the ice

Off again into the snows has gone the Royal Navy's ice patrol ship H.M.S. Endurance, which sailed from Portsmouth to spend six months in the Antarctic.

Hydrographic surveys in still largely uncharted areas will include looking for navigable channels around the Antarctic Peninsula to find safe routes to the more southerly bases.

Working in conjunction with the British Antarctic Survey, the ship's Wasp helicopter will fly geologists to otherwise inaccessible locations.

Cordon Bleu Cambridge

H.M.S. Cambridge's wardroom mess — one of the smallest in the Royal Navy — was judged the best in the country in the 1978 United Kingdom cookery competition.

Chefs in Cambridge began by winning the Plymouth area catering competition for the Leach

trophy in the wardroom class, then went on to win the United Kingdom Cookery competition for

wardroom messes, and the award of the Cookery and Food Association gold plaque.

The enthusiasm and interest shown during area competitions was sustained to the final, with high standards of craft and culinary skills displayed.

In the general mess class Dolphin, Collingwood, Drake, Pembroke and Cochrane entered, and Pembroke was judged the winner, with Dolphin runner-up.

In the wardroom class, the finalists were Collingwood, Vernon, Cambridge, Pembroke and Cochrane. The winner was Cambridge, with Collingwood the runner-up.

Nomination for awards of plaques by the Cookery and Food Association for the highest percentage of marks earned were: gold plaque, Cambridge; silver plaque, Pembroke; bronze plaque, Collingwood.

Hecla in the Med.

When the survey ship H.M.S. Hecla berthed astern of H.M.S. Alacrity in Dockyard Creek, Malta, two brothers Colin and Michael Patterson met overseas for the first time in their 19 years in the Navy.

The Hecla, during deployment in the eastern Mediterranean, was due to visit Crete and Israel before spending Christmas in Athens.



The Leach Trophy is presented by Lieut George Chandler (Supply Officer, H.M.S. Cambridge) to PO Bob McKie, on winning the Plymouth Area catering competition wardroom class. Also in the picture are (left to right) ACK Peter Wright, CK Trevor Foster, and CK Phil Lord. The team went on to win the U.K. Cookery competition for wardroom messes, and were awarded the Cookery and Food Association gold plaque for the best mess in the U.K.

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THE METROPOLITAN POLICE

GET WISE ON DCIs

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

INDULGENCE RULES TO CHANGE

Changes have been made to the rules regarding the travel of wives as indulgence passengers accompanying or joining their husbands on temporary duty.

Applications may be made for indulgence passages for the wives of all ranks to travel to and from areas in which husbands are on temporary duty, regardless of the duration of the temporary duty period.

There will, however, continue to be restrictions regarding exercises.

Where a husband is deployed on an exercise, indulgence travel to the area by a wife will not be permitted unless his participation in the exercise is of more than three months' duration. However, this rule may be waived by commanders-in-chief where there are strong compassionate reasons for the travel.

In the case of travel by R.N. aircraft, application has to be made direct to Flag Officer Naval Air Command.

DCI (RN) 702

★ I.D. cards

The Royal Navy's new identity cards are now being issued, but the plastic pouches for them will only go to establishments providing laminating facilities.

DCI (RN) 739

★ Hospitals

Although Royal Navy hospitals exist primarily for the treatment of Service men and women, National Health Service patients are admitted when beds are available.

In general, priority among N.H.S. patients is given to the admission of dependents of Navy and Royal Marines officers and ratings.

DCI (RN) 688

★ Cross-training

Special Duties (Aviation) officers are to be encouraged to cross-train to any sub-specialisation in the branch so that they can broaden their experience before reaching the zone for promotion to lieutenant-commander, and thus undertake a wider range of jobs.

The Admiralty Board have also agreed to the institution of a photographic conversion course to train some of the officers who have not been photographic ratings so that they may participate in the photographic sub-specialisation.

A detailed study into the career structure, training and employment patterns of Special Duties (Aviation) officers reached this conclusion: "There will be a continuing requirement for the SD(AV) officer for the foreseeable future, with total numbers only slightly below those on the current strength."

DCI (RN) 762

★ Ski trip

Ski mountaineering tours in the Mont Blanc area of the French Alps are being organized jointly by the R.N. Ski Club and the R.N. and R.M. Mountaineering Club from April 6 to 27, 1979. If conditions permit, a ski ascent on Mont Blanc will be made towards the end of the period.

Applicants, who must have at least two seasons ski-ing experience, should apply to Cdr. M. G. Rutherford, National Defence College, Latimer, Chessham, Bucks. HP5 1UD.

★ Dinghy loans

Younger Royal Naval Sailing Association members who are keen to take part in first-class national and international dinghy events are eligible to apply for interest-free loans for the purchase of boats, and may be offered assistance with the expenses of overseas events.

DCI (RN) 745

★ Bronington role

H.M.S. Bronington has assumed the role of Senior Officer Second Mine Countermeasures Squadron ship at Portsmouth. H.M.S. Lewiston has become a member of the First Mine Countermeasures Squadron based at Rosyth.

DCI (RN) 755

★ Toast power



Plugging in an automatic pop-up toaster is apparently not quite as simple as it sounds, because "some ships need additional power supplies to fit the new equipment."

However, since no more "handraulic" toasters are available, ships in difficulty will have to get cracking on the "additional power supplies," or face the prospect of no toast.

DCI (RN) 753



"There's such a thing as over-indulgence, y'know!"

Killick course a must

The two-week leading rates' leadership course is a mandatory requirement for confirmation in the leading rate in all branches of the Royal Navy, except for the Artificer, Mechanician, Communication Technician and Regulating branches.

The course is conducted at four schools, situated in H.M.S. Cochran, Excellent, Pembroke and Raleigh.

Official advice is that the course is best undertaken in the period from six months prior to advancement to six months after advancement, to ensure maximum time in which to eliminate any shortcomings and to develop qualities of leadership before the date of confirmation.

It will no longer be automatically incorporated into the professional qualifying course for leading rate.

To avoid the risk of injury to health through unaccustomed strenuous exercise, a basic level of physical fitness must be established before the course is undertaken. Anyone 25 per cent or more overweight is not to be sent on a course.

DCI (RN) 742

★ NAMET waived

In view of the continuing shortage of leading rates in the Operations Branch, the educational qualifications required for advancement to leading seaman (NAMET 5:5) may continue to be waived for the time being.

Further advancement to petty officer, however, will not be possible unless the educational qualifications are subsequently obtained.

DCI (RN) 728

★ PO QARNNS

Ratings in the Queen Alexandra's Royal Naval Nursing Service Clerical and Quarters category, seeking advancement to head clerical and quarters assistant, will have to complete the petty officers' leadership course.

DCI (RN) 723

Medway achieves 'impossible'

Medway Command has achieved the "impossible" by having no fire loss for a year. As far as records show, and certainly during the last 20 years, no command area has managed to report a "nil monetary loss."

This is just as well, according to the analysis of reported fires in H.M. ships and establishments for 1976/77, because losses generally soared to seven times more than the previous year.

In 1974/75 losses got over the £1m mark, but the latest figure is no less than £7,272,659.

Since 1971 the number of fires per annum has been surprisingly even at around the 300 mark, but the latest report shows that five of the fires accounted for nearly all the loss.

A fire aboard H.M.S. Warspite resulted in an estimated loss of £5,914,000, the details for other ships being H.M.S. Ashanti (£866,000), H.M.S. Egeria (£116,000), and H.M.S. Repulse (£200,000).

An outbreak in an accommodation block at H.M.S. Collingwood caused an estimated loss of £125,000.

The official statement adds: "The considerable increase in loss, although the majority of it was attributed to the Warspite fire, should impress on us all the continuing need for maintaining a high standard of fire precaution and endeavour continuously to update our standards."

DCI (RN) 737

★ Georgia exped.

Royal Navy members of the Joint Service Expedition to South Georgia are: Lieut.-Cdr. N. J. A. Davies (leader), Lieut. R. E. Veal (deputy leader), REA1 P. Hardy, LMA S. K. Jackson, Lieut. M. D. R. Kelly, CPO R. G. Thomas, and PO S. W. Thompson.

Reserves include Capt. D. M. Parkinson, RM, Lieut. C. B. M. Stevenson, and PO S. G. Wilson.

DCI (RN) J 697

★ Not a school

The Defence NBC Centre has not been a "school" for three years, but word of the change "does not seem to have percolated through the three Services."

To assist in the percolation process a new announcement emphasises that the name really is "Defence NBC Centre." All correspondence should be so addressed.

DCI (RN) J709

★ Back to blue

Orange colour has not proved to be practicable for the Navy's foul weather garments, and it has been decided to revert to blue as existing stocks run out.

The need for a high-visibility garment for safety purposes is now largely met by use of the hazardous-duty lifejacket.

DCI (RN) 632

★ Re-form

Replacement of electoral registration forms by the revised 1978 issue does not mean that members of the Services and their spouses who have already registered will have to do so again. The content of the earlier form has not been changed — only the layout.

DCI (RN) J 637

★ Adp. officers!

Officers in all three Services who successfully complete the Advanced Automatic Data Processing course at the Defence ADP Training Centre, Blandford, are to be awarded the qualification symbol "adp."

It will also be awarded in retrospect to all officers who completed a previous course, or its predecessor, the Long ADP course.

DCI (RN) J710

★ Committal bonus

Committal bonus is to be paid when a rating on a notice engagement transfers to a career engagement, without the condition which required completion of 18 months' service from age 18 (or date of entry if later).

However, says the announcement, the rule remains that not more than four-and-a-half years' service shall have been completed from age 18 (or date of entry if later).

Committal bonus will therefore be payable on transfer from a notice engagement to a career engagement at any time during the first four-and-a-half years service from the age of 18 (or date of entry if later).

DCI (RN) 722

★ SAGA form

Ships and establishments on the SAGA accounting system are to get a new version of Form S152C (change of stock number indicator card).

DCI (RN) 706

Have a taste of life under the Red Duster

Opportunities for naval officers to sail under the "Red Duster" are available through arrangements made with the General Council of British Shipping. They can be appointed to merchant ships for voyages of varying duration.

The aims of the scheme are to give naval officers experience of the day-to-day-work and point of view of the Merchant Navy, to contribute to the peacetime liaison and foster good relations between the two services, and to encourage among

M.N. masters and officers an interest in defence matters.

Officers may be appointed for two-way voyages from a U.K. port, or as a voluntary alternative to normal air passage when proceeding to or returning from an appointment abroad.

The scheme applies to commanders and below, though captains and above may participate in certain circumstances (e.g. where M.N. experience would be important in an appointment).

DCI (RN) 721

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SHE'S BACCHANTE'S BABY!

Surrounded by well-wishers, 14-month-old Kelly Smith and her Mum (centre), receive a £500 cheque from sailors of H.M.S. Bacchante to enable Kelly to undergo major heart surgery in the United States. The money was raised in two weeks by the ship's company from donations by individuals, by a guessing game about the number of shells fired during PWO firings and by a 230 mile sponsored cycle ride from Devonport to Kelly's home in Tadworth, Surrey. The cyclists seen here presenting the cheque are (left to right): PO(S) Hudson; RO Johnson; LPT Suter; AB(R) Vennard; AB(EW) Baker; AB(EW) Davoile; OEM Lewis; LS(S) Williams and LS (R) Hayes.



HELPING HANDS

The Lionhearts of Cochrane

During the countdown to Christmas, fund-raising and other activities were in full swing to ensure a happier season for many — particularly children and the elderly.

The junior rates' Lion Club, H.M.S. Cochrane, raised £500 for the Spina Bifida Association by organizing a 26-mile sponsored walk around Edinburgh, a charity football match with a mixed team, and a dance. A further £100 was raised by the club to help buy an invalid car for a muscular dystrophy sufferer.

To provide extra fuel for winter for the senior citizens of Plymouth, sailors from H.M.S. Brighton chopped down a 1½-ton elm tree and sawed it into blocks. The tree fellers, led by Lieut. David Johnston were: POs Jamie McDade and Robert Lowery, who were ably assisted by MEMs Brian Higgins, Richard Howe, Keith Payne, John Shearston and John Winter.

The 100lb. re-dedication cake presented by the ship's company of H.M.S. Naiad to Coombe children's ward, Kingston Hospital, provided an excellent pre-Christmas treat. The cake, baked by POCK Peter Preece, was donated when the Naiad's re-dedication ceremony was cancelled, due to a tight trials programme after her refit. A £100 cheque was also presented.

To raise money for the toy library of their adopted children's home — Carn Brea House, Redruth — 706 Squadron, R.N. Air station Culdrose organized a 27-mile charity relay race from Land's End to Redruth via Penzance and Hayle, collecting £200 for their efforts. Proceeds from a sports day provided £192 to buy Christmas presents for the children.

A sponsored slim, organized by Wren Cherry Dedow of H.M.S. Centurion — a challenge accepted by over 30 men and women — resulted in a total loss of 203lb. and raised £133 for various charities, including the King George's Fund for Sailors. Top slimmer was Mrs. Susan Sharp, who lost 17lb. and was awarded a £10 cheque for her efforts.

Sailors from H.M.S. Vernon brought seasonal cheer to 58 residents of Leigh Park old people's home, which they have adopted, by visiting the residents, doing community work and taking those patients in wheelchairs for a welcome trip outdoors.

East Court Children's Home, Ramsgate, received £145 worth of Christmas presents from the ship's company of H.M.S. Bulldog, the money being raised by a sponsored run by six members of the Bulldog who ran in relays 92 miles from Portsmouth to Guildford, on to Winchester, and back to Portsmouth.

Members of Southend R.N.R. Communications Training Centre raised £156 for charity when they entered a float in the local carnival. A further £104 was raised for the North East Thames Burns Unit with a pram race.

The Wardroom Folk Group of H.M.S. Collingwood, helped by the Revue Team, entertained senior citizens after their Christmas dinner at Titchfield Community Centre. At Fareham N.S.P.C.C. party, raffle tickets for a cake baked by the chefs of Collingwood made £37 of the £205 raised. A Collingwood Club charity disco raised £327 for the King George's Fund for Sailors. The Wrens were also busy — their second fancy dress disco raised £32 for the W.R.N.S. Benevolent Trust.

Susan has it taped

Mrs. Susan Sharp, of the computer division, H.M.S. Centurion, is measured up by Commodore D. W. Beadle, Commodore H.M.S. Centurion, before being declared the winner of a sponsored slim for charity. Mrs. Sharp lost 17 unwanted pounds.



Picture: H.M.S. Daedalus

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BOOKS

Warship painter!

When a young artist joined the Royal Naval Volunteer Supplementary Reserve in 1937 he had the idea of getting naval history recorded in pictorial form, and managed to be a guest on board the battleship Rodney for a Mediterranean spring cruise.

He had to face the usual banter . . . "The Captain suggests that you start painting the starboard side of the funnel at six bells." It was the comics who nearly had the last laugh. When war came, the Admiralty were deaf to his pleading to be an official naval artist. They did not exactly set him on painting the funnel, but instead, by some peculiarity of reasoning, appointed him to be a camouflage expert. Well, after all, he did use paints.

MAD HOUSE

Up he went to the Mad House, where the protest that he knew nothing about sea camouflage and could hardly be called an expert, merely produced the reply, "We'll soon make you one." He became "C1."

The artist was Claude Muncaster, and since the grand-sounding appointment seemed less difficult than the possible alternative of mastering navigation, he entered upon his duties with enthusiasm.

Among his achievements was to prepare a camouflage for the aged Centurion to make her look like H.M.S. King George V, and he also worked on the scheme for H.M.S. Suffolk.

During the hunt for the Bismarck, the Suffolk was able to get close to the enemy without being observed — a fact put down to the success of the camouflage.

The story of Claude Muncaster's remarkable life is told by his son, Martin Muncaster, in "The Wind in the Oak," published by Robin Garton (price £8.95). Martin is a well-known broadcaster and radio newsreader.

Claude's 5,000 pictures included perhaps sailing ships as his best. This was not surprising, since he had been round the Horn as a deckhand in the windjammer Olivebank, being washed overboard one night only to be cast back on board again by the waves.

ROYAL CALL

His greatest pride was to be called by Queen Elizabeth the Queen Mother (then Queen) to paint scenes at Windsor, Sandringham, and Balmoral. Many other important commissions followed, among them some breath-taking panoramic studies, for one of which he used a helicopter.

The book, produced artistically as befitting the subject, has about 40 illustrations (many in colour), and a tribute by the Duke of Edinburgh.

Heavens light a guide!

Not all the tales of sailing the globe with only an alarm clock and a school atlas will ever convince the ignorant majority that navigation is other than a black art, but it is always cheering to find an instructor bubbling over with confidence at his ability to prove contrariwise.

Such a man is John P. Budlong, whose "Sky and Sextant" is available in the U.K. from Van Nostrand Reinhold Company (price £9.70).

EXPLAIN

The author sets out to explain the methods of celestial navigation in the clearest and simplest of terms, without complicated equations or formulas.

Instead of vulnerable electronic aids, he said, an adequate sextant can be bought for £10. This combined with a good timepiece and a set of tables worth £8, will enable the budding Christopher Columbus to locate his position anywhere on earth.

Since this is the second edition of the work, a lot of customers must agree with him.

H.M.S. ARK ROYAL

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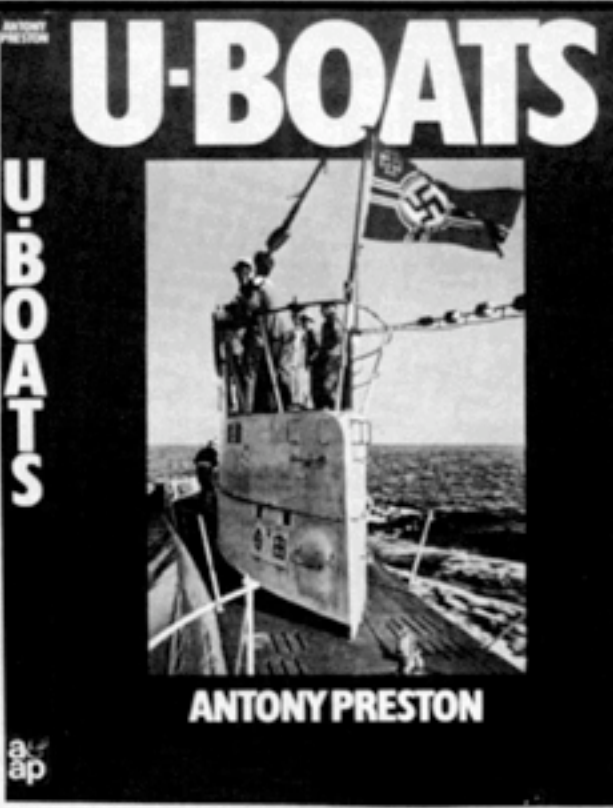
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D-DAY DOOM OF U-BOATS

Fade-out for Nazi Germany's U-boats in the Second World War came as they were presented with a target, the like of which they had never seen or imagined.

Allied forces streamed across the Channel to mount the greatest invasion in history — an onslaught which the enemy knew was coming and for which they tried to prepare.

As soon as the invasion destination was known, U-boat forces from the Brest area in the south, and Norway and Germany in the north, were to converge, regardless of risk,

and sink everything they could get in their sights.

However, the Allies had already done their homework, with a massive "bottling" operation at either end of the Channel, using the best anti-submarine groups from Western Approaches Command and 350 aircraft.

From the start of their doomed bid, the U-boats were

savagely mauled. Out of the dozens from Brest, only U 621 managed to reach the main invasion route, and that was nine days after the first soldiers waded ashore. The northern force fared no better.

VICTORY

Allied losses from German naval attack were negligible, and the invasion went on to

total victory. No one on the enemy side had fought so courageously, and paid so dearly, as the U-boat crews.

DEFEAT

The crushing defeat is recalled in *U-Boats*, by Antony Preston, published by Arms and Armour Press (price £5.95).

This large-format handsome book, covering both world wars, has tremendous impact through the lavish and skilful use of pictures, which continue to haunt. They rank among the most awesome photographic chronicles of conflict at sea.

REVIVED

Unfortunately for mankind, the U-boat defeat in the Second World War was but the end of the beginning. Had Nazi Germany survived a little longer, improved U-boats would have revived the Battle of the Atlantic.

With two generations of U-boat come and gone, the third is now with us. As the author of this book concludes: "One can only hope that they are never called upon to emulate the achievements of their forebears."

SAGA OF MALTA'S HEROIC PEOPLE

The siege of Malta in the Second World War gripped the imagination mainly through the heroic efforts to keep the islanders and garrison supplied, but less perhaps is heard of the defence from the point of view of the people.

In *"Malta — The Triumphant Years 1940-43,"* published by Robert Hale (price £4.95), George Hogan gives a highly personalized account of the defiance which was such a thorn in the side of the enemy, and which neither Hitler nor Mussolini could take out.

THE TRUTH

Mr. Hogan declares that "this is the truth of Malta's glorious story," though there is no suggestion of any having told otherwise.

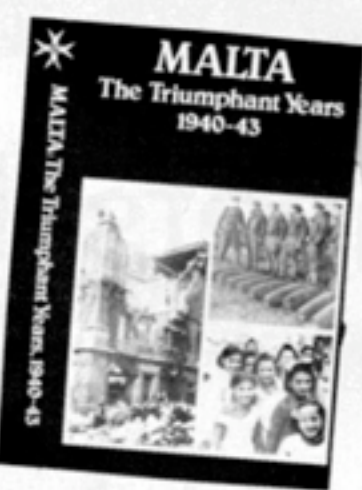
He served with the Royal Hampshire Regiment in Malta during the siege, commanding both British and Maltese troops, coming inevitably into close contact with the civilian population and their sufferings during incessant bombing.

AN EPIC

His style seems to demand superlatives when the simple facts might have gained greater impact. This was an epic which needed no underlining.

The author, during his war-time duties in the island, wrote a good deal of verse, and its inclusion adds an emotional flavour to his work.

Shining through the writing is a deep admiration for the Maltese, and it is rather sad that a sentiment which is so widely shared should at the present time find such difficulty in expression.



Condor: Bird that preyed on ships

Fixed-wing air power for the Royal Navy on board ships of the Invincible class is to be a revitalization for the Fleet Air Arm — and a reminder that nearly 40 years ago the arrival of mini-carriers and their fighter aircraft ended one of the worst perils of the war at sea.

"Scourge of the Atlantic," by Kenneth Poolman, published by MacDonald and Jane's (price £6.75) is the unusual story of Nazi Germany's Focke-Wulf Condor, a giant long-range bomber which proved so successful on its own, and working with U-boat packs, in harrying British merchant shipping.

BRIGHT IDEA

Yet it was never intended for such a role. Germany began the Second World War without four-engine bombers, and one man had the bright idea to adapt the Condor passenger transport for the purpose.

It was quite unsuitable, having weakness in structure and defensive capability, and a

strong tendency on take-off to swing to port.

Unwieldy though they might be to fly, the shadow of these lumbering grey giants far out on the ocean was disastrous for our shipping.

IMPROVISATION

As an improvisation, they brought out the similar qualities among the British. The Admiralty fitted scarce anti-aircraft guns to merchant ships, supplemented with ingenious new weapons such as the parachute and cable, grenade and crude rocket launchers.

Catapults were fitted to merchantmen so that fighter aircraft could help the convoys against attack, but the real breakthrough came with those hastily-constructed mini-carriers.

INCIDENTS

In Mr. Poolman's account of the battle within a battle, he gives a mass of encounter details which are inevitably repetitive, and somewhat hard going, although many of the incidents blossom into stories in their own right.

The rise and fall of the Condor is painstakingly recorded with that meticulousness expected of the author's well known work.

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In brief

"British Warships and Auxiliaries 1979," priced at £1.20, is a handy reference booklet with full illustrations. The author, ex-naval officer Mike Critchley, is now the harbourmaster at Looe, in Cornwall. The booklet may be obtained from bookshops, or from the author at 4, Tremadart Close, Duloe, Liskeard, Cornwall. PL14 4PE.

"H.M.S. Ark Royal — The Last Visit to Gibraltar" is a booklet of nostalgic pictures. Businessman Geoffrey Waldren was at the Rock on the occasion of the Ark's last call, and has had the booklet printed for distribution to the ship's company. A limited presentation edition has been accepted, among others, by Queen Elizabeth the Queen Mother.



"Full of the old 'back-off-leave jole de vivre,' are we then?"

NEWSVIEW

The day of reckoning draws near

At this season of mellow goodwill and jumbo-sized bills, pay hopes spring eternal. For the Serviceman and his family, the fervent prayer is that, come the day of reckoning a few months hence, justice will be seen to be done.

Recent reassurance on behalf of the Government will be noted and remembered by Jack and his wife as they view the salary scene.

In the line of duty as they prepare for their forthcoming report, members of the Armed Forces Pay Review Body have been visiting Service personnel, talking to them informally and, in some instances, to wives as well. Several such naval visits are reported on this page, and the knowledge that personal "grassroots" glimpses go into the melting pot with the mass of facts and figures must be encouraging.

To some minds the whole question of the staged awards announced last year could become somewhat complicated, but from the Prime Minister has come the unequivocal statement that a "substantial" rise is due for Servicemen this year, followed by another next "to bring them fully up to the general level of civilian pay."

Past and present

Meanwhile, the past continues to set difficulties for the present. Establishing the exact responsibility of pay (as compared with other factors) for manpower loss, or failure to recruit, is not simple, but what is certain is that premature departure of trained men can be ill afforded.

Throughout an uneasy year (which has included dockyard pay troubles too) much patience has been shown by the Serviceman. It was also a year when the voice of the wives was heard loudly in the land, although there are mixed views on their participation (and not only among the men).

Surely no-one relishes the idea of Service wives marching down Whitehall as a regular feature. No doubt they have the right; the pity is that they feel the financial necessity.

Hopefully waiting

So, as Servicemen await the 1979 award, including the honouring of pledges firmly given, much is at stake, perhaps the credibility of the whole pay award system. For men tempted to go outside for their various reasons but hopefully waiting on the award, the exact terms could be critical.

While Jack may not be an unbeliever, he will probably feel much more relieved when he sees the colour of the money.

Pay body meets wives, too . . .

**MAKING
A
POINT**

Never far from the thoughts of Servicemen and women, pay begins to take on a new significance at this time of the year with the spring award now on the horizon.

In preparation for the next report of the Armed Forces Pay Review Body, its members have been visiting Service establishments and units to gain first-hand impressions of work and conditions and to hear the views of personnel, so that all of it can be taken into consideration as the 1979 report is prepared. In some instances, AFPRB members met Service wives as well.

On the naval front visits have been made to Portsmouth, Portland (including calls on board ships), and to the Royal Marines at Lympstone.

Cross-section

At Portsmouth the Body's chairman (Sir Harold Atcherley) and one of the members, Admiral Sir Desmond Dreyer, met commanding officers at Admiralty House. They then went on to H.M.S. Nelson, where they met a representative selection of officers and ratings from Naval Home Command, giving a wide cross-section by branch, rate and conditions of life.

On a visit to Portland, Sir Harold went to sea by helicopter to visit H.M. ships Ashanti and Antelope, as well as having discussions on shore with a wide selection of officers and ratings, including men from the Fleet Air Arm and submarines as well as General Service.

Another visit on behalf of the AFPRB was to the CTC Royal Marines, Lympstone, where Sir Leslie Williams met a cross section of personnel and saw them at work.

Idea of the visits was both to allow AFPRB members to see the Navy and Marines at work and to receive constructive



views from the men and wives, including reactions to the 1978 award and the undertakings for the future. Views on matters like food charges, MQ charges, separation, cost of travel, children's education and the pressures which Service life imposes on personnel and their families were included in the conversations.

Above: Is it "Thumbs up" on the pay front? The chairman of the AFPRB (Sir Harold Atcherley) is pictured on board H.M.S. Ashanti which he visited off Portland while she was undergoing sea training. He talked to officers and ratings about pay and conditions of service — here the conversation is with CEM Richard Kilner and OEM2 Ronald Lees.

P.M. STRESSES 'SUBSTANTIAL' RISE

The "substantial" pay increase which the Forces would receive in April was mentioned by the Prime Minister (Mr. James Callaghan) in answer to a Commons question.

He had been asked by Sir Ian Gilmour, "What are the Government proposing to do about preventing or putting a stop to the

present disastrous exodus of highly skilled and trained men from all three Armed Forces because they are not being paid sufficient money?"

The Prime Minister replied, "I understand that the exodus of some of the skilled men

relates to the fact that they have not yet fully appreciated that there will be a substantial increase in pay in April 1979 followed by another in April 1980 to bring them fully up to the general level of civilian pay.

"It is important that this should be understood."

END OF THE LINE



Above: The very last launch from Ark's waist catapult. Below: Pilot of the Phantom was Flight Lieutenant Murdo Macleod, R.A.F., while in the back seat was Lieut Denis McCallum, deputy air engineering officer of 892 Squadron, who was making his first flight in a Phantom. In the picture too is LAM(AE) J. G. Joyce.

Pictures: LA(Phot) Steven Pratt and LA(Phot) Stephen Collinson

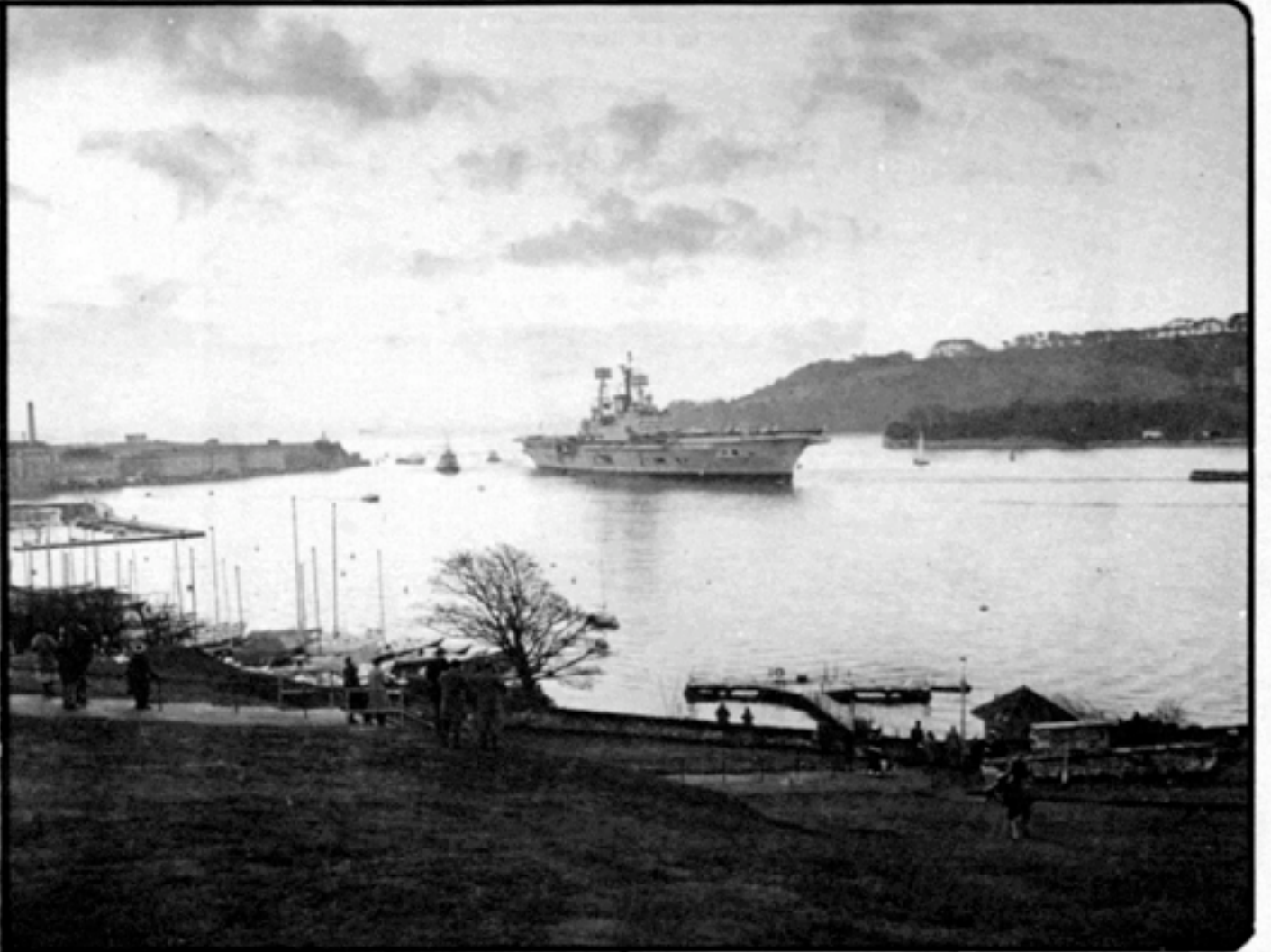


Bombs away! This was a replenishment at sea in reverse. Ammunition was transferred from the Ark to RFAs as the carrier left the Mediterranean for the journey home. In short — a Back-RAS.



Gifts and souvenirs of many kinds came back in the Ark, and to cut down delays at Plymouth seven Customs men joined the ship off Gib so that they could go about their business as the carrier headed home. By the time the carrier reached Plymouth everyone was Custom-cleared.

Picture: LA(Phot) Stephen Collinson



The end of the line: A mile or two to go and the best part of a million miles behind, the mighty carrier returns to Devonport for the last time.

Picture: PO(Phot) Pete Holdgate

No more news for Noah . . .

"Everyone has had a part to play, however small, and can be proud of having kept Ark Royal operational in support of NATO until the end."

So wrote Capt. E. R. Anson as commanding officer of the famous carrier in the final edition of Noah's News which, since being first published in 1955, has kept ship's company members informed and entertained at sea in many parts of the world.

Capt. Anson, who is to be Flag Officer Naval Air Command in June, paid tribute to the high standard of operational readiness and appearance which had been achieved for the Ark by the ship's company.

Noah's News final issue appeared on December 3, the day before the Ark returned to Devonport for the last time to an emotional reception by families and many other well-wishers, and to massive Press, TV and radio coverage.

The Flag Officer Plymouth (Vice-Admiral Sir John Forbes) acknowledged the carrier's salute as she passed up harbour. Paying-off pennant, bands, siren blasts and cheers all formed part of the December-morning reception, after an eight-month deployment which had taken the Navy's last fixed-wing carrier to the United States and the Mediterranean.

'UNDESIRABLE'

Perhaps the bitter-sweet feeling of the day was captured by a notice which some wag had pinned high above the flight deck and near the bridge:

"For sale — this undesirable penthouse flat with panoramic sea views close to abandoned air strip. Would suit redundant naval aviator. Any reasonable offer."

The paying-off pennant was also flying when the carrier left Malta for the last time and, shortly after, came the Ark's last burial at sea. The "corpse" was an old piano acquired by 809 Squadron from an R.A.F. mess. With a certain amount of pomp and ceremony, and to suitable funeral music, it was launched from the bow catapult and managed a rather undignified flop in the drink.

Last port of call was Palma, Majorca, considered a very good run, and where the ship's company members met many British people "wanting to know all about the boat they saw on the telly."

Then it was back to sea, an historic moment as the carrier said farewell to her fixed-wing squadrons — and on course for Devonport and fate.

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PHOTO

1st This is the happy shot — made from a colour print — of Prince Charles and Wrens Diane Wells and Carole Dobson which won the R.N. Photographer of the Year award for LA Danny du Feu.



Danny's the 'king'

"Regal charm" was the title of the print which made LA Danny du Feu the Navy's Photographer of the Year, and why the "crowning" headgear was appropriate for this victory shot of Danny (above).

Each year the Royal Navy's serving photographic personnel vie with each other at the annual Peregrine Trophy competition to decide who will be chosen as top photographers, and

which establishment or ship will gain the overall points trophy.

Over the years the standard has remained consistently high, as many of the pictures which appear in Navy News bear testimony.

The contest held at the end of 1978 proved no exception, the excellence of prints in the colour section being particularly noted by the judges. It was this section which eventually

provided the "R.N. Photographer of the Year."

The top picture, which appeared on the front page of Navy News in September, was entered by LA du Feu, now of H.M.S. Hermes and formerly of H.M.S. Excellent. His shot of Prince Charles in Scottish regimental attire talking to two Wrens at the Royal Tournament at Earls Court was to some, just a happy group picture

involving a "Royal." But the judges found it a particularly good example, taken no doubt in difficult circumstances, and with no second chance. And it has a nautical flavour.

The Peregrine Trophy, which goes to the establishment or ship whose photographers gain most points, went to H.M.S. Excellent for the third time in succession.

There were about 400 entries in the

black and white

parentcies and Judges were low of the Ins Photographers of Practical Ph

Tucker, editor The contest Excellent and by Cdr. P. W. H. at Excellent.

2nd "Hot Off The Press" by CPO Tony Wilson



3rd "Royal Arrival" by LA Tom Suddes.



4th "Hello Sailor" by LA Ian Wrightson.



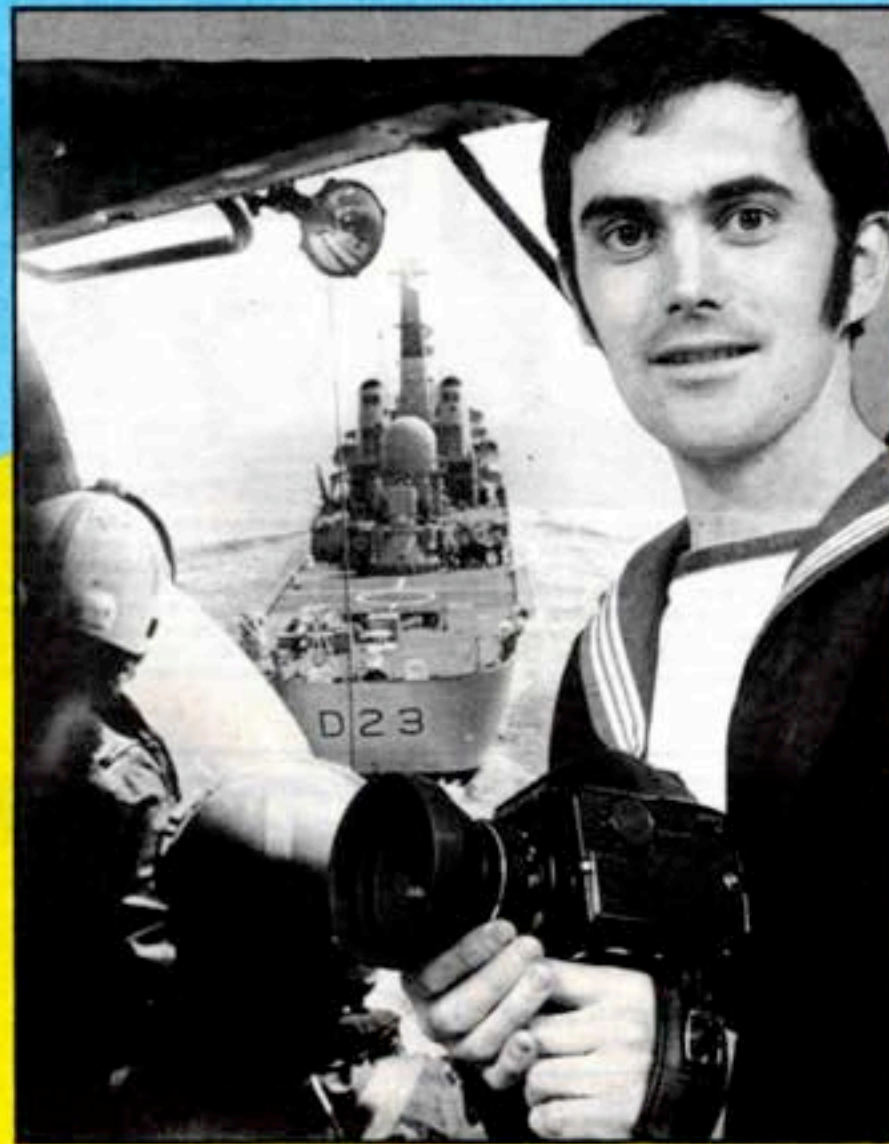
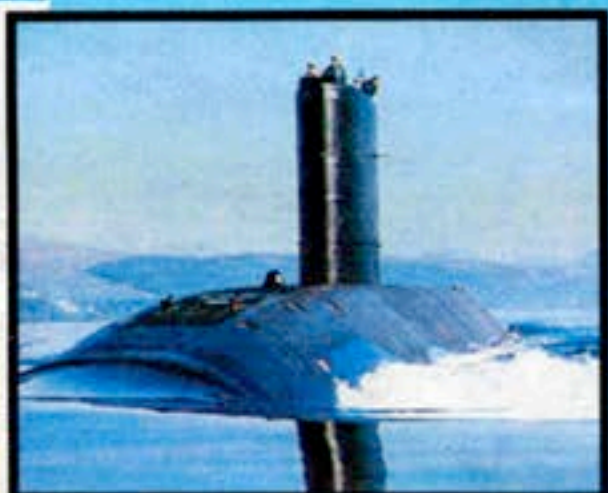
PHOTO GENIUS!



2nd
 Right — "All Shapes and Sizes" won second prize in the colour transparency class for PO Gary Nixon.

4th
 Left — "White Ensign," a study of H.M.S. Ark Royal leaving Gibraltar, earned a fourth prize for PO Stewart Kent in the colour transparency section.

3rd
 Below — This super picture of "Super B," by Lieut. M. S. G. Lay, was judged the third best colour print.



black and white section, 150 transparencies and 90 colour prints. Judges were Richard Ostler, a fellow of the Institute of Incorporated Photographers; Robert Scott, editor of Practical Photography; and John Tucker, editor of Navy News. The contest was staged in H.M.S. Excellent and the awards presented by Cdr. P. W. Haines, executive officer Excellent.

"Sparkling Sis" 5th by PO Eric Rooks.



The winners

Peregrine Trophy (donated by Practical Photography): H.M.S. Excellent.
 R.N. Photographer of the year (Digital watch donated by Practical Photography): LA D. du Feu (Hermes — formerly of Excellent).

MONOCHROME
 1, H.M.S. Bristol from helicopter — LA P. Northcott (Seahawk), award Mamiya C645 camera, donated by Leeds Camera Centre; 2, "Hot Off The Press" — CPO A. Wilson (CINCHAVHOME), £150 voucher, De Vere (Kensington) Ltd.; 3, "Royal Arrival" — LA T. Suddes (Britannia), £50 cheque, Iford Ltd.; 4, "Hello Sailor" — LA I. Wrightson (Osprey), £50 cheque, Ernest F. Moy Ltd.; 5, "Land Ho," LA I. Collinson (Ark Royal), £10 cheque, Leopold Professional Services Ltd.; 6, "Sparkling Sis" — PO E. Rooks (40 Cdo., R.M.), £10 cheque, Technica Camera Ltd.

COLOUR TRANSPARENCIES
 1, "Bird of Paradise" — LA R. Mortimer (Tamar), £200 voucher, Pelling and Cross Ltd.; 2, "All Shapes and Sizes" — PO G. Nixon (Endurance), £100 cheque, Hasselblad (GB) Ltd.; 3, "In Deep" — PO R. Pearce (R.M. News Team), £50 cheque, John Page Ltd.; 4, "Under the White Ensign" — PO S. Kent (Ark Royal), Focal Encyclopaedia of Photography, Solent Audio Visual.

COLOUR PRINTS
 1, "Regal Charm" — LA D. du Feu (Hermes, formerly Excellent), Durst 305 and colour head and 50mm lens enlarger, Eumig (UK) Ltd.; 2, First Sea Lord — PO G. Wicks (DPN-N), £100 voucher, Kodak Ltd.; 3, "Super B" — Lieut. M. S. G. Lay (Fastlane), £50 cheque, Durst Ltd.

1st Ships and helicopters always form the "raw material" of many entries. A shot from a "chopper" of H.M.S. Bristol was considered outstanding this year and took first place for black and white. The photographer, LA Peter Northcott, is posed above with his award in front of his winning picture.

PEOPLE IN THE NEWS



Here's a picture from the "is this a record?" department. It shows the Smith gang (plus a Smyth!) serving in H.M.S. Torquay, the navigational training ship based at Portsmouth. From left to right are the deputy WEO Lieut. ALAN Smith, correspondence officer Lieut. MIKE Smith, LS MARTIN Smith, AB ROY "SMURF" Smith, LS SIMON Smith, LMEM NIGEL "STOKES" Smith, LCEM TONY Smyth, 17½-year-old SEA TRACY "JUNIOR" Smith, POMEM FRANK "STAVROS" Smith, and POREL JOHN Smith, who has just left the ship to join H.M.S. Collingwood.

Watch this space to see if the Navy's Joneses can keep up with the Smiths!

Picture: CPO(Phot) Tony Wilson.

Vulcan 'twins'

They joined the Royal Navy on the same day in 1963, have frequently served in the same ships, and are even related because one married the other's sister! Now the "twins" of H.M.S. Vulcan have been awarded long service and good conduct medals on the same day. CMEA(P) MICHAEL BARNETT (left) met his wife, JEAN (centre), at the engagement party of her brother, CMEA(P) RICHARD WESTON (right). Richard and his wife, BARBARA, live in Cornwall and have two children aged ten and seven, while Michael and Jean live near Thurso and also have two children ... aged ten and seven.



Weight watchers!

Since they arrived in Hong Kong in 1972, the Wessex helicopters of No. 28 (A.C.) Squadron have been "putting on weight". This is because Hong Kong's corrosive atmosphere has been most unkind to the aircraft's original magnesium alloy skin panels, which have been steadily replaced by the heavier but more resistant aluminium alloy substitutes.

All of which explains why this team from the Mobile Aircraft Repair and Salvage Unit, based in H.M.S.



Daedalus, spent five weeks at R.A.F. Sek Kong recently putting a new "skin" on Wessex XT673. From left to

right are CPO ROSS DAVIDSON, CPO ALAN CLARK, who was in charge of the party, PO MALCOLM

LAMBOURN (foreground), PO JAKE DONALDSON and PO GRAHAM GLADDING. Picture: Sgt. Jerry Chance, R.A.F.



To the consternation of shipmate LS ROBERT DUNSTONE, LS ROWLAND HUMBLE (left) demonstrates the efficiency of an old destroyer siren. Rowland, who is the captain's valet in the frigate H.M.S. Naiad, has a collection of more than 400 steam whistles salvaged from wrecks and scrap yards during the last ten years. He is hoping to hear from the owners of H.M.S. Eagle, now being scrapped, that he can salvage the aircraft carrier's siren. This would be a rare prize in his collection, which is valued at more than £12,000.



Twin brothers Lieut. MIKE (left) and Lieut.-Cdr. TONY COLLINGSWOOD caused some confusion when they joined up in H.M.S. COLLINGWOOD for a short time. Mike has been the Collingwood Workshops and Cinema School Officer for the last two years, and is soon to join the Department of Director General Weapons (Navy) and Director Weapons Co-ordinating Acceptance in Bath. Tony is on the Staff of C-in-C Fleet and visited Collingwood to monitor a new explosives safety training course.

Time can hang heavy on one's hands during a long submarine patrol, which is why CPO BOB TURNER of H.M.S. Superb whittled away 373 carefully logged hours making a clock almost entirely of wood. Bob is a skilled metalworker, but had never worked with wood before, and had to press each piece for a month because of warping caused by the submarine's atmosphere.

Apart from the weight and a couple of brass pulleys, the clock is all wood and is accurate to within less than 60 seconds over 24 hours. Using hand tools, Bob cut more than 300 gear teeth for the mechanism.



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Southsea.

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:

<p>Lorraine (18), single, 5ft. 4in., brown hair, brown eyes, Cowes, Isle of Wight. Sue (16), 5ft. 2in., brown hair, brown eyes, London. Jackie (15), 5ft. 4in., brown hair, hazel eyes, Farnham, Surrey. Debbie (16), 5ft. 2in., blonde hair, blue eyes, Sheffield. Margaret (15), fair hair, blue eyes, Denny, Stirlingshire. Julie (18), single, 5ft. 1in., brown hair, brown eyes, Leeds. Elizabeth (20), single, 5ft. 1in., brown hair, blue eyes, London. Jackie (16), 5ft. 1in., brown hair, brown eyes, London. Susan (27), divorced, 5ft. 5in., brown hair, brown eyes, Rochdale, Lancs. Carol (24), divorced, 5ft. 2in., brown hair, brown eyes, Tunbridge Wells. Susan (16), 5ft. 4in., brown hair, blue eyes, London.</p>	<p>Madeline (19), single, 5ft. 6in., brown hair, hazel eyes, Walford, Herts. Janet (17), single, 5ft. 3in., brown hair, brown eyes, Glasamman, Dyfed. Jackie (20), single, 5ft. 5in., brown hair, grey-green eyes, Chichester. Janette (22), single, 5ft. 4in., fair hair, blue eyes, Margate, Kent. Heidi (22), single, 5ft. 7in., blonde hair, blue eyes, Margate, Kent. Pauline (16), 5ft. 5in., brown hair, brown eyes, Malta. Kim (15), 5ft. 7in., brown hair, blue eyes, Stockton, Cleveland. Jenny (28), divorced, 5ft. 2in., brown hair, two children, Sheffield. Carole (23), single, 5ft. 4in., dark hair, London. Diane (17), single, blonde hair, blue eyes, Sunderland. Pamela (35), divorced, 5ft. 2in., brown hair, green eyes, three children, Huddersfield. Ann (28), divorced, dark hair, green eyes, two children, Stockport. Linda (17), single, 5ft. 1in., brunette, North Shields. Lorraine (35), divorced, 5ft. 7in., dark hair, blue eyes, two children, Plymouth. Ruth (15), blonde hair, blue eyes, Luton. Iris (37), divorced, 5ft. 5in., fair hair, blue eyes, Brighton. Lindsay (15), brown hair, brown eyes, Luton. Diane (18), single, 5ft. 7in., brown hair, brown eyes, Dagenham, Essex. Susan (17), single, 5ft. 2in., brown hair, brown eyes, Slough, Berks. Susan (15), brown hair, blue eyes, Luton. Sharon (15), brown hair, brown eyes, Luton. Cheryl (15), 5ft. 2in., fair hair, blue eyes, Pontypool, Gwent.</p>	<p>Heather (18), single, 5ft. 7in., blonde hair, brown eyes, Dundee. Nina (15), brown hair, brown eyes, Luton. Jane (18), single, 5ft. 4in., brown hair, brown eyes, Stratford-on-Avon. Frances (15), 5ft. 5in., brown hair, green eyes, West Lothian. Margaret (16), 5ft. 6in., brown hair, green eyes, Conaghadee, Co. Down. Maxine (17), single, 5ft. 5in., blonde hair, blue-green eyes, Ystrad Rhondda. Andrea (17), single, 5ft. 4in., brown hair, brown eyes, Bournemouth. Margaret (48), divorced, 5ft. 5in., auburn hair, brown eyes, Bristol. Dawn (17), single, brown hair, blue eyes, Sheffield. Linda (15), 5ft. 1in., fair hair, blue eyes, London. Ann (39), divorced, brown hair, brown eyes, London. Wendy (38), divorced, 5ft. 4in., black hair, blue-green eyes, Bristol. Jennifer (23), single, 5ft. 7in., brown hair, brown eyes, Bristol. Elizabeth (28), single, 5ft. 3in., blonde hair, Sion Mills, Co. Tyrone. Christine (16), 5ft. 4in., brown hair, hazel eyes, Sacriston, Co. Durham. Miss K. (43), divorced, 4ft. 11in., brown hair, grey eyes, Plymouth. Penny (38), divorced, 5ft. 10in., brown hair, blue-grey eyes, two children, Braintree, N. Devon. Anne (39), divorced, 5ft. 3in., brown hair, hazel eyes, Braintree, N. Devon. Allison (16), single, 5ft. 6in., brown hair, brown eyes, Braintree, N. Devon. Karen (15), 5ft. 4in., auburn hair, brown eyes, Birmingham. Jill (17), single, 5ft. 5in., brown hair, hazel eyes, East Boldon, Tyne & Wear.</p>	<p>Joyce (44), separated, 5ft., brown hair, brown eyes, Portsmouth. Karen (18), single, 5ft. 6in., brown hair, brown eyes, Mottingham. Carol (17), single, 5ft. 4in., auburn hair, green eyes, London. Maureen (34), divorced, 5ft. 2in., brown hair, brown eyes, two children, Plymouth. Julia (21), single, 5ft. 6in., blonde hair, blue eyes, Cheshire, Cheshire. Lynne (20), single, 5ft. 6in., brown hair, blue eyes, North Shields. Mary (15), 5ft. 6in., fair hair, blue eyes, St Andrews, Fife. Susan (15), 5ft. 7in., fair hair, blue-grey eyes, St Andrews, Fife. Claire (15), 5ft. 6in., brown hair, brown eyes, Maidstone, Kent. Heather (16), 5ft., blonde hair, blue eyes, East Lothian. Kathrine (19), single, 5ft. 2in., brown hair, hazel eyes, Newport, Isle of Wight. Valerie (17), single, 5ft. 6in., brown hair, blue eyes, Cambrian, Gwent. Anne (15), 5ft. 6in., brown hair, brown eyes, Bradford. Carolyn (29), single, 5ft. 3in., brown hair, brown eyes, Melton Mowbray. Jeanne (15), 5ft. 3in., black hair, brown eyes, St Helena, Merseyside. Maria (15), 4ft. 7in., blonde hair, hazel eyes, Potlery Bar, Herts. Lorraine (32), single, 5ft. 6in., black hair, green eyes, London. Sherry (21), single, 5ft. 5in., brown hair, brown eyes, Edmonton, Canada. Pam (31), single, 5ft. 2in., auburn hair, grey-green eyes, Burney, Lancs. Ruth (33), single, 5ft. 6in., brown hair, hazel eyes, one child (8), Portsmouth. Lillian (19), single, 5ft. 3in., fair hair, blue eyes, London.</p>
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PEOPLE IN THE NEWS

Picture: Bradford Telegraph and Argus.



Eighty-five-year-old Mr. **GEORGE PRINCE** receives from Rear-Admiral **C. B. WILLIAMS**, Flag Officer Medway, his Royal Fleet Reserves long service and good conduct medal — 52 years later! History caught up with Mr. Prince when, having served until 1917 in the cruiser Birmingham, he was invited to the present H.M.S. Birmingham's commissioning.

It was noticed that he was not wearing a long service medal, so Mr. Prince wrote off to the Pay and Pensions Division in H.M.S. Centurion, who found exactly the medal — featuring King George V in full rig — that Mr. Prince should have received in 1926.

He was subsequently invited to the R.N.R. Communication Training Centre in Leeds to receive the medal from Admiral Williams. Looking on are **CRS ARTHUR CHAPLIN** (second from left), **Lieut.-Cdr. LIONEL BROWN** R.N.R., and **CRS RON HILL** (right).

Below — **Lieut.-Cdr. REG "DARKY" CARLISLE** (right) renewed his acquaintance with the Naval Historic Flight Swordfish after a period of 44 years. His first flight was made in July 1934 when the aircraft was known as the Fairey TSR 2. Darky was a Telegraphist Air Gunner at the time. Pictured with him is the pilot of the Swordfish, **Lieut.-Cdr. CHRIS JOHNSON**.



Picture: LA(Phot) M. W. Pitt.

CPO MIKE LARGE is involved in an exciting swimming project at Kelly College, the Devon public school with strong naval associations. He is land training adviser to a swimming scholarship scheme run at the school by ex-shipwright **TERRY DAVIES**, father of Commonwealth Games golden girl **SHARRON** (left).

The 18-strong Kelly Kingfishers include 14 international swimmers preparing for the Moscow Olympic Games in 1980.

Mike, who is now in the Careers Service at Chelmsford, has been involved since 1972 in Sharron's training. Last summer she won two gold medals at the Commonwealth Games in Montreal. With her in the picture are (from left) internationals **VANESSA BULLOCK**, **ELIZABETH FOX** and **REBECCA FROST**.

Picture: PO(Phot) Paul Wellings.



The Saint drops in for a quick half! The Right Rev. Monsignor **F. J. WALMSLEY**, principal Roman Catholic chaplain of the Royal Navy, appeared to be sporting a halo when this picture was taken in the POs' Mess at R.N. air station Culdrose. Pictured with him are **EA1 BUCK TAYLOR** (left) and **FCAF JIM JONES**.

Calling Wren Blair

WREN C. W. BLAIR where are you? You presented an inscribed silver cigarette box to the wartime Algerine-class minesweeper **Onyx** on October 27, 1942, and the first lieutenant of the present H.M.S. **Onyx**, an Oberon-class submarine in refit at Portsmouth, wants to invite you to the boat's re-commissioning ceremony at the beginning of March. You should contact **Lieut. MIKE WILLIAMS**, c/o H.M.S. **Onyx**, Portsmouth Naval Base.



Capt. JOHN WEBSTER's travels in the last five years have taken him to more than 30 countries and given him much scope to exercise his considerable talents as an artist. A hundred of his works were featured recently in a successful one-man exhibition at Bishop's Waltham in Hampshire. The title of his exhibition, "Meon to Mexico," reflected the range of the paintings.

Capt. Webster, now president of the Junior Officers Fleet Board, and soon to take up an MOD appointment in London, was commanding officer of H.M.S. **Cleopatra** until November. Four of his works — three oils and a water colour — were reproduced in the 1977 Royal Navy calendar, which featured the paintings of naval artists.

Picture: Bert Lammon, Waterlooville.

Back to sea

Master-at-Arms KEN DAVIS welcomes ex-**MAA NICK EDWARDS** to H.M.S. Coventry, the Navy's newest Type-42 guided missile destroyer. Mr. Edwards, who is 78, left the Navy in 1946 and wanted very much to go to sea again in a warship. H.M.S. Coventry obliged, and Mr. Edwards had his day at sea. In 1924 he ran with the Devonport Field Gun crew.



Picture: LA(Phot) Bob Dales.

... PEN-PALS

Margaret (36), single, 5ft. 4in., fair hair, blue-grey eyes, London.
Carole (16), 5ft. 7in., blonde hair, green eyes, Wellingborough, Northants.
Marnie (40), divorced, 5ft. 7in., brown hair, blue eyes, one daughter, Portsmouth.
Josephine (40), single, 5ft. 4in., brown hair, green eyes, Witley, W. Midlands.
Eileen (15), 5ft. 5in., brown hair, blue eyes, Ashington, Northumberland.
Glyna (29), divorced, 5ft. 3in., brown hair, blue eyes, one daughter, Eastbourne.
Alison (22), separated, 5ft. 6in., fair hair, blue eyes, Fareham, Hants.
Catherine (19), single, 5ft., brown hair, hazel eyes, Kirkcaldy.
Wendy (19), single, 5ft. 4in., brown hair, brown eyes, Cradley Heath, W. Midlands.
Beverley (18), single, 5ft. 2in., auburn hair, blue eyes, West Bromwich.
Jodi (17), single, 5ft. 5in., brown hair, hazel eyes, West Bromwich.
Susan (23), single, 5ft. 8in., auburn hair, hazel eyes, West Bromwich.
Janine (18), single, 5ft. 2in., blonde hair, blue eyes, Bingley W. Yorks.
Inere (30), single, 5ft. 7in., brunette, Tranent, E. Lothian.
Eileen (17), single, black hair, green eyes, Glasgow.
Teresa (17), single, 5ft. 3in., auburn hair, green eyes, Horsham, Sussex.
Sara (16), 5ft. 5in., blonde hair, blue eyes, Plymouth.
Rachel (20), single, 5ft. 5in., brown hair, blue eyes, Chichester, Sussex.
Sue (15), 5ft. 6in., brown hair, hazel eyes, Bristol.
Janet (15), 5ft. 5in., brown hair, Ramsgate.
Jayne (17), single, 5ft. 3in., brown hair, Grantham, Lincs.

Diane (20), single, 5ft., brown hair, green eyes, Swansea.
Gwen (30), divorced, 5ft., blonde hair, blue eyes, Portsmouth.
Jenny (46), widow, 5ft. 1in., fair hair, Swindon.
Paula (16), 5ft. 3in., brown hair, brown eyes, Mitcham, Surrey.
Karen W. (15), 5ft. 3in., blue-green eyes, Birmingham.
Claire (15), 5ft. 5in., blonde hair, blue eyes, Harlow, Essex.
Theresa (16), 5ft. 2in., brown hair, green eyes, Binfield, Berks.
Charlotte (17), single, 5ft. 6in., blonde hair, blue eyes, London.
Marguerite (15), 5ft. 2in., brown hair, blue eyes, Barking, Essex.
Paula (31), divorced, 5ft., brown hair, blue eyes, Hull.
Violet (57), widow, 5ft. 2in., auburn hair, blue eyes, Plymouth.
Jill (22), single, 5ft., brown hair, brown eyes, Par, Cornwall.
Lesley (17), single, 5ft. 4in., brown hair, blue eyes, Edinburgh.
Angela (16), 5ft. 4in., blonde hair, brown eyes, Gloucester.
Alison (16), 5ft. 5in., brown hair, green eyes, Northampton.
Julie (16), 5ft. 5in., brown hair, brown eyes, Letchworth, Herts.
Nicky (16), 5ft. 1in., brown hair, blue eyes, Daventry.
Rachel (15), 5ft. 7in., fair hair, grey-green eyes, St Albans, Herts.
Carol (16), 5ft. 3in., brown hair, hazel eyes, Bootle, Merseyside.
Sandra (17), single, 5ft. 5in., blonde hair, blue eyes, Coatbridge, Lanarkshire.
Margaret (17), single, 5ft. 6in., brown hair, brown eyes, Dublin.

Lorraine (23), single, 5ft. 3in., brown hair, green eyes, Washington, Tyne & Wear.
Sue (17), single, 5ft. 1in., brown hair, blue eyes, Louth, Lincs.
Florett (15), 5ft. 1in., brown hair, brown eyes, London.
Carol (17), single, 5ft. 4in., brown hair, brown eyes, Ilford, Essex.
Susan (18), 5ft. 2in., brown hair, blue eyes, Mostyn, Clwyd.
Mary (16), 5ft. 6in., brown hair, blue eyes, Madstone, Kent.
Catherine (19), single, black hair, brown eyes, Redcar, Cleveland.
Valerie (16), 5ft., brown hair, blue-green eyes, File.
Gayle (19), single, 5ft. 4in., auburn hair, blue eyes, Dundee.
Inere (24), divorced, 5ft. 4in., fair hair, brown eyes, one son (6), London.
Jackie (18), single, 5ft. 1in., brown hair, green eyes, Perth.
Elma (17), single, 5ft. 3in., brown hair, brown eyes, Perth.
Shirley (17), single, blonde hair, blue eyes, Ilford, Essex.
Loudrus (54), widow, 5ft. 6in., dark hair, dark eyes, Plymouth.
Linda (17), single, 5ft. 10in., brown hair, brown eyes, Derby.
Mel (17), single, 5ft. 5in., black hair, brown eyes, Nottingham.
Kathy (23), single, 5ft. 2in., blonde hair, blue eyes, Beeston, Nottingham.
Carolyn (16), 5ft. 5in., brown hair, brown eyes, Slagness.
Marie (19), single, 5ft. 4in., blonde hair, brown eyes, Wakefield, Yorks.
Joan (16), 5ft. 1in., brown hair, hazel eyes, Morpeth.
Kate (16), 5ft. 5in., auburn hair, hazel eyes, Birmingham.

Lillias (16), 5ft. 5in., brown hair, green eyes, Gateshead.
Karen (17), single, 5ft. 6in., brown hair, hazel eyes, Poynton, Cheshire.
Clare (16), 5ft. 3in., brown hair, blue eyes, Sale, Cheshire.
Pamela (15), 5ft. 1in., brown hair, blue eyes, Whiston, Merseyside.
Kate (15), 5ft. 4in., black hair, hazel eyes, Cardiff.
Lorna (16), 5ft. 2in., brown hair, blue eyes, Kincardine, Fife.
Elizabeth (18), single, 5ft. 4in., black hair, brown eyes, Malta.
Marion (17), 5ft. 3in., auburn hair, hazel eyes, Godstone, Surrey.
Marie (17), single, 5ft. 2in., chestnut hair, brown eyes, Malta.
Aileen (18), single, 5ft. 7in., brown hair, blue eyes, Gateshead.
Maurien (21), single, 5ft. 3in., brown hair, green eyes, Winal.
Jane (23), single, 5ft. 2in., brown hair, green eyes, Redhill, Surrey.
Beverley (19), 5ft. 3in., brown hair, blue eyes, Houghton-le-Spring, Tyne & Wear.
Janet (19), single, 5ft. 3in., brown hair, green eyes, Chatham.
Vicky (17), single, brown hair, hazel eyes, Sierra.
Anne (26), single, 5ft. 2in., brown hair, grey eyes, Bolton, Lincs.
Mandy (16), 5ft. 6in., blonde hair, blue eyes, Southport, Merseyside.
Alison (15), 5ft. 3in., brown hair, blue eyes, Atherton, Warwickshire.
Tara (20), single, 5ft. 4in., brown hair, blue eyes, Victoria, Canada.
Etaine (16), 5ft. 2in., fair hair, blue eyes, Edgware, Middx.
Debbie (16), 5ft. 5in., red hair, blue eyes, Birmingham.

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Huddersfield	£9.60	£5.65	Newton Abbot	£6.60	£3.90
Sheffield	£9.00	£5.30	Exeter	£5.80	£3.40
Sheffield	£8.40	£4.35	Easton	£3.80	£2.25
Nottingham	£7.80	£4.60	Portland	£3.80	£2.25
Leicester	£5.90	£4.05	Weymouth	£3.80	£2.25
Northampton	£5.80	£3.40	Dorchester	£3.80	£2.25
Blackpool	£10.50	£6.15	Windsor	£3.80	£2.25
Manchester	£9.30	£5.45	Bewsey	£7.50	£4.40
Warrington	£9.30	£5.45	Cardiff	£5.40	£3.90
Liverpool	£9.30	£5.45	Newport	£5.20	£3.65
Birkenhead	£9.30	£5.45	Bristol	£4.60	£2.70
Chester	£9.00	£5.30	Bath	£4.20	£2.45
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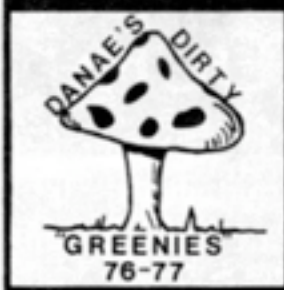
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Let's put you in the picture

As we await the arrival of Miss R.N.A., here to brighten the New Year and gladden the hearts of submariners, and others, is pretty 18-year-old Miss Sandra Hughes, a trainee nurse, selected Miss Submariner 1979 on board H.M.S. Eaglet, headquarters of Merseyside Submarines Old Comrades' Association.

New Year, the traditional time for good resolutions and heavy reforms, is an appropriate time to jump on the band wagon and propose a resolution for better quality pictures to brighten these pages in the year ahead.

Ideally, what Navy News wants is good, sharp, black and white 8in. by 6in. or 10in. by 8in. prints, not those which are too small, too "grainy" or too ill-defined to meet the exacting standards required for publication.

Pictures which are too rigidly posed, particularly those group shots which show every eye on the camera, are fine for display on a club wall, but are not newspaper pictures.

Lively pictures, capturing happy moments as well as formal ones, will do a lot to help recruit new members to the Royal Naval Association — so here's to the year ahead. May it be the best, photographically speaking.

And speaking of recruits — Newton Abbot's newest recruit is 91-year-old former petty officer Albert Morris, who has joined the branch to share the company of other shipmates.

In keeping with his status as their oldest recruit he was "whistled aboard" when he arrived at branch headquarters.

Shipmate Morris, joined the Navy in 1903 as a boy of 16, served

BRANCH NEWS

in two world wars and in 28 different ships. He had many interesting stories to tell — of the cruiser H.M.S. Invincible (he served in this ship in 1912) and the destroyer, H.M.S. Tobago, hit by a mine in the Black Sea in 1920. Between the wars Shipmate Morris worked for London Transport. He served for 30 years in the Navy and says had he his time over again, it would still be the Navy for him. Until recently he drove his own car, and his one ambition is to see the through-deck cruiser, H.M.S. Invincible.

Shipmates across the Irish sea were in fine spirit when they attended, in November, a memorable 24th reunion dinner organized by Belfast branch, held in the Refector, Elmwood Room,

Queen's University. There was a fine turn out also, for the Trafalgar Day parade and service, with shipmates from branches of the Irish Area — Lisburn, Belfast, and mid-Antrim — mustering at Mountbatten House, headquarters of Bangor branch.

Standards

The dinner opened with R.N.A. standards being escorted in by a guard of honour of Sea and Marines cadets, after which Shipmate D. Campbell (branch chairman) struck eight bells and the Last Post and Reveille were sounded by cadets of the Royal Marines.

The guests included the Lord Mayor of Belfast, National Council Chairman of the R.N.A., Shipmate Wootton, and representatives of many service and ex-service organizations. Shipmate Cdr. P. C. D. Campbell, (branch president) read a loyal greeting from the Queen, after which glasses were raised and the traditional toasts were drunk.

The 40th anniversary of Chelmsford branch was celebrated with a dinner dance at the Old Chelmsfordians Club, which was a big success. Guest of honour Lieut.-Col. Sir Vivian Dunn R.M. had some amusing stories to tell of his service career. Members were also very pleased that shipmates and wives from Braintree and from Tyne and Wear branches were able to attend.

Telegram

More than 100 members, wives and friends attended the annual dinner-dance organized by Burton branch. When a greeting telegram was read from the Queen, shipmates decided it called for a special gesture, and the order "Splice the main brace" was carried out with some enthusiasm.

It is not often one hears of a police chief being guest of honour at a branch function. Wigston's



headquarters happen, however, to be situated directly opposite the local police station, so they invited their Chief of Police, to their branch dance, which was a great success.

Veterans

Veterans of Harrogate, now in their tenth year of operations, held their first guest night of the winter, when visitors from the potential branches at Bradford and Huddersfield were welcomed aboard. Those present included a party from Bradford R.M.A.; the commanding officer and chairman of the local Sea Cadet Unit, and guest of honour, Lieut.-Cdr. Dean Harriss, commanding officer H.M.S. Forest Moor, and his wife Anne. During the evening, an R.N.A. Trophy and a bo's'n's call were presented to the best cadet of the year, Lieut. K. Strickland R.N.R., commanding officer Harrogate Sea Cadet Unit. The

local branch of the Association of WRNS will shortly be making a similar presentation to G.N.T.C. for the best girl cadet.

A reminder from Irlam and Cadishead branch to all prospective recruits and visitors passing their way. They meet on the last Monday of the month at 8 p.m. at the British Steel Corporation Recreation and Social Clubhouse, Liverpool Road, Irlam, Manchester.

REUNIONS

H.M.S. Cornwall 1939-42 Association will hold its annual reunion and dinner on board H.M.S. Chrysanthemum on Saturday, April 7, at 7 p.m. Members are requested to contact the secretary, Mr. E. A. Langford, 111, Robins Close, Lenham, Maidstone, Kent ME17 2LE.

The Royal Naval Patrol Service Association, parade and march past at Lowestoft in November was attended by 600 veterans from all parts of the country, and some from overseas. At the dinner that evening it was announced that the next president of the association would be Rear-Admiral C. B. Williams, Flag Officer Medway. Southern Coastal Forces Association, Remembrance Sunday parade and service held at Portsmouth was attended by 400 members from all parts of the country.

H.M.S. Lion reunion is to be held in the Victory Club, H.M.S. Nelson, Portsmouth, on May 18. Those interested please contact Lieut. P. Thompson, 13 Norman Close, Littlehampton, Sussex BN17 6BY.

OBITUARIES

Shipmate H. Bingham, member of Stratford-upon-Avon Branch, veteran of Battle of Jutland, died September.

Shipmate Harry Ploverman, member of Wellingborough Branch, was awarded the Distinguished Service Medal for service in the submarine E11 which sank the Barbarossa, died November, age 84.

Shipmate L. McGowan, president Dagenham Branch and vice-president No. 5 Area, died Remembrance Sunday, November 12, age 80.

Shipmate Douglas Sykes, member of Denby Dale Branch, died November 5, age 54.

Shipmate Frank Williams, member Merseyside S.O.C.A. died November 1, age 67.



Newton Abbot's newest recruit — 91-year-old Mr. Albert Morris, a former petty officer.

Picture: Herald Express, Torquay.

CALLING OLD SHIPMATES

Mr. J. Turner, 11, Taywood Drive, Wanneroo, Perth 6065, Western Australia, would be pleased to hear from Dave Butler, who served in H.M.S. Jutair.

Mr. L. (Shorty) Simmons, 11, Nicholson Court, R.B.L. Flats, Priory Road, Eastbourne, Sussex, BN23 7AR, would like to contact old shipmates who served with him in H.M. ships Frobisher (1934-1937), Leith (1937-1939), Ilex, Musketeer, Vigilant and Relentless.

Eddie Beard, Dave Mathis and Tom Daines, are hoping to organize a reunion of old shipmates of T.S. Arethusa, 1940, and H.M.S. St George, 1941. Those interested should write, enclosing stamped addressed envelope, to Mr. E. E. Beard, 33, Roman Way, Farnham, Surrey.

Mr. F. R. Downing, 18 Mounts Bay Terrace, Porthleven, Helston, Cornwall TR13 9ED, would appreciate a photograph of H.M.S. Paladin. He served in the Paladin 1942-1945 and his only photograph of the ship was destroyed.

Mr. H. (Ginger) Checketta, 68, Long Lane, Orford, Warrington, Cheshire WA2 8PX, seeks news of shipmates who served with him in H.M.S. Sussex (1934-1937), Royal Commission to Australia. He is especially keen to get news of Chief Stoker Harry Howarth, last known address R.N.B. Chatham, June, 1944.

Mrs. F. Lawson, 5, Barnes Close, St Neots, Huntingdon, Cambs. PE19 1AA, is trying to contact ex-Leading Seaman Richard Manning, who served in H.M. ships Valiant and Montrose. He was wounded in the leg during the Second World War and his last known

address was 69A Weston Hall, Upper Norwood, London S.E. 19.

Mr. D. Wheeler, 82, College Road, Deal, Kent, would be pleased to hear from old shipmates who served in H.M.S. Endeavour (The Bounty), 1937-1939, on the New Zealand station.

Mr. W. A. Knott, 142, Howland, Orton Goldhay, Peterborough, is hoping to contact any, or all, of his old shipmates who formed the Ten-A-Penny Band while serving in H.M.S. Devonshire in the Mediterranean from 1934-1936.

Mrs. Josie E. Coulter, 7, Mount Royal Court, Saskatoon, Saskatchewan, Canada S7L 2W4, is anxious to trace former Wren Miss Sylvia Trethewey, now Mrs. Leslie Westlake, who was a pen pal of hers before the Second World War.

DISCHARGED DEAD!



"Discharged dead," is an entry few Navy men would want to find set against their names — but ex-PO Sid Hart (pictured left) can claim the distinction. He served on all the submarine H.M.S. Triad's wartime cruises in the Mediterranean — all but the last, from which she failed to return. He was in hospital in Malta at the time.

When he came out of hospital and went to collect his pay, he found he had been written up in the ledger as "discharged dead" along with the rest of the crew.

A final irony for Sid was that he was torpedoed on board the depot ship Medway while waiting for a passage home. Now retired, he devotes much of his time to writing. He has published his autobiography — "Discharged Dead" — and a history of "Submarine Upholder."

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HAIRY HYDRA!

Meet the winner and loser of a competition aboard H.M.S. Hydra, which during the current Persian Gulf deployment has a target of £500 for the ship's charity — the spina bifida unit of Queen Mary's Hospital for Children, Surrey.

Events included a fancy moustache contest, with the entrants having three weeks before judgment day. The moustachioed ship's company provided a strange sight, the luxuriant growth of Lieut. D. Buckler (left) giving him the trophy.

To AB Platt (right) went the loser's plaque. It couldn't be said that he was defeated

by a hair's breadth, because the judges found that after three weeks they were unable to find one!

The Survey Task Group go about their business off Iran in peace, keeping a low profile and remaining untouched by local troubles.

Picture: LA(Phot) Doug Wigfield.

Southwick Park: need for more members

A year of "consolidation" for the Southwick Park Naval Recreational Centre was reported to the Sailors' Fund Grants Committee, which has "invested" large cash sums in the Centre over the years.

Expenditure had exceeded income, as anticipated, members were told. But provided the centre could weather the early financial years, the long term future could be bright. There was, however, a need for increasing membership.

The committee learned that there had been a disappointing response when transport was provided from Portsmouth to the centre, and members expressed the hope that ships would take advantage of this transport when offered.

Stepping Out?



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Are you preparing to exchange Service life for a civilian future? There are already many ex-Service personnel on our strength, so we know that it isn't a problem you can take lightly. But we also know how to relieve some of your worries about whether you will fit in and where... what sort of job you are suited for... what to do about housing...

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| Logistics/Sparcs | Functional Test |
| Instructors (Electronic) | Field Trials |
| Base Workshop Repair (2nd/3rd Line) | Computers |

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 What salary do you hope for? _____

Ref D. 768 Personnel & Training Dept., British Aerospace Dynamics Group
 Six Hills Way, Stevenage, Herts. SG1 2DA.

BRITISH AEROSPACE DYNAMICS GROUP

Mercury's 'last class'

The last class of Radar Plotters converting to Radio Operators (SM) finished their communications course at H.M.S. Mercury on December 7 completing a cycle of courses which started in 1974. Left to right, they are: Jim Sterling, Ralph Coates, Pete Ross, Paddy McVeigh (seated) and Albert Sugden, who went to H.M.S. Dolphin for further training.



ROTHESAY COMES OF AGE

In the middle of a long refit at Chatham Naval Base, the anti-submarine frigate H.M.S. Rothesay celebrated her 21st birthday on December 9. She has sailed more than half-a-million miles since being launched on the Clyde in December 1957.

Lieut. Chris Whitehouse, senior officer since the ship went into dockyard hands, led the refit crew in toasting her coming-of-age, in pale ale.

Following her refit, the Rothesay will be a Chatham-based ship (and not Rosyth as mentioned in last month's Base Ports list).

The call sign GB2RN (Great Britain Two Royal Navy) has been issued for the amateur radio station on board H.M.S. Belfast for use when the ship is open to the public. Outside these hours the call sign is G4HMS. Service personnel interested in amateur radio should contact the secretary RNARS, HQ Station, G3BZU, H.M.S. Mercury, East Meon, Petersfield, Hants. GU32 1HE.

Naval students of the Open University are invited to attend the annual general meeting of South East Hants branch on Friday, January 26 at 1920 at the Roundabout Hotel, Fareham, situated at the junction of the A27, A32, and M27 roads.

Navy News in Brief

In recognition of the achievement of 18-year-old, Kevin Carter who came top of his class at H.M.S. Raleigh, the Royal Navy have presented three commemorative books to Kent School, West Germany, the first time any pupil from BAOR has received such an award.

The opening in December of a new floor of galleries in the lower West Wing of the National Maritime Museum, marked the end of a ten-year modernization and re-development programme affecting every gallery and exhibit.

The Queen's House now contains the Museum's Tudor and Stuart collections and the East Wing has been transformed to include picture galleries and displays on Victorian merchant shipping, the Royal Navy and the two World Wars, with an Arctic Gallery and a fishing and whaling gallery added for good measure.

A group of Wrens at H.M.S. Collingwood have volunteered for small arms training in their spare time. If they achieve a high standard of marksmanship with the self-loading rifle, they may have the opportunity to learn how to fire a 9mm pistol, the machine gun, and light machine gun.

H.M.S. Dolphin Juniors Division took third prize in the open section of Titchfield Carnival, with a float designed to generate public interest in the appeal fund for the preservation of the submarine H.M.S. Alliance.

Sailors from H.M.S. Dryad held a fund-raising week to raise money for the same cause. Over half the £300,000 required to purchase the submarine has now been raised.

In an exercise planned by the Joint Maritime Operational Staff to test techniques in hunting down and killing submarines, the frigate H.M.S. Euryalus, operating with a Nimrod aircraft of 120 Squadron R.A.F. Kinloss, were declared joint winners of the Londonderry Trophy.

Vice-Admiral John Fieldhouse turned the first turf for the extension to be built to Rutherford Block in H.M.S. Sultan.

Wasperton is Hong Kong's top shot

The three-day operational readiness inspection of H.M.S. Wasperton at Hong Kong Naval Base got off to the best of starts when the Captain-in-Charge Hong Kong, Capt. Bob Moland, presented the Hong Kong Squadron Gunnery Competition Trophy to the ship.

The Senior Officer of the Hong Kong Squadron, Cdr. Robin Shercliff (also commanding officer of H.M.S. Wasperton) paraded his five officers, five senior rates, 13 British and 14 Chinese sailors — plus the ship's dog Ben — for the inspection by Capt. Moland.

The trophy, which was received by Gunnery Lieut. John Shaw and PO David May, has been on the China coast for more than 60 years.

HUBBERSTON

When H.M.S. Hubberston was visiting Holland with other ships of the Standing Naval Force Channel, there was a wreath-laying ceremony to commemorate the 34th anniversary of the landing of No. 4 Commando at Ussingen (Flushing).

LALESTON

Officers and ratings assembled on Marlborough Pier, H.M.S. Vernon, to give a cheerful send-off to H.M.S. Laleston, which sailed to join the Tenth (R.N.R.) Mine Countermeasures Squadron. The ship is now commanded by Lieut.-Cdr. Gerald Pidgeon.

Since 1967 the Laleston has been Diving Trials and Training Ship at Vernon. Many of the Royal Navy's divers have served in her or been trained on board.



The Royal Navy Display Team, who can be seen reaching dizzy heights on a 91ft. mast in the Boat Show arena at Earls Court from January 4-14, can be as exciting to watch when their feet are on the ground. Six members of the team proved that when they gave a display of cutlass swinging on Larry Grayson's Generation Game. The television team (pictured left to right) with Lieut. Bob Burley and Larry Grayson are: NA Graham Lane, AB Gary Layzell, AB Mick Maloney, POPT Micky Ellis, AB Garry Waller and OEM Terry Calcott.

Picture: Wren (Phot) Caroline Whyntie.



H.M.S. Wasperton gets the Hong Kong Squadron Gunnery Competition Trophy. Left to right: Cdr. Robin Shercliff (Senior Officer of the Squadron and commanding officer of the Wasperton), Lieut. John Shaw (gunnery officer), PO David May, and Capt. Bob Moland (Captain-in-Charge Hong Kong) who handed over the cup.

Picture: Sgt. Jerry Chance, R.A.F.

White Ensign changes

A number of changes in the high echelons of the White Ensign Association have been announced.

Mr. Robert Leigh-Pemberton, chairman of the National Westminster Bank, has succeeded Sir John Prideaux as president of the association.

Admiral Sir Andrew Lewis has retired from the chairmanship, although he will continue to serve on the Council and Executive Committee. Sir Donald Gosling has been elected chairman of the association.

Sir John Read, chairman of E.M.I. who is also a member of the Armed Forces Pay Review Body, has been elected to the Council of Management.

OBITUARIES

G. K. Smith, ALREM, H.M.S. Collingwood, November 20.
M. A. Barrett, JSEA(S), H.M.S. Juno, November 27.
J. E. Massey, OEM, H.M.S. Osprey, December 2.

Ernest William Furzer, POEL, joined R.N. 1939, discharged 1954, November 18.
Roger Hoake, only survivor of H.M.S. Ardent which was sunk in the Arctic in June 1940, November.

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" (Int) indicates that 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 were advanced during November.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters Assistant categories are placed on the rosters in seniority order and are not required to pass an examination.

PROMOTIONS

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

REGULATING BRANCH

To MAA — T. G. Gale (Lowestoft), P.N. Davies (Juno).

OPERATIONS BRANCH

To CPO(MW) — P. Hitchcock (Vernon).
To CPO(S)(X)(SM) — J. J. Burns (Valiant), J. P. Coxhead (Renown), K. C. Stephenson (Neptune).

To CMT — R. Purusram (RNH Haslar).

To CPOA(MET) — I. McNeil (Warrior).

ARTIFICERS & MECHANICIANS

To ACEMN — M. Crofts (Vernon).
To ACCA — C. S. Smith (Churchill).
To ACCA(AE) — A. Wilkinson (781 Sgdn).
To ACMEA(P) — D. H. Landless (Sheffield), R. Bell (Sultan), V. P. D. Williams (Ark Royal).
To ACMEMN(P) — P. J. Robinson (Ark Royal), P. A. Goldson (Hermes).

PO(EW)RS(W) — Int (13.9.77), 2; LS(EW)LRO(W) — Dry, 4; POCM — Int (23.3.78), 10; LS(M) — Dry, 10; POC(R) — Int (28.11.77), 4; LS(R) — Dry, 9; POC(S) — Dry, 3; LS(S) — Dry, 5; POC(D) — Dry, 1; LSC(D) — Dry, 5; POC(MW) — 179, 1; LS(MW) — Dry, Nil; POC(SR) — Int (21.8.78), Nil; LS(SR) — Dry, Nil; POPT — 193, Nil; RPO — 222, 8; RS — 250, Nil; LRO(G) — Dry, 5; CY — 129, 5; LRO(T) — Int (14.6.77), 7; POC(SM) — Dry, 3; LS(S)(SM) — Dry, 6; RS(SM) — Int (7.12.78), 7; LRO(SM) — Dry, 1; POC(UW)(SM) — Int (1.9.77), 2; LS(UW)(SM) — Dry, Nil.

POEM — Dry, 14; LMEM — Dry, 33; POC(L) — Dry, 2; LCEM — Int (22.6.78), 4; POEL — Int (15.6.78), 13; LOEM — Dry, 19; POEL — Int (8.10.78), 8; LREM — Dry, 18; POWTR — Int (15.7.78), 7; LWTR — Int (10.11.77), 13; POSA — 251, 2; LSA — Int (30.11.78), 5; POCA — Dry, Nil; LCA — Dry, 3; POCX — 402, 2; LCK — Int (18.8.78), 12; POSTD — 250, 6; LSTD — Int (21.9.77), 14; POSA — 197, 1; LMA — 125, 1; POA(P) — 211, Nil; LAM(AE) — 140, 2; POEL(A) — 250, Nil; LEM(A) — 87, 3; POEL(A) — Int (15.9.78), Nil; LREM(A) — Int (1.7.77), Nil; POEL(AW) — Dry, 3; LEM(AW) — Int (27.5.77), Nil; POA(AH) — 296, 1; LAM(AH) — Int (30.11.78), 1; POA(SE) — 824, Nil; LASE) — Int (8.5.77), Nil; POA(PHOT) — 413, Nil; POA(MET) — 148, Nil; POACMN — 148, 1.

POWREN AF(AE) — 194, Nil; LWREN AM — 128, 1; POWREN CK — Int (30.9.77), Nil; LWREN CK — Int (10.5.78), Nil; POWREN DSA — Int (22.7.77), Nil; LWREN DSA — Int (6.5.77), Nil; POWREN MET — 129, Nil; LWREN MET — Int (1.6.77), 2; POWREN PHOT — 160, Nil; LWREN PHOT — Int (14.6.77), 1; POWREN R — 211, 1; LWREN R — Int (30.9.78), 1; POWREN RS — Int (7.9.78), Nil; LWREN RO — Int (7.9.78), 3; POWREN STD G — 205, Nil; LWREN STD G — Int (11.5.78), Nil; POWREN STD O — Dry, Nil; LWREN STD O — Int (23.8.77), 1; POWREN SA — Int (18.5.78), 2; LWREN SA — Int (5.4.78), 5; POWREN TSA — 84, Nil; LWREN TSA — 141, Nil; POWREN WA — Int (18.2.77), Nil; LWREN WA — Int (17.12.78), Nil; POWREN WTR G — Int (4.11.78), Nil; LWREN WTR G — Int (18.10.78), 4; POWREN WTR P — Int (28.1.77), Nil; LWREN WTR P — Int (1.8.77), 3; LWREN WTR S — Int (20.8.78), Nil; POWREN DH — Int (6.5.77), Nil.

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How seven 'Booty's Jennies' went through the Mill in Ulster



Above: During the medal presentation ceremony at Bessbrook, Wren Linda Graham receives a handshake from Lieut-Col. Henry Beverley, commanding officer of 42 Commando. On her right is Leading Wren Joanna Patrick; bearing the medal cushion, Lieut. John Stark, R.M.; and on the right of picture, LMA Jack Sibbald, attached to the Royal Marines. Below: Wren Sally Bubbins is shown a Gazelle helicopter by Capt Antony Webb of the Army Air Corps.

Who'd be a Booty's Jenny? The answer: at least 200 Wren Writers who volunteered for a tour in Northern Ireland with 42 Commando Royal Marines.

The seven who were chosen from that initial 200 are now in new jobs after spending six months with the Commando, including four months as the first Wrens to have served in South Armagh, close to the Eire border.

Third Officer Sherry Jeary, Leading Wrens Joanna Patrick and Di Marshall and Wrens Sally Bubbins, Karen Greaves, Linda Graham, and Janet Miller joined 42 Cdo at Bickleigh, Devon, Third Officer Jeary as assistant adjutant and the remainder making up the registry and typing pool, with one as Intelligence clerk.

Four husbands!

Later the unit moved to a training area on the South Coast of England for a two-week exercise, since described in an article for The Wren magazine by LWren Patrick:—

"Inside the camp there was a very effective mock-up of a village typical of Northern Ireland. Each company spent a considerable length of time in the village, with one company playing the part of the local population and another company the part of the Security Forces who had to deal with the 'incidents' as they occurred.

"We spent many of our evenings in the village, playing the part of civilian wives.

"As one Wren remarked at the time: 'This is the one place where a girl can get married four nights running, to four different men — with the C.O.'s approval!'"

Home for the Wrens in South Armagh was the five-storey, century-old Bessbrook Mill, half Security Base, half private brewery. Their quarters were surprisingly comfortable, however — which was just



as well because they spent most of their time in the Mill, working long hours and venturing out only for the occasional sporting or social invitation.

With helicopters the only form of transport linking

the Security Base with the outside world, shopping trips were also out of the question.

"Have you ever tried working out four months' supplies of stockings, toothpaste, etc.?" the Wrens wrote in a joint report towards the end of their tour. "We hadn't before this tour but now we are quite expert.

"The lads are great in this respect as several of them do bits of shopping for us when they go out — they have even been known to get us make-up!"

During some of their limited spare time the Wrens turned their hands to hairdressing and emergency sewing jobs for the men. By charging a small fee they collected £50 for Cancer Research and the WRNS Benevolent Fund.

Five-a-side

They were also challenged to several games of five-a-side football by various departments — but this had to end rather abruptly when it was realized that the men were sustaining far too many injuries!

More substantial "rest and recuperation" came in the form of a five-day break at home for each Wren, whose service was recognized at the end of the tour with the presentation of the Northern Ireland medal.

"We are proud of our medals and appreciate the new friendships we have made," the Wrens wrote in their report.

"Who'd be a Booty's Jenny? We most certainly would, especially if we could be a Jenny with 42!"

Pictures by
LA(Phot) Ric Churchill

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Muscat ramble for Sirius and Ardent

A palace party, fireworks, toboggan races on sand dunes, flights to oil fields, knock-out competitions and sports were part of the lavish programme when H.M. ships Sirius and Ardent, with RFA Grey Rover, visited Muscat on the occasion of the Omani National Day anniversary celebrations.

Officers from the ships went to the Sultan's palace tea party, where Capt. Michael Tudor-Craig (Captain, Sixth Frigate Squadron) was presented to His Majesty. In the evening, it was the ships' turn to be hosts. Generous hospitality for the ships' companies included attractions laid on by British firms.

When the R.N. ships put to sea, the Sultan embarked in his royal yacht to take the salute in a ceremonial steam past, afterwards joining prominent Omanis on board the frigates to witness a demonstration of friendly co-operation between the Royal Navy and units of the Sultan's navy and air force.

A pilotless target aircraft from the Grey Rover was successfully engaged by a Seacat missile from H.M.S. Sirius and gun from H.M.S. Ardent.

On completion, all ships turned outwards at maximum speed around the royal yacht to a starburst manoeuvre firing pyrotechnics in red, white and green (the colours of the Omani flag).

Cash plea for R.M. memorial

Financial help is needed to meet the cost of renovating the Royal Marines War Memorial on Plymouth Hoe, erected in memory of 1,449 members of Plymouth Division who gave their lives during the First World War.

The two figures depicting service ashore and afloat have suffered considerable erosion and to replace them in harder stone will cost £5,230 provided work is in hand by June 1.

Contributions will be gratefully received by the Corps Secretary, Royal Marines, Eastney. Cheques should be made payable to "The Royal Marines Central Bank."

Scottish Hospital

Ex-servicemen, disabled by wounds or disease, may be unaware of the amenities offered them by the Princess Louise Scottish Hospital. These range from treatment to a convalescent holiday or permanent home. The hospital also provides workshop training and employs disabled ex-servicemen who have cottages provided for them and their families.

For further details, write to the Commandant, Princess Louise Scottish Hospital, Erskine House, Renfrewshire PA7 5PU. (Details in DCI (RN) 750).

Broad pennant on China Station

During the visit of Commandant Vonla McBride, Director of the Women's Royal Naval Service, to Hong Kong, a commodore's broad pennant flew for the first time for more than six years on the China Station. The pennant, that of Commandant McBride, flew on the bonnet of a staff car.

'FOREIGN' FEARLESS

Assault ship home for refit

Nobody who served in H.M.S. Fearless during her last commission could complain of a lack of foreign visits. In the last two years she has made seven deployments — to the Mediterranean, Northern Europe, and the Caribbean — and visited nearly 50 foreign ports.

Now the Fearless is back in Portsmouth for a refit, and will hand back to H.M.S. Intrepid the role of Commando assault ship and Dartmouth training ship she took over from the Intrepid in September 1976.

The end of the commission also marks a change of allegiance for the Fearless, from Devonport to Portsmouth.

At the end of the refit, the Fearless is expected to go into "preservation by operation" until she once more switches roles with the Intrepid in mid-1980.

TRAINED OFFICERS

The ship's company trained 586 young officers during the commission, while in the last year 203 MEA apprentices from H.M.S. Caledonia served aboard to gain sea experience. All this was in addition to normal operation training and her primary role of assault ship during exercises.

The ship's company included 89 officers and men of the Royal Marines. Indeed, hundreds of Marines from the Netherlands, the U.S.A. and, of course, the United Kingdom, came to know her flight deck, dock, and troop decks.

SHAPES AND SIZES

Lieut.-Cdr. Kerry Morecroft, the aviation officer, and his flight deck team handled helicopters of all shapes and sizes from the navies, armies, air forces, and marine corps of many different nations.

The flight deck was also pressed into service as a parade ground, multi-purpose sports field and gymnasium, and a fairground for charity events.

Variety of life in the Fearless was nowhere more apparent than among the officers under training. They came from 16 different countries ranging from Brunei to the Bahamas, and Eire to Iran.

BOAT CREWS

The MEA apprentices, when not working in the engine and boiler rooms, were to be found in all parts of the ship. Together with the midshipmen, they crewed the ship's motor boats, and took full advantage of their first foreign runs ashore.

It was the proud boast of Cdr. Mike Davidson and his engineers that the ship always sailed on time. The engineering team



Above — Trailing her paying off pennant — and her flock of amphibious landing craft — H.M.S. Fearless enters her new home port of Portsmouth to begin a refit.

Picture: CPO (Phot) Tony Wilson



Left — H.M.S. Fearless takes on fuel and food at sea in the West Indies from R.F.A.s Stromness (left) and Tidespring.

included Chief Plumber Kenneth Goodchild, at 54, the oldest man on board, and the last serving plumber.

The Royal Marines of H.M.S. Fearless celebrated the 314th birthday of the Corps while the ship was on passage from Malta to Alexandria in October. A toast was drunk to the Royals, and the ship's commanding officer Capt. W.R.S. Thomas, assisted by Amphibious Operations Officer Major M. A. Langdon, R.M., cut a birthday cake.

The birthday fanfare was played by three buglers from the training band of the Royal Green Jackets Depot, Winchester, who joined the Fearless for her recent Mediterranean deployment.

Below — Nine members of the ship's company of H.M.S. Fearless braved Force 8 gales and a split mainsail to crew the yacht Chaser from Hornet, the Joint Service Sailing centre at Gosport, to Gibraltar. At the wheel is LMEM Dicky Dickens and LS Dave Southworth is on the "roof." Seated in the cockpit (left to right) are CEM Iain Pearson, Lieut.-Cdr. Jerry Quinlan, NA Dave Houlden, MEM Martin Kinley, skipper Charles Abrahams, C-Sgt. Ken Murgatroyd, POEL Scouse Jones, and Lieut. Steve Goodwill, R.M.



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INTREPID IS BACK!

As H.M.S. Fearless was ending her commission to begin a refit at Portsmouth, the assault ship H.M.S. Intrepid was preparing to leave harbour after more than two years in "preservation by operation."

It is expected the ship will begin sea trials next month, then work up at Portland before taking over from the Fearless the role of Commando assault ship and Dartmouth training vessel.

When the Intrepid's refit reached the stage where the ship's own catering facilities could be used, a light-hearted decommissioning ceremony marked the return to the Dockyard of the elderly barge which had acted as floating galley to the Intrepid during the past eight months.

PIRATES

Our picture (right) shows the commanding officer, Capt. David Morse, and "Admiral" Mr. Bert Dine, the galley's dockyard maintenance engineer, taking the salute as a dozen "pirate" chefs present arms with soup ladles.



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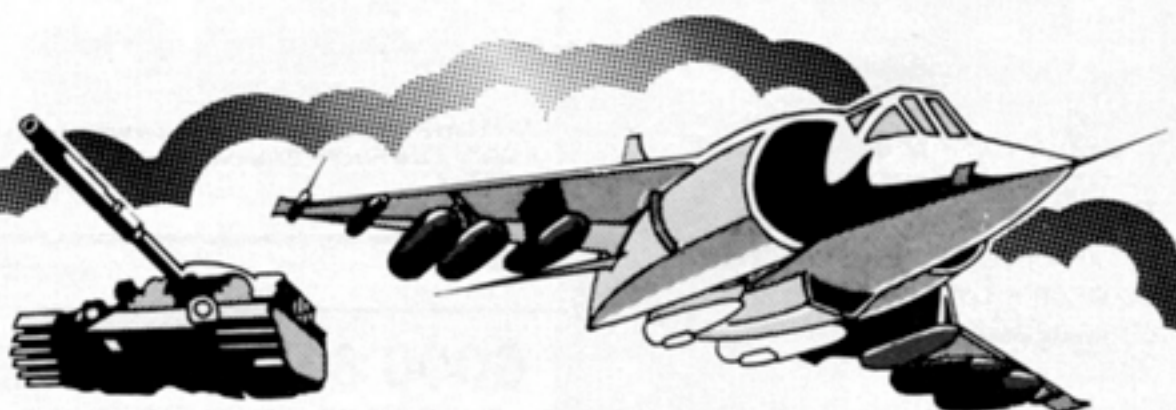
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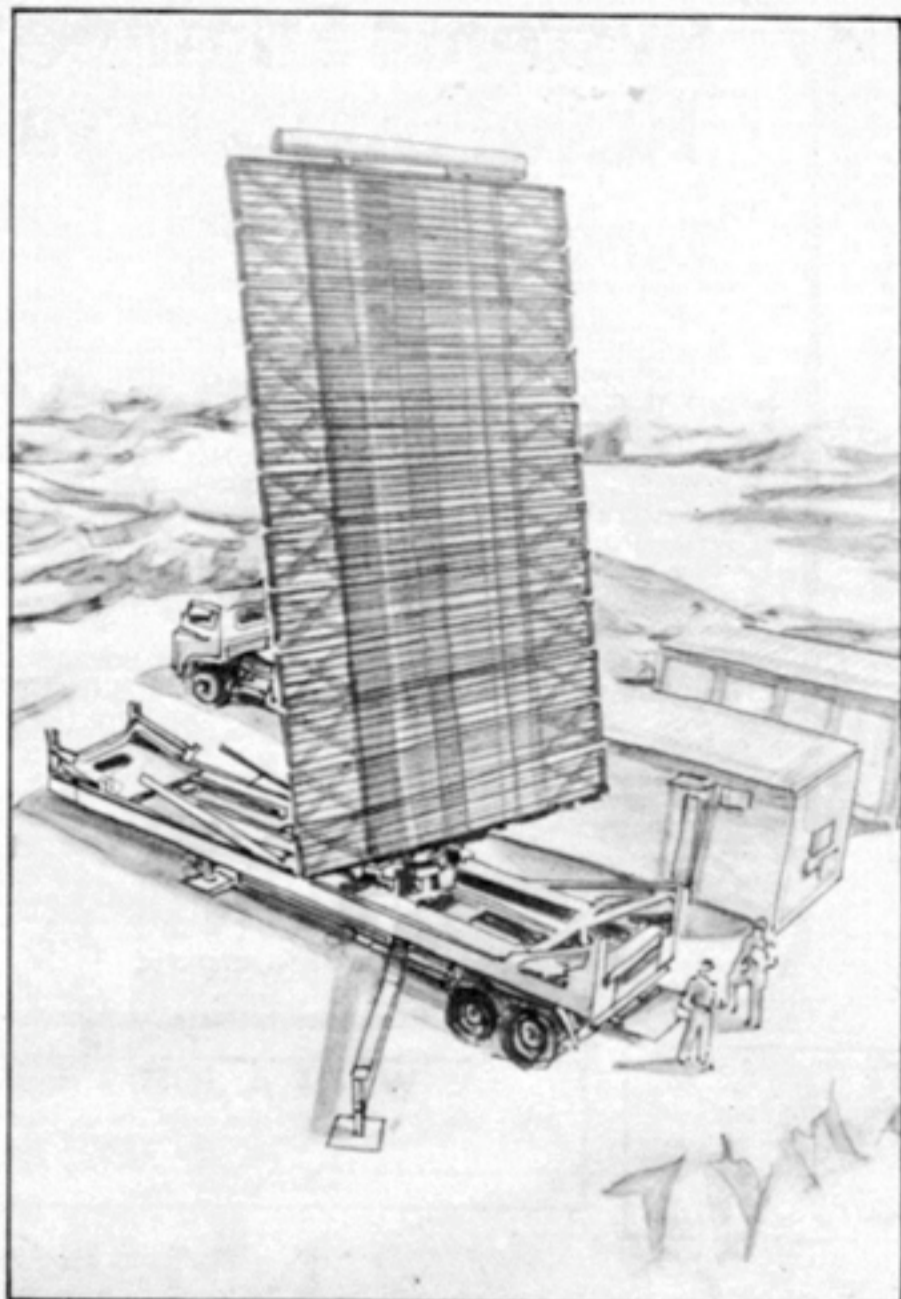
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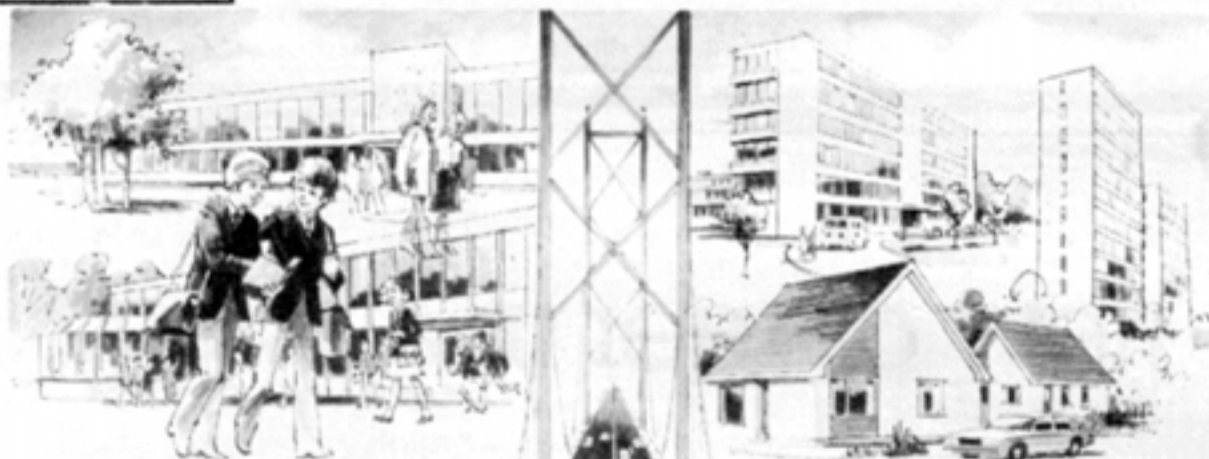
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- (1) Engineer — who will assist in interfacing weapons with ships' systems, setting to work and acceptance trials. To be a graduate or Technician in Electronics Engineering and some previous related experience is desirable.
 - (2) Senior Engineer — whose duties will include interfacing new equipment, acting as liaison and taking part in setting to work and acceptance trials. To be a Chartered or Technician Electronics Engineer or with an equivalent background in the Royal Navy. Experience in weapons (preferably naval), radar or communications is essential.
 - (3) Group Leader — will be expected to assume overall system responsibility for a major part of a warship integrated weapons system, from initial design through installation to final acceptance. To be a Chartered or Technician Electronics Engineer or with an equivalent background in the Royal Navy. Extensive experience in weapons (preferably naval) radar or communications is essential.

Replies are to give brief personal and career particulars and are to be addressed to:



Personnel Manager (Staff)
Yarrow (Shipbuilders) Ltd.
South Street, Glasgow G14.
The reference No. is T/17/78.

YARROW (SHIPBUILDERS) LTD.

SPORT

SUPER NAVY SWEEP THE BOARD

The Royal Navy put on a super show at the Inter-Service indoor hockey tournament at R.A.F. St Athan, and won all three trophies on offer.

The reasons for the recent international selections of CPOPT Andy Gregory (BRNC Dartmouth) for the England squad, and CPO Dave Siddall (H.M.S. Dolphin) for Wales, were made abundantly clear to the R.A.F. and Army as the Royal Navy romped home 10-3 and 9-0.

Top-scorer Gregory (seven goals) left immediately after the tournament to accompany the England team to Germany, while Siddall was later the architect behind the Welsh international team's defeat of Combined Services by 12 goals to four.

The tournament included the Tri-Service Inter-Command competition, in which eight commands (two R.A.F., three Army and two Navy) contested the right to enter the Rank Xerox National Indoor Hockey Club Knock-out championships.

Teams from Scotland, Plymouth and Portsmouth represented the Navy's interests, with the last two qualifying for the semi-finals.

PORTSMOUTH

Portsmouth ran out eventual winners, recording emphatic vic-

HOCKEY

tories over R.A.F. Support Command (12-4), Royal Engineers (10-3), Royal Signals (9-3), Plymouth Command (7-4) and R.A.F. Strike Command (6-1).

Much of the superiority shown by the Navy was due to the efforts of Navy coach PO Jan Keal (H.M.S. Drake) and skipper CPO John Aldred (H.M.S. Falmouth), who for two years have steered Combined Services to the point where they can hold their own with the best in the country.

Jan Keal, an England selector, was awarded the "man of the tournament" cup, enabling the

Navy to return to duty having achieved a clean sweep of the trophy cabinet.

INTER-COMMAND

PO Keal also had the satisfaction of leading Plymouth to the Navy Inter-Command hockey title in the championships played at Seaford Park, Lee-on-Solent.

Six teams entered the competition, and the standard of play was very high. There was little to choose between the sides, although Plymouth managed to find the back of the net with more regularity than the others.

In a thrilling final against Scotland, Plymouth finished as winners by three goals to two.

Royal Marines were third, Medway fourth, Portsmouth fifth and Naval Air Command sixth.

Scotland and Medway deserve special mention for their excellent performances. With small catchment areas for hockey talent, they are all too often the "Cinderellas" of Navy hockey.

Wembley whistler



Few football referees get the chance to take charge of one of the prestige matches played at Wembley Stadium. So WOI Len Huff (pictured above) was delighted to be selected to referee the Oxford versus Cambridge Varsity match at Wembley on December 6.

Len, who is the Chief Clerk at C.T.C.R.M., Lymington, has been a Football Combination referee since 1973. He became a Football League linesman in 1975, but this career was cut short when he was involved in a serious road accident a year later.

He hopes the Varsity match appointment will give him a boost as he strives to earn promotion back to the Football League lists.

Boxers make a wasted journey

Royal Navy coach CPO Mick Shone and his boxers were not pleased when a squad of 13 travelled to Barrow-in-Furness to take on North-West Counties, and found only four opponents awaiting them.

And with the matchings immediately cancelling out the Navy's strongest men, North-West Counties won the "contest" by four bouts to nil.

Representing the Navy on the night were AB Phoenix Jacobs (H.M.S. Nelson), STD John O'Driscoll (H.M.S. Intrepid), MNE Steve Taylor (40 CDO) and PO Mervyn Lescott (H.M.S. Mercury).

BOTH WON

Against London, however, it was a more heartening story. O'Driscoll and Lescott both won their bouts as the Navy recorded a 5-1 victory. The other Navy winners were SEA Cliff Storey (H.M.S. Antrim), NAM Steve Willis (H.M.S. Daedalus) — who beat the Dutch champion appearing for London — and LSA Roy Greenacre (F.M.G. Portsmouth), who beat 1976 A.B.A. finalist Ray Tabi.

SEA Lee Thorn (H.M.S. Hermes) was drafted into the team at short notice and lost on points.

INFECTION

A disappointment on the night was the non-appearance of No. 1 rated light-welterweight Colin Derrick, who had been due to

meet AB Wayne Green, the Navy champion and England international. Unfortunately, Derrick was ruled out by a chest infection.

With the pre-Christmas season behind them, CPO Shone's boxers now set their sights on defending the Services title which the Navy has never held in consecutive years.

Attempt on Mont Blanc

A Navy ski expedition is to attempt to climb Mont Blanc in the spring. Run under the auspices of the R.N. and R.M. Mountaineering Club and R.N. Ski Club, the venture will be based on Chamonix from April 6 to 27.

Anyone interested — applicants must be competent ski-ers with at least three seasons of experience — should contact Cdr. M. G. Rutherford at the National Defence College, Latimer, Chesham, Bucks HP5 1UD (telephone Little Chalfont 2761). Mountaineering ability is not essential.

International call-up for two U-21s

The improvement in Navy hockey is nowhere better reflected than at Under-21 level, where two players have been called up by their national selectors.

CEA App Alyn Lamb (H.M.S. Collingwood) was a member of the England schools squad and has now been selected for England Under-21s, and MEM Steve Enticknapp (H.M.S. London) has been asked to join the Welsh Under-21 squad.

The Navy's U-21 Inter-Command tournament in Chatham was won for the first time by Naval Air Command. Following the tournament, and further

trials, a squad was selected to defend the Navy's Inter-Service title in March.

Two preparation matches have already been played; resulting in a 3-3 draw with Sussex U-21, and a 3-0 defeat at the hands of Devon U-21.

As a further recognition of their ability, 15 of the squad have been chosen for the Combined Services U-21 trials.

Plymouth title for Pratley

Sub-Lieut. Irvine Pratley (RNEC) won the Plymouth Command squash championships on "home" ground by beating Lieut. Alex Johnstone (also RNEC) in a four-game final.

Pratley lost the first game, took the next two fairly comfortably, then conceded three game points in the fourth before clinching a 3-1 victory.

Sub-Lieut. Peter Des Claves and LRO Clive Bell were the losing semi-finalists. LCK Hill won the Plate competition, beating FCPO Pittway in the final. But FCPO Pittway did not come away empty handed. He won the veterans' round robin tournament, with Mr. Saunders second and Cdr. Quintin Des Claves third.



Irvine Pratley



Top of the POPTs in H.M.S. Temeraire was POPT Chris Bate, pictured here with the Navy's two most senior Wren physical trainers, POWPTs Carol McKenzie (left) and Nualla Ahern, who completed the same course as the men. POPT Bate finished top of the requalifying course and was awarded the Watson Shield.

Picture: LA(Phot) Chris Young.

Wren PTs get top marks

The Navy's new Wren physical trainers are getting top marks from their commanding officers.

Since the first full class of LWPTs qualified in H.M.S. Temeraire in June, reports have filtered back from the captains of their new establishments. Cdr. Dan Woodley, commanding officer of Temeraire, told Navy News the reports had been entirely favourable.

The 1979 LWPT is already fully subscribed, and

the list for 1980 also has a few names on it, said Cdr. Woodley.

The two most senior Wren PTs completed their petty officer course in November. POWPTs Carol McKenzie and Nualla Ahern qualified alongside a class of men, and are now serving in H.M.S. Collingwood and H.M.S. Pembroke.

Top of the POPTs on the course was POPT Chris Bate (now in H.M.S. Mercury), who was presented with the Watson Shield.

EASY WATER POLO WIN IN JERSEY

Mid. David Edwards, a Great Britain junior water polo player, made a tremendous debut in Navy colours against Jersey and the island clubs. He scored most of the goals as the Navy easily won a tournament involving Jersey Police, the Poidein club, and the island team.

Good swims by all the first strings took the Navy to victory over Jersey Swimming Club, and SEA(D) Simon Towns was first in the diving event.

In the swimming competition, Surg.-Lieut. Alex Wilson Mills broke his Navy record in the 100m. freestyle, winning in a time of 55sec. It was the fastest 100m. swim ever recorded in the Jersey pool. In the same race, LPT Micky Flaherty was second in a time of 61.4sec.

UNIVERSITY

Mid. Edwards, now at Birmingham University, won the 100m. breaststroke, with NAM Micky Dungey second, while MNE Ian

Stoughton (40 CDO) was just 0.2sec. outside his Navy record in the 100m. butterfly.

Another good performance was turned in by Sub-Lieut. Ian Hughes (RNEC Manadon), who was 0.8sec. outside the Navy record in winning the 100m. backstroke.

Alex Wilson Mills won the individual medley, and the Navy won both medley and freestyle relays in very fast times.

Memorial trophy awarded

A sailing trophy presented in memory of a young sailor who died last year has been won for the first time. JS Peter Martin received the Baring Cup at the annual Portsmouth Command prize-giving as the first junior rate helmsman to finish in the Woodcock Cup race for Bosun dinghies.

The trophy was presented by Mr. and Mrs. Eric Baring of Devon in memory of their son Trevor, who died in a road accident last year while serving in H.M.S. Vernon.

SPORT

CTC make it a first for the Royals

CTCRM became the first Royal Marine holders of the RNRU Knock-out Cup when they beat H.M.S. Daedalus by 15 points to nil on a cold, sunny December day at R.N. air station Yeovilton, writes Mike Vernon.

By virtue of their semi-final wins over H.M.S. Sultan and 45 Commando, the CTCRM and Daedalus advanced to the final for the first time in its seven year history.

INJURY

Daedalus were unlucky to lose John Ackerman with an injury sustained in the Navy squad coaching session the previous Sunday and, without his direction and discipline up front, were hard pressed to contain Andy Higginson, Clive Richards, Roger Tinson and the Lymstone forwards, who, spurred on by strong Boot-neck support on the touchline, proved to be the dominating factor.

Daedalus, the Bambara Trophy holders, had potentially match-winning skills behind the scrum but increasingly kicked away such good possession as they were allowed. CTC full-back Hobson proving entirely steady under pressure.

PENALTY

The first half provided only one score, a penalty goal after five

RUGBY

minutes by CTC fly-half Bonar, and, with the advantage of the wind after the interval, Daedalus were still in with a strong chance if their backs could be given good possession.

CTC however maintained their forward grip and, after a second penalty goal from Bonar, were

rewarded with the only try of the match when centre Tidcome crossed near the posts after a ruck in the left-hand corner, Bonar obliging with the conversion and a third penalty goal just before no-side.

Despite some enterprising rugby, Daedalus, were denied consolation and CTC ran out worthy winners of a match well conducted by West Country referee Terry Day.

Navy prepares for Twickenham

The Navy team's work-up programme for the Inter-Services (17 February v. RAF and 10 March v. Army) starts immediately after Christmas leave. As well as the regular fixtures against Bath (10th), Bristol (23rd) and Cambridge University (31st), there are new fixtures against Metropolitan Police (17th) and Saracens (27th), both in London.

Bath and Bristol are both evening games under floodlights and the other three start at 14.30. With the talent believed to be available, especially when compared to that of the other Services on display in the recent Combined Services

games, new selector Roger Godfrey has some justification for cautious optimism, though there are limitations in some key positions.

I will personally reward with munificence anybody who can come up with a scrum-half of the calibre of that former ornament of the Electrical branch, Colin Davies.

Kermit, flushed with euphoria after his first visit to Cardiff Arms Park and the shining deeds performed by both All Blacks and Barbarians, wishes all his readers a Happy New Year, and a clean one on the park.



Iveston's sailing surfboard

The Plessey company presented H.M.S. Iveston with a sailing surfboard in appreciation of help given by the mine countermeasures vessel with trials on the new 193M minehunting sonar equipment. Pictured with the surfboard are (from left to right) the ship's commanding officer, Lieut. David Cartledge, CPO Brian Cattermoul, and CPO Richard Elsom.

Picture: CPO (Phot) Tony Wilson.

Footballers find the winning way

With wins recorded against Bognor and the British Fire Service, Navy soccer coach Sgt. Jimmy Foy's preparations for the Inter-Service tournament have got off to a bright start, writes Jack Sheppard.

Plymouth Argyle, however, fielded a strong mix of reserve and first team players and came back from a goal down to thump the Navy 5-1.

Mark Williams (H.M.S. Falmouth) scored from a brilliant solo run after two minutes of the game against Bognor. Mark, ironically, plays for Bognor in the Southern League.

Bognor soon got a goal back, then went ahead early in the second half. Eddie Simmonds

(H.M.S. Daedalus) changed that when he spotted the Bognor 'keeper off his line and beat him from way out.

PENALTY SPOT

The Navy went ahead when Tommy Johnson (H.M.S. Berwick) scored from the penalty spot after Williams had been brought down, and Noel O'Hare (Yeovilton) made it four when he volleyed home a well-worked corner kick by Johnson and Williams.

Former Navy goalkeeper Paul Fitzpatrick turned out for the British Fire Service at Victory Stadium and was soon producing the skill and anticipation which won him Royal Navy recognition.

FINE EFFORTS

But he could not keep out two fine efforts from newcomer Ian Rogers (H.M.S. Centurion) as the Navy won 2-0. Another new face to show up well in this game was Billy Green of Yeovilton.

Kevin Maddocks (H.M.S. Sultan) rammed the Navy into a surprise lead against Plymouth Argyle, but the professional footballers were 2-1 up by the interval, and eventual winners by five goals to one.

Tommy Miklinski (H.M.S. Collingwood) brought off many good saves in the Navy goal as the Plymouth forwards attacked with incisive speed.

FIXTURES

January fixtures for the senior side include matches against the Amateur Football Alliance (January 10 at the National Westminster Bank Sports Club, London), Somerset (January 17), Post Office (January 24, Victory Stadium), and London University (January 31, H.M.S. Pembroke). All kick-offs are at 1415.

The Youth side plays Somerset on January 27.

Secretary of the R.N.F.A. (Department of D.N.P.T.S., Orion Block, H.M.S. Nelson) is still looking for past Navy players with international caps, and those who have represented the Services in the U.K. against R.A.F. or Army.

Crack shots!

These three members of the H.M.S. Dryad shooting team have been awarded National Smallbore Rifle Association marksman badges — two of them just four months after taking up the sport. From left to right they are MA Gary Plestead, SA Graham Lloyd, and AB Jack Kerr.



WHAT, WHEN, WHERE

JANUARY

- 2-6 — Ski-ing: International two-man bobsleigh (Cortina).
- 6-7 — Kayak: River Tees (2) (York); Fencing: AFA epee competition (London).
- 7 — Swimming: Bedford tournament (Bedford); Volleyball: RN(W) v Bracknell and Polonia (H.M.S. Sultan).
- 7-20 — Ski-ing: British squad training (St Moritz).
- 10 — Football: RN v AFA (London).
- 10-11 — Boxing: RN Open championships (H.M.S. Nelson).
- 12-14 — Athletics: Coaching Proficiency Course (Victory Stadium).
- 13 — Hockey: RN(W) v Henley (Henley); Squash: RN(W) v North Kent SR Club (Greenwich).

- 13-14 — Kayak: River Dee (3) (N. Wales); Swimming: RN v. Hamts Clubs and RN v Brighton v Shiverers (H.M.S. Temeraire); Netball: RN(W) Bournemouth/East Dorset/Norhamts (Nelson).
- 14 — Volleyball: RN v Forest Hill v Whitefield (Walnut Sports Centre, Orpington); Squash: RN (W) v Cumberland Club (Greenwich); Hockey: RN(W) v Ascot (Ascot).
- 15-19 — Fencing: RN Composite Course (coaches, officials, proficiency) (H.M.S. Nelson).
- 17 — Football: RN v Somerset (Bath).
- 20 — Fencing: RN v UAU (Combined Universities) (Guildford); Hockey: RN(W) v Chelsea (Clarence).
- 20-21 — Kayak: River Usk (2) (S. Wales).
- 20 — Hockey: RN v Reading (Reading).
- 21 — Hockey: RN(W) Portsmouth Civil Service (Portsmouth).

- 22-4 Feb. — Ski-ing: European two and four-man championships (Winterberg).
- 24 — Football: RN v British Post Office (Portsmouth).
- 25-26 — Squash: Inter-Service squash championships (US Club).
- 25 — Boxing: RN v RAF (RAF Halton).
- 26-27 — Swimming: Training week-end and RN v local clubs (H.M.S. Raleigh).
- 27-28 — Kayak: River Dart (Devon).
- 27 — Football: RNFA Youth v Somerset (A) SW Counties competition; Fencing: RN v Surrey (H.M.S. Temeraire); Football: FA County Youth Challenge Cup 3rd Round.
- 28 — Hockey: RN(W) v Southampton LHC (Clarence); Hockey: RN v Hawks (Whiteley Village).
- 29-11 Feb. — Ski-ing: Junior European two and four-man championships (Cervinia).

- 31 — Football: RN v London University (Chatham).

FEBRUARY (first week)

- 2-4 — Basketball: RN v local clubs (Plymouth); Athletics: Coaching Proficiency Course (Victory Stadium).
- 3 — Hockey: RN(W) v Chelsea College of PE (Eastbourne).
- 3-4 — Kayak: River Tees (3) (York).
- 4 — Volleyball: RN(W) v Whitefield (Bristol); Hockey: RN(W) v Bishop's Otter (Clarence).
- 5-11 — Ski-ing: four-man Nations Cup (Igls nr Innsbruck).
- 7 — Football: RN v Civil Service (Portsmouth); Hockey: RN v Cambridge University (Cambridge).

Ski defeat in London!

Navy ski-ers had to concede victory to a team from the British Association of Ski Instructors . . . in London! The occasion was the Earl's Court International ski Show, which featured a dry ski slope slalom competition.

The R.N. Ski Club manned an eye-catching stand during the show and entered three teams in the slalom. They also attracted much interest in the excellent value holidays the club offers.

Skiers in action

The Royal Navy ski team is preparing at Val d'Isere, France, for the British International Services Ski Championships from February 1 to 3. Last year the Navy team did very well to finish third out of seven teams in the international competition.

Apart from R.A.F. and British Army teams, the Italians — last year's winners — Germany and France both regularly enter Service teams.

This year the Navy is organizing the three-day competition which consists of downhill, giant slalom and slalom races. Lieut. Rowland Raikes (H.M.S. Birmingham) is captain of the six-man team, of which the best four count in competition.

BIG SWITCH

(Continued from page one)

Regrettably, this has not been possible in the Submarine Service, where a high proportion of Weapon Engineering ratings employed in propulsion billets continue to be required to fill them and therefore transfer to the Marine Engineering sub-branch.

This situation was not unexpected, though it is slightly ironic that the only area where there is a shortage of volunteers is the Submarine Service, because the nuclear submarines have been leading the way on these changes. Indeed, some submarines have already changed their organizations.

The date of transfer to the ME sub-branch for the ratings whose names are announced will be September 1, 1979.

As stated in a DCI last year, to minimize drafting turbulence and to fit in with ship programmes, the transfer of responsibility in ships and submarines will be phased over a period of three to three - and - a - half years.

TRANSFEREES

This will involve some Marine Engineering Artificers (L), Marine Engineering Mechanics (L), and Marine Engineering Mechanics (L) continuing to be employed by the Weapon Engineer Officer until the transfer of responsibilities has taken place in all ships (early 1983).

The announcement in DCI 1/79 giving the names of transferees will also have advancement structure outlines and advice on cross-training leading to full ME charge.

New badges have been designed for the ME and WE sub-branches to be worn from September 1, 1979.



Example from the new Marine Engineering badge range. M or L below the device will indicate mechanical or electrical specialization.

New rules to avoid next-of-kin errors

A little "soul searching" by the Royal Navy has resulted in the announcement of new procedures to avoid next-of-kin distress over errors, in the event of a disaster.

Entitled "Updating of Next-of-Kin Details and of Souls on Board," the statement says that a recent study established that, in the event of the loss of a ship other than a submarine, it would take lengthy inquiries before it could be established with certainty who was on board at the time.

accident, there would be no satisfactory way of identifying next-of-kin.

"This is obviously an unacceptable situation," says the announcement, "and investigations have been under way in the Ministry of Defence to

produce a casualty reporting system which will accurately establish who is on board a ship at any one time, and the names of those people who are to be informed in the event of an accident."

A new set of procedures is

coming into force on February 1, 1979, and senior officers are to arrange periodic checks to ensure that the arrangements are achieving the intended purpose.

Submarines are to continue their present arrangements for landing next-of-kin lists before sailing.

Olympus in collision

The Patrol submarine H.M.S. Olympus returned to her base at Devonport in early December after being involved in a collision while submerged south of Portland Bill.

A statement issued after the incident said that the Olympus, commanded by Lieut J. W. R. Harris, was struck a glancing blow by an unidentified merchant ship.

It added, "She has suffered damage to her external superstructure, but there is no internal damage and her watertight integrity is not affected. Nobody has been hurt."

Distress

Moreover, under present arrangements, there would remain the possibility of a small number of errors which would cause distress to next-of-kin.

The study established that despite regulations, only about half of all ratings have the necessary up-to-date forms in their drafting records at H.M.S. Centurion.

Therefore, if a ship was lost or her records destroyed in a serious

HEADING HOME . .



Above: Heading home in time for Christmas . . . the eleven ships of the seventh group deployment, led by H.M.S. Conqueror and H.M.S. Blake.

Commanded by Rear Admiral Robert Squires and, more recently, by Rear Admiral David Halifax, the group left Britain last May with 32,000 miles in front of them.

They deployed to the east and west coasts of North America and to the Caribbean, called at 42 ports, and took part in four major exercises with ships of the Dutch, German, American, Canadian, French, Mexican and Dominican navies.

Left: Following custom, the Navy's ice patrol ship H.M.S. Endurance was away from home over Christmas and on duty down South. Another custom is "Crossing the line," and the lively proceedings on board for this ceremony are pictured

in early December while the ship was en route to the Antarctic for her 1978-79 survey season.

Earlier the Endurance had called at Gibraltar, where her Marines gave an unarmed combat display for the Governor. Then the ship sailed for Rio de Janeiro.

Nearer home, Christmas "duty" frigate was H.M.S. Bacchante, with H.M.S. Antelope deputising alongside at Devonport. H.M. ships Jersey and Lindisfarne maintained the North Sea fishery protection presence.

There was consolation for those at sea between December 24 and 26 in the form of a free three minutes private radio telephone call for each man to loved ones at home, authorized by the Commander-in-Chief Fleet.

Colour picture: LA (Photo) Paul Gibson. Black and white: LA (Photo) R. J. Glee.

HEADING AWAY . .



Bird's eye view

The delicacy of this delightful shot entitled "Bird of Paradise" caught the judges' attention at the Peregrine Trophy competition for the Navy's professional photographers. It gave LA Ralph Mortimer, serving in Hong Kong, first prize in the competition's transparency section. Many of the other winning pictures appear in the centre pages.



Now it's Dr. Lewin

The First Sea Lord, Admiral Sir Terence Lewin, now holds the honorary degree of Doctor of Science, conferred upon him by the City University, London, in recognition of the Royal Navy's encouragement and support for the university's "Systems and Management" BSc course.

Admiral Lewin received the degree from the Lord Mayor of London, Sir Kenneth Cork (University Chancellor), at a ceremony at which a further 20 naval officers were presented with their BSc degrees.

Between 1968 and 1972, the Navy collaborated with the university in planning the course, designed to meet both educational and vocational needs of would-be managers.

Since the degree started in 1972, 68 naval students have graduated, and 32 are currently on course.

The Navy's Boat Show

London's International Boat Show this month (January 4 to 14) has the Royal Navy occupying prominent positions on either side of the main exhibition pool.

Ceremonial and displays by the R.N. Display Team and the Royal Marines will be put on during each day of the show.

In addition, a static "Modern Navy" display will be set up in the R.N. stand alongside the pool.

Attractions of the R.N. stand will include exhibits by the Hydrographer of the Navy's Department, the Director of Naval Recruiting, and the Royal Naval Sailing Association as well as a replenishment at sea feature. Submarine Command will stage an exhibit in the Pembroke Hall.

See also page 29.

Canada refit

H.M. submarine Sealion, originally scheduled to enter Portsmouth dockyard this summer, is to have docking and essential defect work carried out at the Royal Canadian Navy dockyard in Halifax, Nova Scotia. The work is due to start this month.