

Navy News

JULY 1979

10p

STAND BY FOR RELIEF!

Six-ship lay-up to ease 'overstretch'

The Navy's Drafting organisation is swinging into operation to tackle the task of placing men where their skill is now needed following the decision to "retire" six major ships prematurely in the next 14 months, starting in September.

Laying-up of the helicopter cruiser H.M.S. Blake and five Tribal-class frigates to relieve manpower "overstretch" elsewhere in the Fleet will bring under consideration the futures of more than 2,000 men at present serving in these ships.

From H.M.S. Centurion has come assurance that the Drafting Division will seek to minimise turbulence and give as much notice as possible. Drafty also says that special attention will be paid to individual preferences, and officers will be consulted in each case.

Shortages

Currently the Navy has a shortage of about 350 officers and 2,000 ratings.

Announcing the decision on the ships' future, the Defence Secretary (Mr. Francis Pym) said at the end of June that the Blake and the frigates Nubian, Zulu, Mohawk, Gurkha and Eskimo — all of them over 15 years old — would be transferred to the Standby Squadron.

He said that the move was necessary to ensure that the momentum of the programme of new ships and weapons was not prejudiced by current manpower shortages. The ships would remain available for operation in tension or war, when they would be

● Continued in Page 9

From the quay at colourful Mevagissey, the R.M. Band of Flag Officer Plymouth leads the ship's company members of H.M.S. Stubbington to the Parish Church for the laying-up of the Ensign. The Stubbington, at present with the Fishery Protection Squadron, Rosyth, was on a weekend visit to her adopted town in Cornwall.

Colour on a Cornish quay

Picture: PO(Phot) Paul Wellings



LYNX JOINS AMAZON

First Type 21 to complete a major refit, H.M.S. Amazon was rededicated at Devonport in June. The refit included work to allow the operation of the Lynx helicopter — and the commissioning ceremony of the Lynx Flight is pictured here.

Picture: PO(Phot) Paul Wellings.



It's the £75,000 jolly jackpot

Who knows a good way to spend £75,000? That's the size of new "Supergrants" to be made by the Nuffield Trust, one a year to each of the three Services in turn. And the Royal Navy, being Senior Service, gets first shout.

Idea of the grants is to provide fixed assets for U.K. establishments by funding amenities not available from public funds and which will benefit maximum numbers of serving personnel.

These grants, additional to the Trust's normal annual grants to the Services, have been made possible by careful husbandry. One factor has been the extra cash available as a result of disposal of the Nuffield United Services Officers' Club at Portsmouth.

Last year the Trust made grants of £336,000 to the Services. Of this, the Navy's share (including allowance for Inter-Service grants and Women's Services) was more

than £84,000. Over the past 40 years the Trust has given over £9 million to the Armed Forces.

The first grant under the new scheme will be made to the R.N. and R.M. in 1980, and a DCI is expected shortly giving full details.

DOLLARS, TOO

● Another windfall is coming the Navy's way. An American business man now selling "pusser's rum" in the U.S. has indicated that he wishes to donate 20,000 dollars and has been told that the most appropriate fund would be the Sailors' (Tot) Fund. A presentation ceremony is being arranged.

MORE R.N. CRAFT FOR HONG KONG

With the flood of refugees and illegal immigrants arriving in Hong Kong the Royal Navy has become involved in the reinforcement to allow more patrol activity.

The 102-ton fast training boat H.M.S. Scimitar is due to be shipped out by commercial vessel this summer, while two ten-ton hovercraft from the R.N. Hovercraft Trials Unit at Lee-on-Solent are going out in the store carrier R.F.A. Bacchus.

Two naval Sea Kings from the deployed ships heading for Australia are also to be based in Hong Kong. R.F.A. Fort Grange was diverted from the deployment to transport them.

In all, about 50 naval personnel are involved in the reinforcement.

Harrier's future — Page 9

Bronington's brood

It's amazing just how many people you can squeeze on to the deck of a minehunter — and still have room to spare!

During H.M.S. Bronington's visit to Cardiff, 50 residents of the ship's namesake village in Wales were entertained on board in return for the hospitality shown to sailors earlier in the year.

As a token of their visit they presented the ship with an engraved silver tankard — and

issued more "come-and-visit-us" invitations to the sailors, some of which were promptly taken up.

In late June, the Bronington was taking part in a large hunting and sweeping exercise on the South Coast, followed this month by a deployment to the Azores, Madeira and Lisbon by the Second Mine Countermeasures Squadron.

Picture: Western Mail and Echo

Now... Navy Days on ice!

Cool operator

H.M.S. Endurance returned to Chatham with a possible claim to an entry in the Guinness Book of Records.

It is believed that the farthest south medical operation was performed on board the ice patrol vessel when one of her Royal Marines developed a strangulated hernia.

After a satellite telephone conference with a consultant at the Royal Naval Hospital, Haslar, the medical officer carried out the operation successfully, assisted by the Naafi manager and an embarked R.A.F. officer.

The patient was later landed in the Falkland Islands and flown back to hospital in Britain.

Ice and snow and a couple of penguins brought a touch of the Antarctic to Chatham Navy Days.

But it was not a result of the Spring Bank Holiday weather... the ice and snow — and penguins — were the simulated variety, part of a static display in the helicopter hangar of H.M.S. Endurance, the ice patrol ship based at Chatham.

The Endurance recently returned for a refit after her tour of duty in the Antarctic.

Despite the rainy weather 37,000 people visited the ships and displays on May 27 and 28 and by early on Bank Holiday Monday the gates had to be closed when a three-mile queue of traffic had built up outside the Naval Base.

STARS

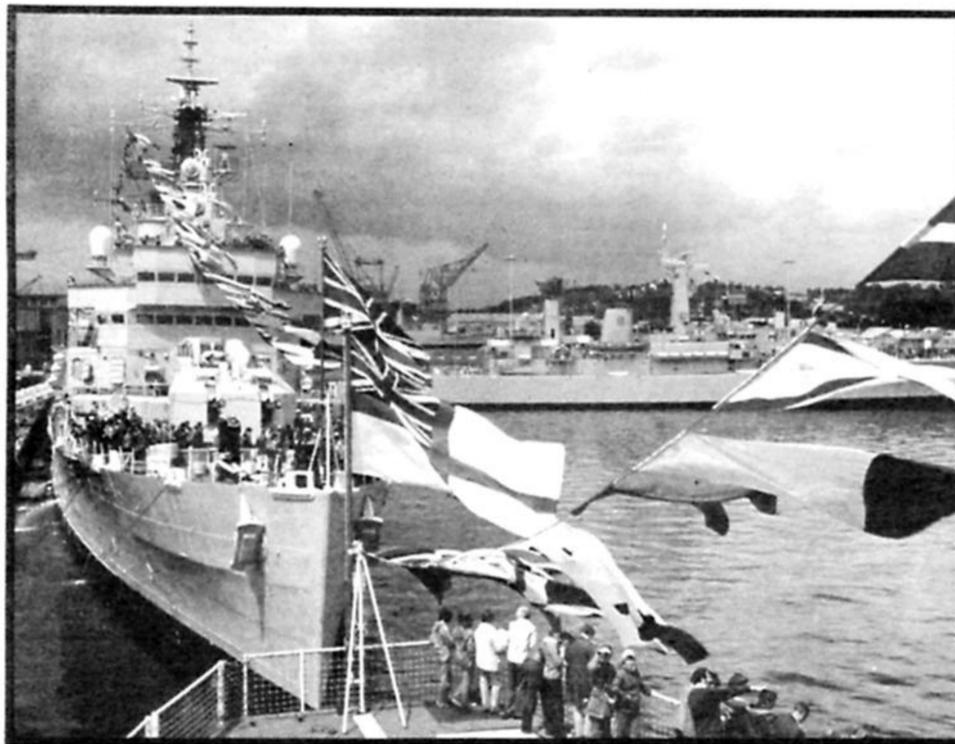
Among the Navy Days stars were the helicopter cruiser H.M.S. Blake and the frigates Eskimo and Scylla.

The Inshore Survey Squadron was well represented by H.M. ships Echo, Egeria and Enterprise, all of which have recently completed refits at Chatham.

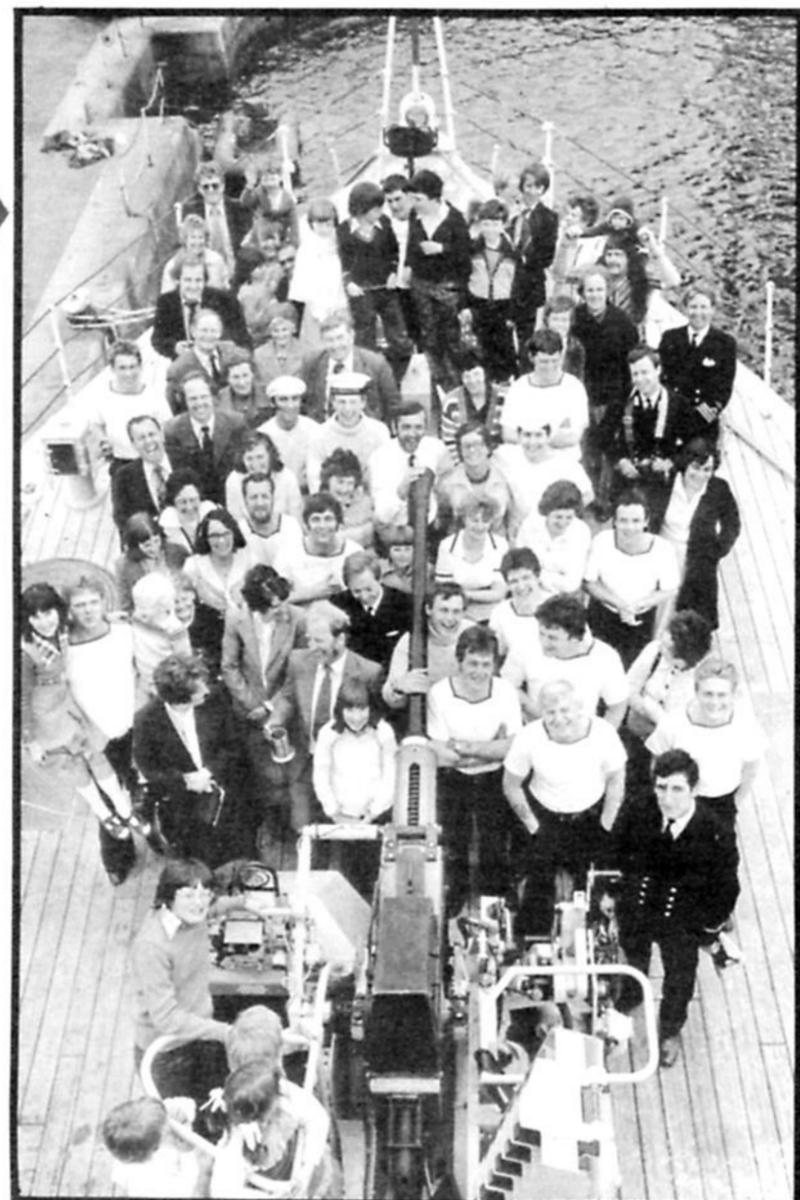
Visitors were able to go aboard the R.F.A. Grey Rover. NATO vessels present were the Dutch Hadda and Blommendal and four inshore minesweepers of the Belgian navy.

Wettest, and probably coldest, person during the two-day event was 19-year-old LWren Deborah Brown, twice "saved" in a helicopter search and rescue demonstration in Basin No. 3. She shared the girl-in-distress role with Wren Julie Spittles of the WRNR.

Other "live" displays included a helicopter fly-past and a mortar firing by H.M.S. Scylla.



Rain clouds over Chatham Navy Days did not deter 37,000 visitors crowding on board ships like H.M.S. Blake (left) and H.M.S. Scylla, photographed from H.M.S. Endurance.



Plymouth flagstaff climb earns commendation

A Royal Navy lieutenant who climbed 60ft. up a flagstaff to help a woman who was threatening to jump from it has been awarded the commendation of the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton.

Lieutenant A. L. Grant, on social work duties in the Family Service, was summoned to the Flag Officer Plymouth's headquarters, where the woman had climbed the flagstaff yardarm and was threatening suicide, on April 29.

Risking his own safety in the stormy conditions, he climbed to her and after considerable time and effort persuaded her to return to safety.

In his commendation Admiral Clayton praised the initiative and courage shown by Lieut. Grant in overcoming his dislike of heights and the dangers of the weather.

Awards for Navy films

Two films made by the Royal Navy Training Film Branch have won awards in America. "A Dirty Story," about sewage disposal problems in the Fleet, and "Fleet Air Arm Fashion Show," a short cartoon on flight safety, both won top awards at the 12th U.S. Industrial Film Festival in Chicago.

Cap tallies for sale

Cap tallies from many R.N. ships, including some of Second World War vintage, are available from the Navy Days Officer, H.M.S. Drake, Devonport.

Anyone interested should write to him direct asking for full list and prices (enclose stamped, addressed envelope). Proceeds will go to naval charities.

Archives left to museum

Mr. Leslie Honeywill, regarded as a doyen of the Submarine Service, has left his archives to the R.N. Submarine Museum at Gosport. Mr. Honeywill, a World War II submariner, died recently at the age of 79.

OBITUARIES

M. Tuckley, A/POMEM, H.M.S. Sultan, May 30.

B. (Chick) Fowie, Ex-Ch. ME. Mentioned in Dispatches.

SWOP DRAFTS

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

AB(MW) I. Thomas, 211 Mess Scott Block H.M.S. Vernon, due to join H.M.S. Brereton, minehunter, Gibraltar. Will swap for any Plymouth ship in refit or sea going.

LOEM D. H. Fleming, LMEM (L), C1K Mess H.M.S. Collingwood, drafted H.M.S. Rotheray, Nov. Will swap for Type 21 frigate or Devonport ship refitting.

REA1 (A) R. Hoar, CPOs' Mess, H.M.S. Daedalus, drafted 819 Squadron Oct. Will swap for any Sea King Squadron or Wessex III flight.

ALAM J. S. Hobson, drafted R.N. air station Cuddeose Sept., Sea Kings. Will swap any Portland or Yeovil draft. Replies to 74 Haylands, Weston, Portland, Dorset. Tel. home: Portland 821655 or 820311 extn. 3306.

LCK I. S. Forsyth, due to join H.M.S. Nelson July, over six months. Will swap for any Devonport shore base, or frigate in refit. Replies to 70 Raglan Road, Cumberland Gardens, Devonport, Plymouth, Devon.

AB(R) Stafford, F.M.B. Devonport, drafted H.M.S. Cardiff, Portsmouth, Sept. Will swap for any Devonport frigate.

CEA2 Hooper, POs' Mess, H.M.S. Leander, drafted to R.A.E. Aberporth. Will swap for any Plymouth shore base.

LRO (G) M. F. Watson, 2E Mess, H.M.S. Kent, drafted Northwood (CTF 345) (PV) Oct. over six months. Will swap for Yeovilton or Portland.

POEL B. Wilkes, H.M.S. Broadsword, Devonport (trials). Will swap for any Portsmouth ship not deploying.

SA MacRae, 150 Mess, H.M.S. Cochrane, Rosyth, drafted H.M.S. Glamorgan early Sept. Portsmouth refit until Sept., 1980. Will swap for any seagoing ship going foreign.

LREM Landy, 32, Avenue Road, Gosport, Hants, drafted H.M.S. Antelope Plymouth. Will swap for any Portsmouth ship or shore base.

LS J. Doyle, 3M1 Mess, H.M.S. Hermione, drafted H.M.S. Brighton, Sept. deploying Mediterranean until December. Will swap for any Portsmouth ship not deploying.

AB(M) A. W. W. McLellan, 3D Mess, H.M.S. Sheffield, refitting Portsmouth approx. one year. Will swap for any seagoing ship not refitting.

LMEM A. G. Anderson (SBD), 5 Mess, H.M.S. Abdiel. Will swap for any frigate not in, or due refit, Chatham or Plymouth based.

AB(M) D. Bateman, H.M.S. Victory, H.M. Dockyard, Portsmouth. Will swap for any Devonport shore base.

ALWTR G. Lewis, AO11, FOST, Portland. Will swap for any shore base.

AB(R) P. Mallinson, RA's Box, H.M.S. Rooke, BFPO 163, Gibraltar, drafted H.M.S. Danae, December. Will swap for any Portsmouth ship.

AB(R) S. R. Aston, H29 Mess, H.M.S. Drake, Plymouth, drafted H.M.S. Vigilant, Nov. running from Rosyth. Will swap for any ADAWS fitted foreign sea going ship.

POMEM R. D. Gibson (BWC), POs' Mess, H.M.S. Pembroke, drafted H.M.S. Bacchante, Oct. Will swap for any Chatham or Portsmouth ship.

REM1 Blain, 3G Mess, H.M.S. London-derry, refitting Rosyth until Sept., then Portsmouth based. Will swap for almost any Rosyth ship, preferably refitting.

OEMN E. A. Russell, H.M.S. Glasgow, Portsmouth, trials until 1980. Will swap for any Plymouth ship.

ALRO (T) S. P. Martin, H.M.S. Wilton, Vernon based. Will swap for any Portsmouth frigate or DLG.

AB(R) Perkins, 3M Mess, H.M.S. Juno, Portsmouth until July, 1980, then Devonport, due Mediterranean deployment Feb/April. Will swap for any Portsmouth ship in refit.

LREM1 Robinson, 3F2 Mess, H.M.S. Blake. Will swap for any shore base or ship in long refit.

OEMN1 R. Broniman, Ship Maintenance Authority, Portsmouth, ext. 23825. Will swap for any County class or Portsmouth / Chatham based frigate, including deployed ships. Available without notice from Sept.

REM1 I. McRobbie, 3F Mess, H.M.S. Ariadne, Devonport, refitting Gibraltar. November, ships company to H.M.S. Apollo, Devonport. Will swap for any Rosyth frigate not in refit.

AB(R) E. P. Greenslade, H.M.S. Ajax, due Mediterranean Oct., possibly States next year. Will swap for any Portsmouth or Chatham ship not deploying. Replies, 42, Replidun Street, Haddonhall Est., Waltham, London S.E.17.

LS(S) M. S. Dutton, 3E Mess, H.M.S. Ambuscade, due refit Dec. Will swap for any ship going foreign.

POEL Horrell, 2D Mess, H.M.S. Hermione, Devonport, drafted H.M.S. Neptune, Aug., over six months. Will swap for any Devonport ship or shore base.

LAM(AE) J. K. Sharma, (LMT) H.M.S. Daedalus, Extn. 516. Will swap for any seagoing draft or Yeovilton or Portland.

WREN(R) McCartney, WRNS Quarters, R.N. air station Yeovilton. Will swap for Portsmouth area, preferably H.M.S. Dolphin or Portsmouth Dockyard.

REA1 B. Eke, 73, Sandy Lane, Farnborough, Hants, tel. 0252-513473, drafted H.M.S. Gurkha, Rosyth, as LA CREA, October. Will swap for any Portsmouth or Chatham ship.

CPOSTD J. Willie, 1 Mess, H.M.S. Kent, drafted Staff Officers Mess, Portsmouth, Aug. Will swap for any retinue job, or staff anywhere.

ALOEM A. C. Brent, 11K Mess Camperdown Block, H.M.S. Collingwood, drafted H.M.S. Danae, Oct. Will swap for any Portsmouth ship.

ALSTD H. Goodman, STDs' Mess, H.M.S. Caledonia, drafted H.M.S. Anadine Oct. Will swap for any Portsmouth ship, preferably GMD.

SA Bell, 3D1 Mess, H.M.S. Blake. Will swap for any Plymouth ship, seagoing or in refit.

RO1 (T) C. J. McPhee, 3D Mess, H.M.S. London, refit until March 1980, Portsmouth. Will swap for any Portsmouth sea-going ship.

AB(EW) D. Williams, Barrack guard, H.M.S. Drake, drafted H.M.S. Sheffield, September. Will swap for any Plymouth ship, sea-going or in refit.

AB Shears, H.M.S. Tartar, refitting Portsmouth. Will swap for any Plymouth shore base or ship in refit.

LCK P. A. Eagle, TCWL H.M.S. Dolphin, drafted H.M.S. Bossington, September, Portsmouth, finishing refit, over six months. Will swap for any larger ship, Portsmouth or Plymouth.

OEM1 Bailey, H.M.S. Ramehead, drafted H.M.S. Leander, Devonport, December. Will swap for any sea going Portsmouth ship.

WRNWTR J. V. Tipton, WRNS quarters, H.M.S. Sultan. Will swap for H.M.S. Nelson or Vernon or any shore establishment Portsmouth.

PO(S) R. England, H.M.S. Hermione, drafted H.M.S. Mohawk, November, refitting Chatham until August or September, 1980. Will swap for any ship deploying Canada / U.S.A.

AB(M) D. W. Oprey, drafted H.M.S. Caledonia, August. Will swap for any London, Chatham, Portsmouth shore base or ship. Replies to: RN/RM Careers Office, 19 Warwick Road, Carlisle. Tel. Carlisle 23958.

AB(R) D. B. Simpson, ship's diver, 2F1 Mess H.M.S. Intrepid, drafted H.M.S. Excellent NBCC school, October. Will swap for any similar draft to H.M.S. Intrepid.

POEL(AW) Davey, 845 Squadron, H.M.S. Heron, Yeovilton. Will swap for any ship billet.

FILMS FOR THE FLEET

Two for the price of one

Two films in one — that's the claim for the highly-praised "Movie Movie" topping the list of releases from the Royal Naval Film Corporation this month.

The show, designed as a tribute to the pre-war cinema, is in the form of a double bill — "Dynamite Hands" and "Baxter's Beauties of 1933."

"Dynamite Hands" is a no-holds-barred boxing saga about the local boy who makes good in the ring... but only to finance his sister's eye operation, while "Baxter's Beauties" is a nostalgic nod to the magical musicals that are now part of Hollywood's history.

The full list of new releases:
Movie Movie (A) — George C. Scott, Trish Van Devere, Barbara Harris, Red Buttons, Eli Wallach. ITC. No. 630.

High Ballin' (AA) — Peter Fonda, Helen Shaver. Trucking couple who take on hijackers directed by a crime syndicate intent on smashing America's independent truckers. Result: a series of stunt-filled, hair-raising escapades in "Convoy" style. ITC. No. 631.

Sewers of Gold (A) — Ian McShane, Warren Clarke. Where there's muck there's brass... as McShane knows when he plays the mastermind behind the 15-million dollar Nice bank robbery in which the thieves tunneled in from a sewer. Fact and fiction are blended almost indistinguishably. ITC. No. 632.

The Private Files of J. Edgar Hoover (AA) — Broderick Crawford, Jose Ferrer. "Highway Patrol" veteran Crawford in the story of Hoover's 48 years as F.B.I. chief. ITC. No. 633.

The Last Wave (AA) — Richard Chamberlain, Olivia Hamnet. An Australian lawyer becomes

involved in weird happenings when he is asked to defend some aborigines accused of murder. United Artists. No. 634.

The Riddle of the Sands (U) — Michael York, Jenny Agutter. A John Buchan-type thriller in which German military leaders plan a secret exercise in 1901 that will lead to the invasion of Britain's east coast. Rank. No. 635.

Damien — Omen II (X) — William Holden, Lee Grant, Jonathan Scott-Taylor. Follow-up to "The Omen." Damien continues his evil career in the bosom of a wealthy American family. 20th Century Fox. No. 636.

The Big Fix (A) — Richard Dreyfuss, Susan Anspach. Close encounter with corruption for Dreyfuss as an unconventional private eye investigating a conspiracy to rig the election of the Governor of California. CIC. No. 637.



Lee Grant, who stars in 'Damien — Omen II.'

Gurkha meets Miss World

H.M.S. Gurkha found herself a star attraction when she visited New Orleans — among the guests entertained on board was gorgeous Sylvana Suarez, the current Miss World.

Sylvana was in New Orleans for the Variety Clubs International Convention, which coincided with the Gurkha's visit.

Many of the Convention delegates were entertained on board, including International President Mr. Eric Morley and International Board Director Sir Billy Butlin.

FINANCIAL AID

The Royal Navy has a close affiliation with the Variety Club of Great Britain, which has given considerable financial aid to the R.N. and Royal Marines Children's Home, the R.N. Benevolent Trust, and the R.N. and R.M. Children's Trust.

Last month 100 children from several schools and homes saw the sights of Portsmouth in a visit sponsored by the Club. They were accompanied by Variety Club helpers and the general manager of the Royal Naval Film Corporation, Capt. Leslie Goddard.

To round off their day the children were given tea in H.M.S. Nelson.



Keeping ale and hearty

Never one to stand on ceremony, Miss Ships Ale — lovely Janet O'Bryne — wasted no time in showing officers and senior ratings from H.M.S. Coventry the art of muscle-building.

Janet was promoting a new keep-fit scheme being run by Whitbread Duty Free, and the demonstration was given when the Coventry party visited the company's Wessex brewery in Portsmouth.

To qualify for a choice of free sports equipment each mess has to place an order for either Ships Ale or Whitbread Tankard with their Whitbread bond or salesman.

Janet joined her guests from the Coventry on a guided tour of the brewery, showing them the special techniques for brewing beer which has to last for a nine-month voyage.

WINNING SMILES ALL ROUND...

Pretty L-driver Patricia Moore has every reason to smile — and so have the admirals with her. For Patricia, of St Albans, Herts., steered herself towards winning a Mini and — with thousands of others — helped to boost the Royal Navy Submarine Memorial Appeal by more than £7,000.

The Mini was the prize in a contest run by the Daily Mirror to help the Navy build a submarine museum in memory of the 4,954 men who lost their lives in the Submarine Service.

CAPTIONS

Mirror readers paid up to 40p each to choose six captions to a David Rowe cartoon, in the order they found most amusing.

Patricia received the car from Rear Admiral Sir Anthony Miers, V.C., director of National Car Parks, and a cheque for £7,153 was handed over by chairman and chief executive of Mirror Group Newspapers, Mr. Percy Roberts, to Admiral of the Fleet Sir Michael Pollock, chairman of the appeal.

The presentations were followed by a celebration lunch at London's Hyde Park Hotel.



Happy day for 21-year-old Patricia Moore as she receives her prize car from Rear-Admiral Sir Anthony Miers, V.C. (left). Smiles, too, from the man who received £7,153 on behalf of the R.N. Submarine Memorial Appeal, Admiral of the Fleet Sir Michael Pollock (centre) with Mirror Group chairman Mr. Percy Roberts.



Miss World cuts a commanding figure in that Naval hat as she visits H.M.S. Gurkha at New Orleans. With her is the Gurkha's commanding officer, Cdr. Mike Pringle — owner of the hat.

● More news of the Gurkha in page 30.

IS THERE A JOB FOR YOU IN THE NEW BRANCHES?

Branching out to fresh horizons



'Golly! Are they like this with you, Master?'

Apart from the name changes brought about by the Engineering Branch Development there are four comparatively new branches, each one a "sideways" entry branch for men and women of other source branches.

New branches are the Wrens PT branch, the Wren Regulating Branch, the Family Welfare Services branch and the Communication Technician branch.

In this article we will look briefly at these branches.

Regulating

Ask any member of the Regulating Branch (male or female) what they enjoy most about being a Regulator, and the chances are that their reply will almost certainly include the words "working with people."

The most rewarding and satisfying job anyone (service or civilian) can hope for is one that involves constant contact with other people, and that is what Regulating is all about.

Their job is to help people, whether it is maintaining discipline and standards or general administration within the service.

The Regulating Branch demands high standards and it follows that the road to becoming a Regulator is not easy.

Selection

The first hurdle to be cleared is selection for transfer to the Regulating Branch. This is carried out by careful scrutiny of service documents by the staff of the R.N. Regulating School in H.M.S. Excellent, and a fair proportion of applicants do not get beyond this stage.

It certainly helps if the applicant has spent a period on a loan draft to a local Provost H.Q. and has obtained a favourable report from the Naval Provost Marshal.

Although applications are welcome from all branches, Drafty may have to refuse or delay a transfer if the applicant is in a shortage category. Having been accepted for transfer (well done so far!) you will eventually be drafted to the R.N. Regulating School, H.M.S. Excellent for the 11-week qualifying course.

The course itself is intense, demanding

and very interesting. The occasional failure or withdrawal from training is inevitable as the Regulating Branch is determined to maintain the highest standard possible.

During the course the students cover the whole range of regulating duties which include: provost, naval law, leave, movements, mail and customs, concluding with N.B.C.D. There is also instruction in light rescue and first-aid. Successful students are rated Acting Leading Regulator and then undergo a basic driving course at R.A.F. St Athan in Wales.

Self-defence

W.R.N.S. students are required to undergo exactly the same training as men (with the exception of N.B.C.D.) including self-defence and taking charge on the parade ground.

The first draft for the newly qualified leading regulator is invariably to a Provost headquarters, and after gaining experience, some leading regulators who show suitable aptitude are selected for special Investigation Squad training.

The second draft will normally be to

a ship (not for the W.R.N.S. just yet) or to a shore establishment carrying out normal regulating duties.

The drafts for Wren regulators are very varied, all preference areas are covered and all Naval air stations are complemented for Wren regulators.

Cyprus

There are also some L.F.S. billets. Recently a LWren Regulator was drafted as the administrator of a detachment of Wrens being sent to Cyprus to assist the Royal Marines.

The Regulating Branch are looking for women who:

- Like the idea of working with people.
- Believe in high standards, discipline and integrity.
- Have the qualities of leadership, initiative and commonsense.
- Welcome the opportunity to accept responsibility and make decisions.
- Are looking for a real challenge.

If you are interested and think you are good enough, start the ball rolling by making out a request "to transfer to the Regulating Branch" or go and have a chat with someone on your ship's regu-

lating staff. Or if you are in the Portsmouth area you can even call in and speak to someone on the staff of the Regulating School.

You should also read the following references which are relevant:

- BR 1066 (Advancement Regulations) Chapter 16 (men).
- BR 1066 (Advancement Regulations) Chapter 22 (women).
- DCI(RN) 225/77) Closer alignment of the R.N. and W.R.N.S. Regulating Branches.
- DCI(R.N.) Closer alignment of the R.N. and W.R.N.S. Regulating Branches.
- DCI(R.N.) 719/78 Branch Transfers and Re-Categorisations — R.N. and W.R.N.S.

Family service

The W.R.N.S. Family Service Branch have recently replaced the W.R.N.S. welfare category. All those who formerly belonged to the Welfare Wrens have automatically been transferred with no further training. DCI(RN) 668/78 sets out the new structure and training for the new transferees into the branch.

DRAFTY'S CORNER

Opening communications

The Communications Technician Branch is now beginning to take shape. Two additional promotion boards have created the basis of the structure with selection to Chief Communication Technician and Communication Technician First Class.

The selection boards to the new branch

are sitting regularly and ratings from all other branches are now entering the CT branch.

The ratings entering the branch will have had initial interviews and a recommendation, from a qualified signal communications officer before taking the selection board. On completion of the two-year course the man is rated CT3 (acting petty officer).

The total size sea shore ratio and drafting patterns are not yet finally established for the CT branch. But as with all the new branches described above a different challenge is available and Drafty will consider all those eligible who wish to transfer, always subject of course to the temporary manning restrictions which are imposed from time to time by the Ministry of Defence.

Wren PTs are going up to strength

The integration of Wrens in the PT and R branch continues to go well. When the current Leading Wren PT course finishes this month it is anticipated that the trained strength of the sub-branch will be two PO Wrens and 21 Leading Wrens.

Although this will bring the number of Leading Wrens up to the designed strength of the sub-branch at their level, it will of course be a number of years before the full strength, which is to be four CWrens, nine POWrens, 17 LWrens, is reached at the higher levels.

Flexibility

It is expected that the annual intake will be maintained at about ten, since this is the calculated intake to build up the remainder of the sub-branch and eventually to maintain it at a steady state.

Although the designed strength of the new sub-branch is small, there are a wide variety of drafts available. There are a few billets which have been specifically designated "LWren PT" or "POWren PT" etc. — principally in establishments where large numbers of Wrens are borne — but the majority of the Wrens PT billets are designated "LWren PT, may be LPT" or "LPT, may be LWren PT" etc, giving, for the sub-branch size, a relatively high degree of drafting flexibility.

Hong Kong

A billet has been created recently in H.M.S. Tamar for a LWren PT, this is in addition to the male PT staff already there. At the moment Drafty is filling the billet with an LPT but expects to draft a girl out to Hong Kong before the end of the year.

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Two for the road

"They look sweet upon the seat of a bicycle made for two..." and not only that — they save fuel.

This cycle sense was worked out by Wren Sandra Cowlshaw and LWren Julie Salisbury of H.M.S. Osprey, Portland. They bought the tandem from an elderly couple who wanted it to go a good home, and now they regularly ride it around the Dorset countryside.

The girls decided that riding tandem not only saves fuel but gives them exercise and fresh air — the perfect alternative to their usual cycle of assessing gunnery recording film for the Flag Officer Sea Training at Portland.



SHIPS OF THE ROYAL NAVY

No. 284

Minerva takes the lead

FACTS AND FIGURES

Displacement: 2,860 tons.
Length: 372ft. Beam: 41ft.
Draught: 18ft. Armament:
Exocet surface-to-surface and
Seacat anti-aircraft missile
systems; two 40 mm Bofors
guns; triple anti-submarine
torpedo tubes; Lynx helicop-
ter. Propulsion: Two double-
reduction geared turbines, two
shafts, 30,000 s.h.p. Speed: 30
knots. Complement: 232.



After three years in refit H.M.S. Minerva takes a leading role in the Fleet from this month. Newly-equipped with Exocet missiles, she becomes leader of the Fifth Frigate Squadron operating mainly in NATO areas.

The new-look Minerva started her fifth commission at Chatham in March and since then has been involved in trials and work-up at Portland. Later in the year she begins a programme of exercises and operational visits.

H.M.S. Minerva, launched in 1964, is the fourth Batch II Leander-class frigate to be converted to the Exocet surface-to-surface system, the launchers replacing her twin 4.5in. gun turret.

As well as having her weapons updated, living standards throughout the ship have been improved. Extensive use has been made of panelling and each

messdeck has an area set aside for recreation.

Prince Charles

The Minerva has found herself in the limelight more than once during her career — particularly when Prince Charles joined the ship in 1972 for a 10-month sub-lieutenant's course, during which the frigate deployed to the West Indies.

Her affiliated town is Salford, and although she is unable to dock there she will be visiting Liverpool later in the year.

Commanding officer of the Minerva is Capt. David Bathurst, who, with the ship's new role, becomes Captain of the Fifth Frigate Squadron.

H.M.S. Minerva, newly-equipped with the Exocet missile system



Latest in a long line...

The current Minerva is the ninth ship of the Royal Navy to bear the name, although there have been three more — a fifth-rate (Minerve) captured from the French in 1759, a captured French sloop used as a prison hulk, and another Minerve — a submarine seized from the French in 1940 at Plymouth.

Wisdom

"Official" Minervas — named after the Greek goddess of wisdom and the arts — included a 5,600-ton cruiser which won battle honours in the Dardanelles and Suez Canal in 1915. The present Minerva's immediate predecessor was a minelayer completed in 1919 and hulked in 1940.

Battle honours — apart from the two First World War actions — are Quiberon (1759), St Vincent (1797) and the Atlantic (1940).



'Doc' Tony Nutbrown at work in the Minerva's sick bay.

Early call-out for 'doc' Tony

MT2 Tony Nutbrown had a busier day than usual when H.M.S. Minerva put to sea during work-up.

Hours after leaving port, the Leander-class frigate received a report that a man had fallen overboard from a merchant ship in the Channel.

The Minerva sped to the scene and PO Nutbrown was transferred to the lifeboat which brought the man back to the Minerva.

He administered medical aid to the man until he was winched aboard the rescue helicopter for transfer to shore.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 10p each inc. postage and packing (£1 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.60. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), 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), Auriga, 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 (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), 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, Dairty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedea, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus,

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

Layburn, Leander (pre-mod), Leander (mod), Leopard (mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiaid, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Omeda, Olympus, Owen, Onslaught, Onyx, 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, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothersey, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, 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, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolston, Yarmouth, Zest, Zulu.



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Ultimate fate of H.M.S. York

Mr. J. Harwood, of Leicester (May) and Mr. C. Buist, of Bury St Edmunds (April) commented on the last H.M.S. York, which was beached in Suda Bay, Crete, following severe damage in 1941.

During the past eight months H.M.S. Hecla has been working south of Crete and has spent three week-ends in Iraklion (previously called Candia). It may be of interest to old Yorkists to know that inquiries made locally about H.M.S. York's ultimate fate revealed that she was salvaged for scrap in the late '50s. It is understood that a very thorough job was done and nothing of her remains.

One of the Cretan wartime partisans who attended a party in the Hecla in November 1978 was one who endeavoured to destroy her more thoroughly at the time as there were fears locally that the "opposition" would attempt to salvage her for its own use. Lack of a common language prevented amplification of this tale!

As a Lancastrian, I too look to see a revival of a name from our side of the Pennines, such as Manchester or Liverpool — but not, please, H.M.S. Merseyside. — J. A. L. Myers, Cdr. H.M.S. Hecla.

The people of York, especially those associated with the Royal Navy, have never given up hope that there will be another warship of the name. However, the name still lives on in T.S. York.

York Unit of the Sea Cadet Corps was for many years called T.S. Craddock after Admiral Craddock who is buried in York Minster. But in 1964 the Admiralty granted us permission to become T.S. York and we are

now proud to be the only ship to hold that name.

After H.M.S. York was sunk in Suda Bay the ship's bell and honours board were salvaged and acquired by the citizens of this city. The board went to the Castle Museum and the bell was acquired by Mrs. Tupman. Eventually both these mementos of a great cruiser were presented to the York Sea Cadet Unit. — G. D. Eggleton, Lieut.-Cdr. (SCC) R.N.R., T.S. York.

A LITTLE BIRD TELLS US...

"A search is on for the Silver Cock" ran a plea in Navy News a few months ago outlining the hunt for the Mediterranean Fleet trophy competed for by ships both before and after the Second World War.

While no firm news of its present resting place has come our way, suspicion seems to point Down Under. On to the editorial desk recently fell a picture showing a whole range of trophies on the quarterdeck of, it is claimed, an

Australian ship — one of them just like the Med Cock. To be fair, however, the picture was probably taken some years before the silver bird "went missing."

Where the cock at present perches we do not know, but the little bird who sent us the picture whispered that it might at least provide the clue that it may not be in the U.K.

Any further cock (and bull) news will be passed on in due course.

Letter from the bank manager

I was amused to read your comment in May that officers and ratings can wear woolly pullies ashore for purposes such as lunch-time visits to the bank.

It was not so long ago that a certain retired vice-admiral was accustomed to open his interviews with me at Southsea by running his hand along the top of my mantlepiece to check that it had received the correct attention for the day. If not, I heard about it.

Has anyone any ideas for what I can do with a 1941 submarine sweater, three owners (self and two moths) which I haven't the heart to wear at lunchtime. No prizes for the answer.

Anyway, I wouldn't dare. Knowing my naval friends locally, I would probably end up in the Medway. — Ron Woods, Manager, Nat. West, Chatham.

LETTERS TO THE EDITOR



On the subject of weatherproof gear... Looking every inch a special agent, Lieut.-Cdr. "Dick" Barton, of H.M.S. Cambridge, is pictured in the new Arctic-type protective clothing which will keep the instructional staff warm next winter on the open bridges of the gunnery systems.

PROOF IS IN THE WEARING!

I wonder why, among all the stocks of clothing and kit we have and new ideas arriving by the boatload, we have not got a mid-range lightweight weatherproof jacket for senior rates on the lines of the officers' windproof (although I am told this is not well liked by them).

We can't wear the present seaman's windproof jacket as I found to my cost the other day!

Could there not be a lightweight-style jacket senior rates could wear instead of

"bulky Burbs" or nothing at all? — K. W. Rowland, PO N.A.S.U., H.M.S. Heron.

● A new DCI on the present clothing situation says experience has shown there is no desire or need for a windproof jacket in officers' uniform outfits, and it is likely to be deleted. But it has sound properties and is being considered for provision in loan scales and for specific uses on a more limited basis.

The announcement also says it is still hoped to improve on the ratings' windproof working jacket but there are conflicting requirements — for example, the need to be windproof and waterproof without condensation under the garment. No single garment is likely to meet all requirements. The possibility of producing something between the present costly foul weather jacket and the current windproof working jacket is being considered.

More power, less speed?

Your article (April) about H.M.S. Newcastle makes interesting reading. One reads of computers and all the latest aids, and that modern weapons,

although smaller, are more efficient than the 15 or 16in. guns of years ago.

But it also appears that the speed of some ships is less than those of the early 1930s. There were destroyers at that time — from the D class onwards — capable of speeds well over 30 knots and I believe the mine-layers Welshman and Manxman achieved over 40 knots.

From the photograph it appears that the Newcastle has only one bower anchor. Does this mean that mooring ship and the knowledge of how to do it is a thing of the past? If so, I am not surprised as during my time I only saw it done as a "dog watch exercise." — A. Longstaff, Liverpool.

Floating dock history

I would be interested to know more of the history of the Navy's floating docks both before and during the war. These giants were part and parcel of the fleets of Britain.

The dock at Malta, in which the Hood overhung by several feet, was bombed and sunk. The Portland floating dock went to Alexandria, and there were docks at Singapore and Portsmouth. I would like to hear from readers about the movements of these docks. — Fred White, 17, St Mary Street, Weymouth.

DUKE'S YACHT

Recollections and information about the Duke of Westminster's yacht have continued to arrive since Mr. G. S. Malyon's letter in May.

Lieut.-Cdr. John M. Maber, of Box, Wilts writes, "It has often been assumed that the Duke's yacht Cutty Sark was a former destroyer. Despite appearances, however, this was not the case, although probably a quantity of surplus steel work originally intended for destroyer construction was worked into the vessel, which was built by Yarrow's for Major H. Keswick in 1920."

Lieut.-Cdr. Maber says her dimensions were practically identical with a Yarrow 'S' class destroyer, being 273 feet long with beam of 25½ feet, and her gross registered tonnage was 883. In 1927 she was sold to the Duke of Westminster and after wartime service as a submarine target vessel was last heard of running Jewish illegal migrants to Palestine in 1947-48.

Mr. H. Snasdell, of Fleetwood, Lancs, writes that he served in her from 1941-43 while attached to the 3rd Submarine Flotilla engaged on escort duties round the British coast. He believes she ended her career as a training ship for the Israeli Navy.

Further letters were received from ex-CPO H. Farmer (Wallasey), Mr. J. R. A. Wells (Sheffield), ex-Supply CPO A. W. V. Martin (Dunfermline), ex-Gunner(T) R. Coker (Weymouth), and Mr. T. J. Hudson (Lincoln).

Anyone seen a monster?

I am working on a science series which will attempt to find explanation for a variety of phenomena and mysteries — from stone circles to sea monsters.

Could anyone who has seen some form of sea monster contact me — any pictures or film would be a great bonus.

I am also anxious to contact Mr. J. D. Starkey, who served, I believe, as a quartermaster on an Admiralty trawler in the Indian Ocean during the war. — Nicholas Lord, "Mysterious World," Yorkshire Television, Leeds.

Calling old Eagles

In 1980 there is to be a convention in London to commemorate the 30th anniversary of the start of the Eagle comic which adopted the aircraft carrier Eagle in the 1950s and had quite extensive connections with her crew.

I would like to contact any of the commanding officers who might be interested in the convention and able to provide us with further information. — Mrs. J. Woodland, 26, Bower Place, Tonbridge Road, Maidstone, Kent.

What about R.N. judo?

Just where has R.N. judo gone? All that seem left are a few clubs like H.M.S. Collingwood's.

The Navy once again came last in the Inter-Service Championships. The Army and R.A.F. prepare themselves with courses beforehand and get results. Can't someone help the Navy back to the top? — Hopeful, H.M.S. Collingwood.

Alacrity link

The cadets of Williamwood Sea Cadet Corps Unit, Glasgow, were interested in your feature on H.M.S. Alacrity (May) as our unit was her first affiliation, having started when the Alacrity was still a pile of plates on the floor of Yarrow's shipyard.

The unit has maintained a full and rewarding connection with this superb ship ever since, and the cadets have spent many enjoyable and educational weeks at sea on board, the most memorable being 14 days visiting Lisbon and Gibraltar last summer. — R. J. A. Pate, Lieut.(SCC) R.N.R. Commanding Officer, Williamwood unit (T.S. Alacrity).

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NAME

ADDRESS



How they built the Zubian . . .

In the May edition I noticed the names of Zulu and Nubian on the same page and this coincidence reminded me of what may be a forgotten episode during the First World War.

The Zulu and Nubian were Tribal class destroyers, built about 1907, and both were seriously damaged. I can't remember where or when, but one had her stern blown off and the other her bows severely smashed.

Both were salvaged and the builders joined the undamaged fore-part of one to the undamaged

after-part of the other. The finished article was named and commissioned as H.M.S. Zubian. — F. C. Woodhouse, Cdr. (ret.), Bloxworth, Wareham, Dorset.

● According to records, the Nubian was disabled by a torpedo off the Belgian coast on October 27, 1916, and the Zulu disabled by a mine off Dover on November 8 the same year, both having been launched in 1909.

The bow section of the Zulu was joined to the Nubian's stern portion (between the third and fourth funnels) and a new ship of 1,050 tons named Zubian emerged on June 7, 1917. — Editor.

BARHAM BLOCK HMS NELSON PORTSMOUTH PO1 3HH

Why this 'load' on my son?

Could you please tell me why, when a Serviceman applies for car insurance, he is informed that there is a 25 per cent. loading?

I found this out when trying to get insurance for my son who, incidentally, acts as a ship's driver. — Father. Hemel Hempstead.

● We understand there are companies who "load" the premiums of Servicemen, but there are others who do not. It is well worth shopping around, although the advice is often heard that it is not a good idea to go for "cut rate."

Naafi, who act as brokers in car insurance, tell us that the companies they deal with do not load their policies because a man or woman is in the Services.

Like a civilian, however, a Serviceman may not escape loading because of factors such as age, driving record, type of vehicle and where it is kept. — Editor.

Centurion's disguise

Mr. Jack White, who wrote (May) that he had never seen in print anything about the Centurion in her disguise as the battleship Anson may like to know that the full story of her career as a "dummy" is told in my book "The Phantom Fleet," originally published in 1960 by William Kimber and recently re-published by White Lion Press (now taken over by Severn Publishers).

Last February I presented a copy of the book to the Centurion Historical Society, together with the late Admiral Woods' own story of how he brought the Centurion home

from the Middle East to end her days as part of the Mulberry Harbour in Normandy. — A. Cecil Hampshire, Ruislip, Middlesex.

Dartmouth appeal

The Chapel at Britannia Royal Naval College, Dartmouth, will celebrate the 75th anniversary of its dedication in September, 1980. To mark this occasion it is suggested that 300 kneelers be embroidered with Christian symbols that have some connection with the sea.

Readers who have links with the college may wish to participate in this project by donating and/or embroidering a kneeler. I will be pleased to supply

details. — Anthony M. Ross, Chaplain, B.R.N.C., Dartmouth, TQ6 0HJ.

Firebrand crash

Regarding your item about a crashed Blackburn Firebrand and H.M.S. Eagle (May), I was Commander(Air) in the Eagle during the whole of 1952 and have no recollection of a Firebrand being pushed overboard — although I freely admit there were times when I would have cheerfully heaved the entire squadron of outdated cumbersome aircraft into the Moray Firth.

I would have thought this aircraft was one which crashed into the sea after take-off, happily with no serious injury to the pilot. The date was probably mid-late 1952. — N. K. Cambell, Liss.

Rodney medal found

While out metal detecting near Plymouth one Sunday afternoon I uncovered a medal with the crest of H.M.S. Rodney on one side and the following inscription on the other: "A credit to the ship. H.F. Regatta 1934. H.M.S. Rodney. J. Franks."

I would like to return this medal if the owner or his family reads this. — P. L. Crocker, 46, Maple Avenue, Torpoint, Cornwall.

ASSISTANCE TO AUTHORS

Mr. Eric J. Grove, senior lecturer in the History Department at B.R.N.C. Dartmouth, is co-author with Professor A. Temple Patterson of a biography being written of Admiral of the Fleet Lord Chatfield. He would be interested to have reminiscences or other items of information from anyone who served with or under Admiral Chatfield, particularly anyone with knowledge of life on the lower deck in the Mediterranean Fleet 1930-32.

Mr. Edward P. de Groot, of PO Box 701, 1200 AS Hilversum, The Netherlands, is preparing a series of articles about the late Cdr. Harold G. Lowe, R.N.R., once the fifth officer of the Titanic, and would like to get in touch with survivors of H.M.S. Suffolk who served in her during the action at Vladivostok 1917/18. At this time Cdr. Lowe was a Lieutenant R.N.R., and Mr. de Groot would like to hear from anyone who knew him then or earlier.

Mrs. M. E. Totterdell, of 46 Hillside, Horsham, Sussex, writes that she and her husband are writing the history of their yacht Poodler, originally built for late Lieut. H. G. Bellamy-Knights, and would like to receive reminiscences from any one who served with him.

Mr. Fraser Dunbar, of 33 Normandy Hill, St Budeaux, Plymouth, is writing the history of Devonport Services R.F.C. for the club's diamond jubilee during the next rugby season. Ex-officials and players are asked to send Mr. Dunbar reminiscences and anecdotes covering the period 1919 to the present day.

X factor

In your May edition an article entitled "What happened to X factor?" contained the following passage:

"The X factor, a regular talking point over recent years, comes in for special mention in the latest AFPRB report, which says that in effect it is not being paid at present because the military salary is depressed below the levels justified on the normal basis of assessment."

My letter published last September ended with the sentence: "It therefore follows that no X factor is paid." This letter brought forth the "official" reply that "the average person in the Forces now has 85 per cent. of his full comparability pay, and therefore has 85 per cent. of his X factor."

I found that argument incomprehensible at the time, but now I find it bears no relation to how the AFPRB sees the payment of the X factor over the past few years.

It is nice to be proved correct by such an august body as the AFPRB. — H. I. Axton, CCY, Waterloo.

H.M.S. Leviathan disputed

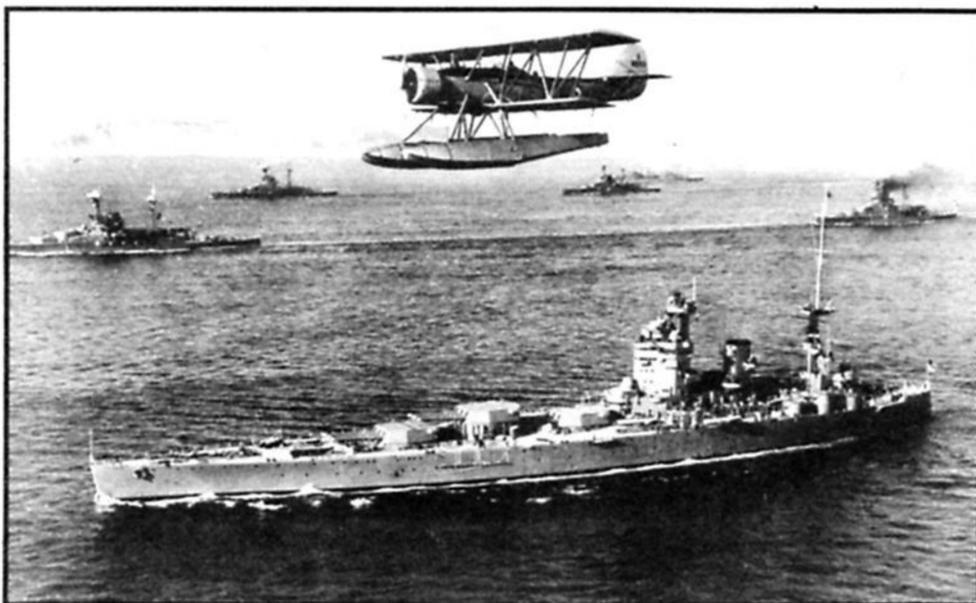
According to my R.N. diver's log, I did a night exercise dive with a Sub-Lieut. Parks under H.M.S. Leviathan in Portsmouth Harbour in September 1964. Now my oppo. insists there was no such ship.

He was also staggered when I produced my membership card of the Australasian Order of Old Bastards. Now, are there any readers who are members of the A.O.O.B. and, if so, what lodge? It seems I am the only Limey member because, although I always wear my lapel badge, I have never been approached with the password. And can someone please confirm my statement about Leviathan.

Finally, can anyone tell me where I can buy an old diver's helmet (any condition)? — Bob Lennon, 6, Almonds Grove, Liverpool L12 5HU.

● Well, we wouldn't know anything about the A.O.O.B., but we can tell you that the reference books record Leviathan as a 15,700-ton aircraft carrier of 1945, not completed and eventually broken up in 1968. — Editor.

Shapes of days gone by



Unmistakable ship lines will be provided for many of our not-so-young readers by this shot of the big-gun H.M.S. Nelson heading through the English Channel in 1936 with old R-class battleships of the Home Fleet. Overhead flies a Blackburn Shark seaplane.

Main armament of nine 16in. guns all mounted forward of the bridge in triple turrets was unique to the Nelson and Rodney among British battleships.

The picture is just one in a special photographic exhibition illustrating the development and decline of the modern battleship and which is now open at the Imperial War Museum in London.

Comprising 200 photographs from the museum's collection of five million historic pictures, the exhibition traces the development of modern battleships from the mid-19th Century when steam-power, iron hulls, armour, breech-loading guns and revolving turrets were progressively introduced in place of the wooden walled sailing "ships of the

line," to the eventual displacement of the battleship at the close of the Second World War by carrier-borne aircraft and by submarine.

The photographs are supported by models, uniforms, a hatch cover from H.M.S. Belfast, ships' badges and plans, log books and diaries, sculpture and paintings. A booklet is also published in connection with the exhibition.

The exhibition "Battleship" was opened on May 31, the 63rd anniversary of the Battle of Jutland. Admission is free. Picture: Imperial War Museum.

NELSON BELL RINGS AGAIN

● The silver bell from the battleship Nelson is now used daily for Colours in the Portsmouth shore establishment which bears the name. Eight bells were struck at noon on Monday June 11 by Mr. Earl who served on the admiral's staff in the battleship when she was commissioned in 1928 and was first man to strike the bell 51 years ago.

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Hecate heads for Canada

Ocean-going survey ship H.M.S. Hecate was heading for Canada following her six-month refit at Devonport.

After her transatlantic survey work, the Hecate will sail for the Canary Islands for the remainder of her six-month deployment.

Among the guests at her rededication service last month were Vice-Admiral Sir Peter Berger, Flag Officer Plymouth, and Lady Yarrow, who launched the ship in 1965.

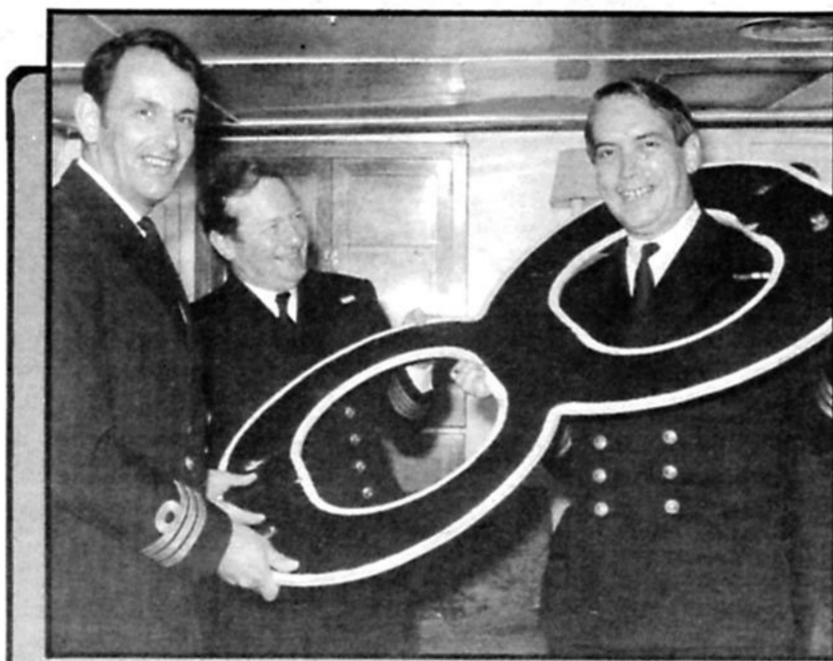
The traditional cake was cut by Mrs. Marie Gobey, wife of the ship's commanding officer, Cdr. Christopher Gobey. She was assisted by MEM2 Russell Owen, the youngest member of the ship's company.

NATO visit by Anne

Princess Anne took time out during a visit to Portugal to meet British personnel at the NATO headquarters of the Commander Iberian Atlantic Area.

The Princess and Capt. Mark Phillips were greeted on their arrival at COMIBERLANT by the Deputy Commander, Rear Admiral Elias de Costa of the Portuguese Navy, and the Chief of Staff, Commodore K. A. Low, R.N.

The Royal couple chatted with officers and their wives at a reception, and later the Princess met the British female contingent of seven, drawn from the W.R.N.S. and the O.A.R.N.N.S.



Passing the (w)eight . . . Cdr. A. N. Wigley, commanding officer of H.M.S. Charybdis, hands over the ship's frigate squadron number to Cdr. T. G. Maltby, commanding officer of H.M.S. Jupiter. Presiding is Capt. M. J. F. Rawlinson, Captain of the Eighth Frigate Squadron.

The eight of responsibility

As H.M.S. Charybdis began a long refit and modernisation at Devonport, her sister ship H.M.S. Jupiter literally took on the weight of her responsibility as part of the Eighth Frigate Squadron.

The No. 8 from Charybdis's funnel was handed over by her commanding officer, Cdr. A. N. Wigley, to the commanding officer of the Jupiter, Cdr. T. G. Maltby.

After her families day on May 4 the Charybdis made the

last visit of her ten-year commission — to Hull — taking with her ten Hull Sea Cadets.

She was joined there by five of the ship's company who had set off from Devonport on a 360-mile sponsored bicycle ride in aid of the N.S.P.C.C.

More than £400 was collected en route by the team — AB(EW) Humphrey, LRO(G) Martin and AB(EW) Sweeney. Motor back-up was provided by RO1 (G) James and LS(EW) Franklin.

Jersey faces blast risk to save trawler

Firefighters from the patrol craft H.M.S. Jersey faced the risk of explosion from fuel tanks and propane gas cylinders when they tackled the blaze on board the Brixham trawler Trevarth.

The fishing vessel was returning to Brixham in the evening when the fire broke out in her engine room. The Jersey, answering her emergency call, found her off Start Point after her crew had been picked up safely by the Torbay lifeboat.

H.M.S. Jersey secured alongside amid thick, billo-

wing smoke, to begin an hours-long fight to save the vessel. Fuel was ablaze in the engine room and foam-rubber mattresses were alight in the after living space, giving off clouds of acrid fumes.

Helicopter

Water and foam were sprayed on to the stricken trawler and the gas cylinders removed to lessen the risk of a blast. Meanwhile a Lynx helicopter from the frigate H.M.S. Ardent assisted by winching ten extra drums of foam on to the Jersey.

By the early hours of the morning the fire was extinguished, although a fire party

remained on board to prevent re-ignition while the Trevarth was towed into Brixham.

Toast to top host

Top pub licensee Mr. Bernie Roscoe swapped his role of host for guest when H.M.S. Coventry gave a reception in his honour.

Mr. Roscoe, manager of The Harp at Tranmere, won the Local Life Award which recognises the contributions made by pub licensees to the lives of their communities and in the raising of large sums for charity.

When H.M.S. Coventry was being built at Birkenhead the ship's company adopted the nearby Harp and were involved in many charity projects organised by Mr. Roscoe.



Commanding officer of H.M.S. Otus Lieut.-Cdr. P. R. Anderson, presents the Mayor of Great Torrington with a plaque to commemorate her adoption by the town.

ALL'S FAIR FOR OTUS

It was a doubly fair day in Great Torrington for the town's official adoption of the submarine H.M.S. Otus . . .

Held in warm sunshine, the ceremony marked the start of the Devonshire borough's May Fair week-end, proclaimed to the townspeople by a civic procession headed by the Otus's boat's crew.

Spotlight on the proceedings was provided by a B.B.C. TV crew who filmed the events for that evening's regional news programme, which featured an interview with the boat's commanding officer, Lieut.-Cdr. P. R. Anderson.

STRENGTHENING LINKS

At the adoption ceremony in "The Plough" — the town's art centre — Lieut.-Cdr. Anderson presented the mayor, Dr. H. E. Cramp, with a plaque to commemorate the occasion.

First links between town and submarine were made by the mayor's brother, EA1 J. Cramp, during a fishing marathon there. Now H.M.S. Otus plans to strengthen the ties by forming a close relationship with the town's schools, helping the old people, and organising coach trips to the submarine in Devonport.

After refit and work-up, it is hoped that the Otus will anchor off the north coast of Devon to enable the townspeople to visit her there.

Diego's green and pleasant land



Celebrating the British way — how the Royal Navy party on Diego Garcia marked the Queen's birthday.

Village Green entertainment is just the way to celebrate the Queen's birthday — especially if you happen to be far from home in the middle of the Indian Ocean.

That was how the 26 members of Naval Party 1002 stationed on Diego Garcia chose to mark the event, being the only uniquely U.K. holiday in the British Indian Ocean Territories.

CRICKET MATCH

Centre of activities was the island's "English pub," the Ship Inn, which provided the setting for dancing on the Green, a village cricket match, a sing-song and a skittle-shy — a unique Anglo-Diegan game involving coconuts.

Highlights were "tot time" and the cutting of the huge, decorated birthday cake by the British Representative, Lieut.-Cdr. John Martin and the youngest member, MEM "Salty" Saltonstall.

Dressed mostly in patriotic costume, the Naval Party later held a cricket match tea complete with cucumber sandwiches and cake.

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Harrier's versatile future

As the Royal Navy takes under its wing the first of 34 Sea Harriers on order, the programme of this new breed and the ships from which it will fly becomes more clearly mapped out.

For the future, possibilities include operation from the decks of container ships.

No announcement has been made about further orders, but when they handed over the first Sea Harriers to the Royal Navy in June British Aerospace said, "Other navies of the Western world are following development of the Sea Harrier with great interest, and production is expected to continue for export, as well as supplying additional aircraft to the Royal Navy, well beyond completion of the 34 already on order."

Effective

About container ships they stated, "A straightforward and modest-cost conversion of a modern container ship can offer a very effective aircraft sea base in times of national need — at only a small loss on container freight capacity."

All Air Group facilities could be "containerised" so that they could be lifted on board and secured in a day or two. The flight deck itself would be carried on the top container deck and could be made of the same medium girder bridge units as used for the Harrier Ski-Jump at last year's Farnborough Air Show and this year's Le Bourget Air Show.

Both the U.S. and the R.N. are understood to be interested in the possibility of operating helicopters and "jump jets" from the decks of container ships.

The Navy received its first Sea Harrier at a ceremony at the British Aerospace Flight Development Centre at Dunsfold, Surrey, on June 18, where Sir Frederick Page, Chairman and Chief Executive of British Aerospace (Aircraft Group), handed the aircraft's documentation to the Minister of State for Defence (Lord Strathcona).

In turn, he passed it to the First

Sea Lord (Admiral Sir Terence Lewin) who, in welcoming the Sea Harrier, thanked all who had worked on the aircraft, adding, "We want them as fast as you can turn them out."

Front-line

The first Sea Harrier later went to R.N. air station Yeovilton to join the Intensive Flying Trials Unit. It is expected that by the end of this year six Sea Harriers will be operating from Yeovilton, where a Headquarters Squadron will be formed.

The first front-line squadron embarks in H.M.S. Invincible in mid-1980. In 1981 a squadron is due on board H.M.S. Hermes, which is to have the Ski-Jump fitted during her forthcoming refit, and at the end of 1982 Sea Harriers are due to operate from the new H.M.S. Illustrious.

A ramp is being built at Yeovilton to enable naval pilots to practise the Ski-Jump take-off.

The Hunter T Mark 8M is reported as an excellent "low cost" vehicle to assist in airborne testing of Sea Harrier avionics. These aircraft will be used in R.N. service from 1981 to facilitate airborne operational attack training of Sea Harrier pilots.

Equipment and conditions pledge

In a speech at the Silver Jubilee Commemoration of the European Atlantic Group held in H.M.S. Belfast, the Navy Minister (Mr. Keith Speed) said his message to the U.K. Forces was "Your tasks, your responsibilities and your professionalism deserve the highest standing in the eyes of the British people."

"You are entitled to and will get first-class equipment and conditions of service."

R.N. HOVERCRAFT IN MINE TRIALS

Largest of the Royal Navy's hovercraft — the BH7 and the new VT2 — have been taking part in mine warfare trials with European navies.

The BH7 participated in a multi-national mine counter-measure exercise organized by the French to assess the effectiveness of hovercraft in giving logistic support to conventional mine warfare vessels.

While the French and Belgian vessels located and destroyed mines in the Bay of Biscay exercise area, the 50-ton BH7 supplied them with spares, stores, equipment, food and personnel.

SPEED AND SHOCK

Meanwhile the large VT2 was taking part in trials with the German Navy off the Baltic port of Kiel. The Germans, who are interested in employing fast mine warfare vehicles, observed the craft in speed and shock trials and mine location exercises.

The 100-ton VT2, which returned on June 8, and the BH7 were both manned by the R.N. Hovercraft Trials Unit during the exercises.

Following the trials abroad, the VT2 took part in an exercise with Royal Naval vessels off Falmouth. After the summer she will be

returned to Vosper-Thornycroft for additional work to be carried out on her.

APPOINTMENTS

Vice-Admiral Sir Cameron Rusby is to be Deputy Supreme Allied Commander Atlantic next January at Norfolk, Virginia.

His appointments have included command of H.M. ships Ulster and Tartar and later he was Senior Naval Officer West Indies. In 1977 he became Flag Officer Scotland and Northern Ireland, Commander Northern Sub-Area Eastern Atlantic and Commander Nore Sub-Area Channel.

Capt. R. G. Baylis is to be promoted rear-admiral on July 7

WELCOME, ANGLESEY . . .



There was a distinctly Celtic flavour about the commissioning of the latest in the line of the Royal Navy's Island-class patrol craft.

The ship, named after the WELSH island of Anglesey, was commissioned in the SCOTTISH Naval Base of Rosyth, and the ceremony (above) was attended by the Flag Officer Scotland and

NORTHERN IRELAND, Vice-Admiral Sir Cameron Rusby.

The Welsh connection was emphasised by the presence of Sea Cadets from the Anglesey Unit T.S. Prince of Wales, the commissioning cake was cut by the wife of H.M.S. Anglesey's commanding officer, Lieut.-Cdr. David Poole, and the youngest member of the ship's company, MEM1 Glasgow.

. . . AND GLASGOW!

H.M.S. Glasgow, the Royal Navy's fifth Type 42 guided missile destroyer, commissioned at Portsmouth on May 24. She follows her sister ships Sheffield, Birmingham, Newcastle, and Coventry into service.

Guests of honour at the ceremony included Admiral Sir John Treacher, a former C-in-C Fleet, and Lady Treacher, who launched the Glasgow at the Wallsend Yard of Swan Hunter in April 1976. Admiral Treacher was a midshipman in the World War II Glasgow.

PIPERS

The City of Glasgow was represented at the commissioning by its Lord Provost, Mr. David Hodge. Also present were Vice-Admiral John Cuthbert, who commanded the last Glasgow in 1940, and Vice-Admiral Sir Peter Dawson, who was the same ship's last captain.

Members of the Royal Scots Dragoon Guards, with whom the ship has an affiliation, also attended.

The commissioning cake was cut by Mrs. Sally Doe, wife of the commanding officer, Capt. Robin Doe, and the ship's youngest rating, JMEM Hugh Owen.



Lady Treacher inspects H.M.S. Glasgow's guard, accompanied by the commanding officer, Capt. Robin Doe. The guard commander is Lieut. Terry Boyle.

Picture: CPO(Phot) Tony Wilson

U.S. POST FOR VICE-ADMIRAL RUSBY

and to be Senior Naval Officer of the Ordnance Board in December.

He joined the Royal Navy in 1943 as a naval airman and his appointments have included Squadron Weapons and Radio Officer to the 20th Frigate Squadron in H.M.S. Rothesay.

More recently he has served as Fleet Weapons and Electrical Engineer Officer on the Staff of Commander-in-Chief Fleet, and in 1975 assumed command of the R.N. Engineering College at Manadon. In June last year he was

appointed a President of the Admiralty Interview Board.

Other appointments recently announced include:

Capt. R. I. T. Hogg, G. area in command and as Captain 1st Frigate Squadron, November 6.

Capt. M. A. Vallis, As Director of Naval Recruiting, October 19.

Capt. J. Jacobsen, Raleigh in command, October 30.

Capt. P. J. Oldridge, Fisgard in command, October 16.

Capt. A. Casdagli, Bristol in command, October 30.

Cdr. C. W. Williams, Antelope in command, July 26.

Cdr. T. E. Woods, Sovereign in command, November 20.

Cdr. P. Dalrymple-Smith, Bacchante in command, December 11.

Cdr. C. G. H. Campbell, Apollo in command, November 27.

Cdr. B. Burns, Ambuscade in command, February 26.

Lieut.-Cdr. M. A. Johnson, Orkney, November 20 and in command.

Lieut.-Cdr. J. R. Ware, Lindisfarne, November 20 and in command.

Lieut.-Cdr. W. J. Savage, Crichton November 20 and in command.

Lieut.-Cdr. J. P. G. Bryans, As OIC Glasgow and Strathclyde University R.N. Unit and Dorofood in command.

Lieut.-Cdr. J. R. Hiatt, Porpoise August 14 and in command.

Lieut.-Cdr. C. S. Tibbitts, Onyx September 13 and in command.

Lieut.-Cdr. T. A. Allen, Tartar in command, October 9.

Lieut. A. H. Jones, Pembroke July 6 for Staff of FO Medway for R.N.R. London and Glasserton in command.

Lieut. H. L. Trotter, Tenacity in command, November 19.

QARNNS

Miss J. Robertson, Promoted Principal Matron September 17 and appointed Deputy to Matron-in-Chief.

Stand by

Continued from Page One

manned by personnel from peacetime shore appointments.

No one is able to say with certainty whether the ships will ever emerge from standby because of the timescale under which they would normally have gone for disposal. But in the event of a significant manpower improvement some could be brought out. In an emergency the aim is to make them operational in about a month.

It is understood the frigates, apart from the Zulu currently in refit, will have shortened refits or DED work before going on "standby," and that their equipment will be tested regularly while they are in the squadron.

H.M.S. Centurion has carefully considered the complex drafting implications of the decision and say that in practice ratings could be affected in one of several ways.

In shortage categories a few men could be "through-drafted" either before the ship ceases to be operational or during the refit/trials period.

Quality

The remainder will either be through-drafted at the end of the trials, or if due for shore service will either stay with the ship in the Standby Squadron or be given another shore draft in their preference area if possible.

In advising the Government, the Admiralty Board were determined that the improved retention and recruiting picture beginning to emerge, following the pay awards and other moves, should not be jeopardized by increased "overstretch."

They are also determined to improve the quality of life at sea and ashore and this entails more manpower to spread the load and man the new ships now joining the Fleet.

See also Newsview — Page 18.

Lay-up details

The Portsmouth-based helicopter cruiser H.M.S. Blake, first commissioned in 1961, at present has a ship's company of about 40 officers and 650 ratings. She is due to transfer to the Standby Squadron in December this year.

The five Tribal-class frigates involved — three of them Rosyth based — at present have about 14 officers and 250 ratings each. All were first commissioned between 1962-64.

The Rosyth-based Nubian joins the Standby Squadron this September, and the Zulu — also Rosyth based and currently in refit — in October after post-refit trials.

The Mohawk (Plymouth-based, but shown as due to change to Chatham in late 1979 in the last published Base Ports list), goes to the Standby Squadron in November.

The other two are not scheduled to join the Squadron until next year — Rosyth-based Gurkha in May and the Chatham-based Eskimo in August.



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Pictures:
LA(Phot)
Dave Cutler

Below — An example of how well differences of language and seamanship methods can be overcome in a multi-national force is illustrated in this aerial picture. The requirement was for the

squadron to form up in line abreast — a difficult manoeuvre at the best of times. With seven navies taking part under the operational control of the flagship it seemed near impossible, but somehow they managed it.

The Canadian ship Ottawa, however, had some difficulty keeping her bow in line and the Netherlands ship Evertsen playfully turned her forward guns on her until she had caught up. There was an international chuckle.

Ships from left: Bergen (Norway), Kohn (West Germany), Herluf Trolle (Denmark), Ariadne (U.K.), Evertsen (Netherlands), Ottawa (Canada), Coontz (U.S.).



Above — Seamen Peter Mullan and Alan Strachan, both 17 and both serving in their first ship, join the Bosun's party on board U.S.S. Coontz at Amsterdam as the Portuguese ship Almirante Pereira Da Silva berths alongside.



"Cross-polling" (short for cross-pollination) — in which sailors from the various navies swap ships for several days at a time — is one of the most practical methods of multi-national co-operation in STANAVFORLANT. Such international mingling can even extend to mess-deck recreation. Here, sailors from Canada and the United States learn the traditional Royal Navy game of Uckers from LS Brian Bramley (left) and AB Brendan Dunlop in H.M.S. Ariadne.

Not a force to be sniffled at!

By the time she leaves the Standing Naval Force Atlantic next month, H.M.S. Ariadne will have set a record eleven months' attachment by any ship to the multi-national squadron.

Since joining north of Scotland, the Ariadne will have been with STANAVFORLANT — now often further shortened to SNFL and inevitably pronounced "Sniffle" — to Rotterdam, the Baltic (twice), Copenhagen (twice), Keil, Lisbon (twice), Wilhelmshaven, the Skaggerak, the Kattegat, Bergen, Tromso, Amsterdam, Den Helder, Norfolk (Virginia) and Mayport (Florida).

The ship's 249 officers and men will have been to their home port of Devonport once, for Christmas — the only time in the year that SNFL stands down.

On other occasions they will have watched silently as the ship slid past Devon, prevented from even a brief stopover by the squadron's unyielding pro-

gramme (hence the title Standing Naval Force Atlantic — there's no rest!)

Although there have been opportunities for self-financed flights home during extended calls at some ports, the frigate can claim to be one of the hardest-worked ships in the Royal Navy.

"It's a long haul for the men," said Cdr. Barry Clarke, the Ariadne's commanding officer, "but they enjoy it because they are operational and doing what, after all, they joined to do."

The composition of SNFL is constantly changing, with the member nations combining to provide a squadron of up to eight ships at a time, giving them valuable opportunities to work with and learn from each other.

Each nation gets on well with the others at all levels. International co-operation in this sense ranges from "cross-polling" — the system called cross-pollination in which sailors swap ships for several days at a time — to convivial runs ashore.

BLUE-NOSED ARIADNE

After a week's visit to Amsterdam, the Standing Naval Force Atlantic, including H.M.S. Ariadne, set off last month for the western part of its 12 million square mile "patch" to operate off the coast of North America.

On August 16 at Roosevelt Roads the Ariadne's place in the squadron will be taken by H.M.S. Bacchante.

The Amsterdam visit was preceded by five weeks in Norwegian waters, during which SNFL units took part in various major multi-national exercises including Bold Game, Midnight Sun and

Bright Horizon.

Her time within the Arctic Circle entitled the Ariadne to temporarily acquire a painted blue nose and her officers and men to be awarded certificates of membership of the Society of Numb Friends!

SKI-ING EXPED

The ships made short visits to the ports of Tromso, Haakonsværn, Stavanger and Kristiansand before returning to the North Sea.

Earlier, during a three-week visit to Wilhelmshaven for a maintenance period, the Ariadne acquired an "Apres Ski Set" when 20 of the ship's company went on

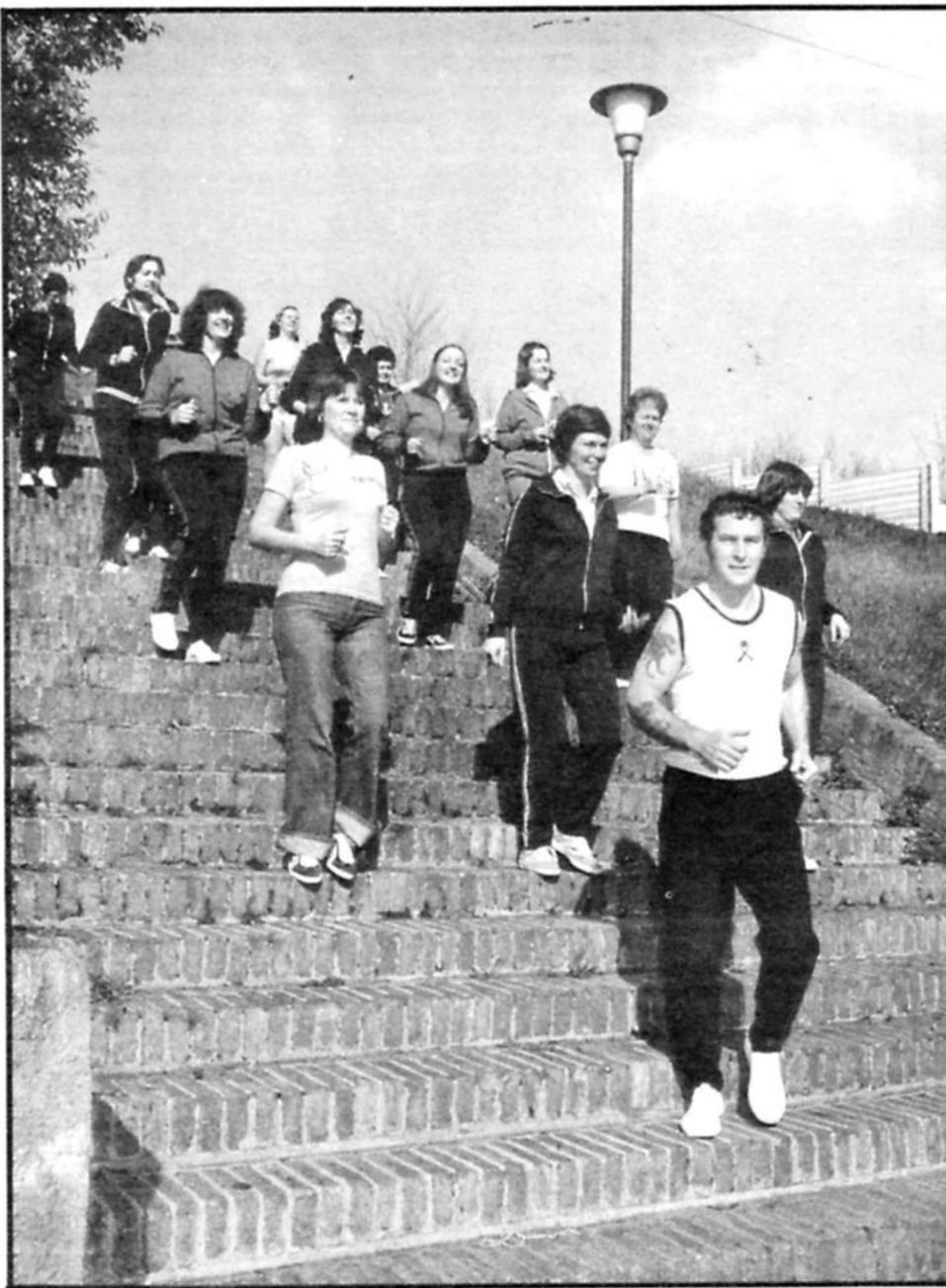
a ski-ing expedit to the Army Mountain Training Centre at Silberhütte in the Harz Mountains.

Although one of the party had ski-ed before, some acquired techniques so advanced that, according to long-suffering instructors, they were not even in the book! Knowledge acquired did, however, stand those bitten by the bug in good stead for the later visit to Norway.

In a formal change of command ceremony at Wilhelmshaven Naval Base, Commodore G. L. Edwards, C.A.F., who had been in charge of the squadron for a year, handed over to Capt. G. M. Carter U.S.N., flying his flag in the U.S.S. Coontz.



Bang, you're wet! Informal farewells are a feature of life in STANAVFORLANT, ranging from slogans trailed from helicopters to the release of multitudes of coloured balloons. On this occasion, H.M.S. Ariadne trained her 4.5in. turret and let go with jets of water as she steamed past Canadian Commodore G. L. Edwards in H.M.C.S. Iroquois before he relinquished command of the squadron. He was relieved as Commodore by Capt. Gerald Carter U.S.N.



Picture: PO(Phot) Les Warr.

Buy your own M.Q.?

The possibility of giving Servicemen preferential treatment in buying surplus married quarters has again been raised with the advent of a Government with a new policy on sale of council houses.

If council houses are to be sold advantageously to tenants, cannot quarters go similarly to occupants? It is a question which has crossed some minds.

Until now, the procedure laid down for MOD quarters disposal is that "first refusal" has to go to other Government departments and second to the local authority. If both decline, the Property Services Agency can place them on the open market. But there has been no priority for Servicemen.

There is little doubt that delay in buying a house can prove costly in an era of rocketing property prices, and many take the view that, while house purchase is seldom easy, it simply is a market from which you cannot afford to opt out.

Delay in house purchase because of Service commitments could put the Serviceman at financial disadvantage.

Housing trends in the Navy have changed radically during the past few years, with a strong movement towards home ownership encouraged by the Long Service Advance of Pay Scheme. Thousands of Navy families have taken advantage of this.

In the past, however, some Service families may have been deterred from buying, fearing that, with the need to move and let property to avoid separation, they might not later be able to get tenants out. This position, however, now appears to have improved and promises to improve still further with new legislation.

At present the Government is re-examining Service house purchase schemes to see if they can be extended and adapted to meet the current needs of Servicemen and the Services.

Being looked at, too, is the possibility of giving Servicemen preferential opportunities to buy surplus married quarters.

It will also be interesting to note how any changes which materialize relate to study of the "Half and Half" Mortgage Scheme, whose principles were outlined in Navy News last November.

Whatever happens, it can be safely assumed that care will be taken not to sell off quarters which might subsequently be needed and which, if not available, might increase family separation.

Already it has been announced by the Government that Servicemen are to become entitled to married quarters in the same way as men. This new policy will be welcomed by women throughout the Services — although it will not be the first time that a member of the W.R.N.S. has been granted permission to live in a quarter with her husband.

See Naples and keep fit!

They believe in keeping fit in sunny Naples. POPTI Alf Newman, who makes sure the Wives Keep Fit Club lives up to its name, leads a jogging session around the Headquarters Base AFSOUTH.

DO YOU HAVE A FAMILY TO EDUCATE?

Do you know that all ranks may apply for allowances for boarding education?



Children need a stable, secure upbringing. The most successful ones are likely to be those who are not moved from school to school. Service families get moved about; a change of school at the wrong age is an educational handicap. Why risk it when ISIS offers the finest boarding schools in the world and there are service grants for all ranks to help with the fees?

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Education grants go far towards covering the cost and a number of schools offer bursaries or scholarships to help with the balance if needed. ISIS helps parents to find independent schools for their children over the whole of the U.K. and there is a regional director in your area to help with free advice. For all information please write to ISIS, (Dept. F) Kinlet Hall, Bewdley, Worcs., DY12 3AY, or phone 029-924 357 or 218. Please state the area in which you wish to find a school. Better still, complete the coupon!



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TWO PAGES FOR FAMILIES



House refit cost £270!

CPO Penn with (left) his built-in wardrobe and (right) the dining suite and unit he built himself.



How do you "refit" your house for less than £270? CPO Michael Penn, of Dereham, Norfolk, found a way in his spare time while on a draft to the R.N. Data Squadron at R.A.F. Swanton Morley.

In the last 18 months this woodwork enthusiast has completely refitted the inside of his house at the following cost

(other husbands — and wives — please note!)—

- Building a master bedroom suite (built-in wardrobe, dresser, solid pine bed), £59; built-in wardrobes (£15) and cupboards (£15) in second bedroom; and built-in wardrobes (£15) in third bedroom.
- The bathroom suite (built from scrap,

except for facing) cost £6, and the kitchen was completely rebuilt and fitted at a cost of £60.

- In his living room he has fitted a stereo unit (£17), display cabinet (made from scrap); library unit (£11); solid walnut dining suite (£60); and coffee table (off-cuts from stereo unit).

Not surprisingly he is leading light in

the local woodwork club. And in his "spare" time he enjoys shooting — he also builds reproductions for his antique weapon collection. For example, he built a Turkish long rifle, complete with gold inlay, for £2.

Now he is going as senior maintenance rating to a destroyer flight based at Portland.

Hull home helpers

Among projects supported by ships and shore establishments is the Sailors' Children's Society, founded in 1821, independent of State support and committed entirely to helping seafarers and their families.

Over the past two years parties of mechanic candidates from the Air Engineering School at H.M.S. Daedalus have carried out maintenance tasks at the society's Children's Village at Hull.

ROOF GIRDERS

For work on preservation of the roof girders of the indoor swimming pool, Class M77/IM, represented by Mech. Connoche, has received the Capt. Sebastian Cup from the Flag Officer Naval Air Command (Vice-Admiral Sir Desmond Cassidi).

THANKS

Expressing thanks for all the work carried out by Daedalus and by ships which have sent donations, the society's General Secretary, Lieut.-Cdr. Kit Streatfeild-James, R.N. (retd) says he hopes the society will continue to receive the support of ships and shore establishments. Further information can be obtained from him at the Sailors' Children's Society, Hull HU6 7RJ (Tel. 0482-42331).

This paint is a give-away



Quarters tenants who fancy a spot of home decorating are reminded that free paint is available for some jobs. An official announcement also mentions some of the things you can't do.

A joint Services approach to self-help redecoration has the aim of "providing a reasonable balance between the freedom of the occupants to decorate their married quarters to their own taste, and avoiding unnecessary expenditure on houses already maintained to generally acceptable standards.

FOUR YEARS

Quarters are normally redeccorated by the Property Services Agency at intervals of not more than four years (three years for kitchens and bathrooms), says DCI J 370. Self-help redecoration

will be regarded as a supplement to this routine and not a substitute for it. Within the guidelines, details are to be agreed and made known locally.

Those living in quarters who wish to carry out self-help decoration must first get approval from the local Service housing management. Paint in a wide range of colours will be supplied free by the PSA to the occupant, who has to provide brushes and other materials and equipment.

The announcement makes it clear, however, that the scheme does not include wallpapering or exterior decoration.



Concentration and pride shows in the face of seven-year-old Martin as, with a little help from dad, POREL Peter Fletcher, he steers H.M.S. Achilles during families' day off the Isle of Wight.

Martin was one of 330 guests who spent an enjoyable day at sea before the frigate's departure on the Group 8 deployment "Down Under" a few days later.

A raffle, organized by MAA Dick Stearman in aid of charities in the Achilles' home port of Chatham, was won by Mrs. Doreen Dale, wife of RMech Harry Dale. Her prize was to control the ship during "man overboard" exercises.

H.M.S. Falmouth was in company for the day, also with families embarked.

Ringing their praises

It's easy to criticise, and services like railways, buses, post and telephones often find themselves in the firing line. Which makes a letter of praise for a busy utility all the more welcome.

This one concerns the telephone people and it comes from Mrs. Susan J. Brown, of Axminster, Devon, who says, "I would like to pass on my thanks to the very helpful young lady at Portsmouth Naval Base telephone exchange.

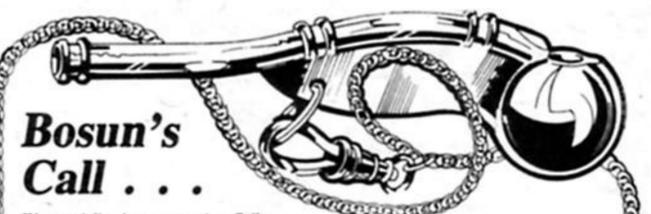
She went to great lengths to get my call through to H.M.S. Fife, as a result of which my husband was allowed home and we averted flooding of our house — there were two feet of water outside.

"I know the Dockyard have a busy and difficult job, but it is so nice when help of that calibre is at hand. They are often the first contact a wife has — sometimes in moments of crisis and stress — and to be met with help instead of the usual 'engaged' is most beneficial!"

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Navy News

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The ship's bell of the offshore patrol ship H.M.S. Guernsey became a font for the christening — the first on board — of Jonathon Welland, seven-month-old son of the commanding officer, Lieut.-Cdr. Chris Welland, and his wife. The ceremony, at Rosyth Fleet Base, was conducted by the chaplain to the Fishery Protection Squadron (the Rev. John Clarke).

GET WISE ON DCI's

Changing gear for the 80s

What's "in the wind" regarding uniform changes is now to be the subject of an official announcement every year about this time, special attention being devoted to projects known to be under discussion in the Fleet.

After detailing some of the improvements introduced in the past year (including the elimination of the old "rough" serge), the statement lists further changes already approved by the Admiralty Board, namely—

Swords. A limited pool of R.N. and R.M. officers' swords and belts is to be established and distributed to selected ships and establishments for issues on temporary loan for wear on full ceremonial and other appropriate occasions. Mid-1980.

Junior steward ratings' working dress. A new working dress is to be introduced in two stages — informal and formal. The first in mid-1979 and the other in late 1980.

Ratings' cap. A new two-piece cap consisting of a peak and frame with a detachable white top is to be introduced as stocks of the present cap waste out. Mid-1980 onwards.

Ratings' suitcase. A modified suitcase of the same strength and dimensions as the present item, but using the same standard materials as the Army pattern is to be introduced on a wastage basis. Mid-1982.

WRNS and QARNNS suitcase. A commercial pattern suitcase, 2lb. lighter and a little larger is to be introduced. Mid-1979.

WRNS heavy wool jersey. A tri-Service pattern garment, with V-neck, elbow patches and shoulder flaps is to be introduced in navy blue for WRNS personnel, replacing the present cardigan and jersey. Late 1979.

Badges. Contracts have been placed for badges for the new Engineering Sub-branches. Current expectation is September 1979 for ME and WE, and September 1980 for AE. Other badges in production are Electronic Warfare Sub-Branch (late 1979), Radio Operator (Submarine) Sub-Branch (late 1979), QARNNS clerical and quarters assistants and WRNS family services category (during 1980). Badges for WRNS dental hygienists' and dental surgery assistants' white tunics and for WRNS physical trainers blue uniform suits will be available later this year.

White shirts. In class I and III ratings' kits, separate white shirts and collars are being disconti-

nued. The scale is to be amended to provide three of the collar-attached pattern. Mid-1979.

Additional blue worsted/polyester trousers. In the manner of Army "barrack dress" trousers, proposals are well advanced to add a pair of worsted/polyester trousers to ratings' kits.

White bush jackets. Contracts will be placed shortly for first deliveries of R.N. officers' white bush jackets. Free issues will be made to all officers on first occasion of need. Late 1980.

Items undergoing trials include material for white uniform, general purpose boots, women's black leather shoes, and evening shirts for R.N. and R.M. officers.

Other items currently being examined are officers and ratings' windproof jackets; white bush jackets for class I and III ratings; the possibility of providing both No 1 and No. 2 suits of the modernised square rig from the ready-made ranges, and to discontinuing the made-to-measure garments; and ratings' rate badges for wear on the shoulders of heavy wool jerseys (and for more extensive wear).

Also being examined is a possible amendment to R.N. officers' "top-coats", as the addition of shoulder straps has not been a popular change; and a new look at the idea of a lightweight nylon raincoat for officers and ratings, though opinions point to the conclusion that it has no place in uniform outfits because it is not smart enough, and of doubtful value in bad weather.

DCI (RN) 331



"Got them off my grandad — they'll be back in fashion soon!"

★ TEC diplomas

Technician Education Council (TEC) diplomas are now being awarded in place of Ordinary National certificates and City and Guilds Technician certificates. An official announcement gives details of the acceptability of TEC qualifications for promotion purposes.

DCI (RN) 326

★ 'Other goods'

Attention is drawn to the fact that from January 1, 1979, the scale of "other goods" allowance for Service personnel and civilians returning to the U.K. from overseas in H.M. ships or naval aircraft, otherwise than as passengers and naval members of the crew of other ships (e.g. ship's flights of Royal Fleet Auxiliaries), was increased from £6 to £16.

For persons entering the U.K. as passengers in H.M. ships or naval aircraft from places overseas other than an E.E.C. country, the scale of "other goods" allowance was increased from £10 to £28.

DCI (RN) 300

★ Kinema profits

Operating profits of the Ser-

vices Kinema Corporation for the year 1977/78 rose from £359,558 in the previous 12 months to £744,952. The corporation's overall surplus increased from £513,225 to £916,691.

After allowing for overheads and variation in the market value of investments there remained a surplus of £992,878. The Board was able to recommend a donation of £100,000 to Service charities (£75,000 in 1976/77). The corporation also distributed £3,454 to selected charities.

DCI (RN) J 298

★ ODF grants

Membership of the R.N. and R.M. Officers' Dependants' Fund now stands at 6,860, representing about 69 per cent of all eligible membership.

The report for the year ending July 31 1978 says the maximum grants (£1,000 each) were paid to the dependants of 12 members who died during the period under review. Only one officer who died during the year was not a member of the fund.

DCI (RN) 343

★ AMTE rules

The Director of the Admiralty Marine Technology Establishment (AMTE) has assumed management responsibility from the Director of the National Gas Turbine Establishment (NGTE) for the Naval Auxiliary Machinery Department (NAMD) at Haslar, and its outstation at Portland.

DCI (RN) 323

★ Ratings' fund

The R.N. and R.M. Dependants' Fund for ratings, in the report for the year ending July 31 1978, states that the total membership is now 54,000, representing about 85 per cent of total eligible membership.

Maximum grants were paid to the dependants of 51 members who died during the year. The maximum grant is to remain at £1,000. Annual subscriptions are also unchanged at £1.20.

DCI (RN) 344

★ Pension transfers



"Sorry, no transferred pension rights schemes here, I'm afraid!"

Members of the Armed Forces Pension Scheme, who leave before completing the necessary period to qualify for immediate retired pay or pension, will now be able to have their pension rights transferred to certain other occupational pension schemes. To do so, however, they must have at least one year of service.

Similarly, transfer of pension rights from an outside scheme into the Armed Forces Pension Scheme may also be possible.

The arrangements were explained in the April issue of Navy News, and full official details are now published. DCI (RN) J 282

★ FAA awards

Fleet Air Arm prizes and awards for 1978 are announced as follows—

Bell Davies Trophy. Sub-Lieut. (SL)(P) C. N. Rae; **Daedalus Trophy.** Lieut. (X)(O) N. J. G. Harland; **Falcon Trophy.** Lieut. (X)(O) D. R. Larmour; **Ferguson Shield.** no candidate was considered to merit the award; **Fulmar Trophy.** Mid. (SL)(O) I. H. Beaumont; **Hallam Trophy.** Lieut. (X)(P) R. C. Evans; **Hibernia Cup.** LACMN M. B. Horton; **Kelly Memorial Prize.** Sub-Lieut. (X)(P) R. J. Anders; **Kemsley Trophy.** Lieut. (X)(P) B. G. Hodges; **Nunberholme Trophy.** Lieut. (X)(O) D. R. Larmour. DCI (RN) 328

★ Boyd Trophy

The Boyd Trophy for 1978 has been awarded to the aircrews of squadrons based at the R.N. air station Culdrose, who have contributed to the outstanding record of rescue, medical and humanitarian flights from the air station during the year.

Culdrose provides continuous search and rescue coverage. Primary responsibility for this service rests with 771 and 706 Squadrons, augmented during the year by aircraft and crews from 814 and 826 Squadrons and from the R.A.F. Sea King Training Unit.

During 1978 there were 177 search and rescue missions and 26 humanitarian and medical flights, during which 129 lives were saved and 343 persons in distress were carried by helicopters.

DCI (RN) 342

★ Awards

The Robert Sandison Trophy for 1978 has been awarded to Lieut.-Cdr. (X)(O) M. J. Norman.

DCI (RN) 327

The Plessey Marine Air Anti-Submarine Warfare Trophy for 1978 has been awarded to CPOACMN P. S. Jays.

DCI (RN) 329

The Sick Berth Petty Officers' Efficiency Medal for 1979 has been awarded to POMA J. C. Cochrane.

DCI (RN) 357

★ Rescue medal

For great courage and a complete disregard for his own safety in extremely hazardous conditions, Marine Jonathan Freer has been awarded the Royal Humane Society's Bronze Medal and Certificate.

At Exmouth, Devon, on December 10, 1978, he rescued a woman who had been washed out to sea by a large wave during a gale.

DCI (RN) 346

★ Customs form

In order to facilitate customs clearance by H.M. ships, forms in the S569 series have been revised and are to be brought into use forthwith. Form S569 (revised 6/78) (Customs Declaration) is to be completed by individual members of the ship's company instead of by messes.

Form S569B (revised 5/78) has been revised to take account of the current allowances for duty free tobacco. However in the paragraph "Landing allowances" the following amendment is to be made under tobacco products: "Other goods (including beer) delete £6 and insert £16."

DCI (RN) 301

Notice of marriage

Ratings in the Women's Royal Naval Service and Queen Alexandra's Royal Naval Nursing Service are being asked to give as much notice as possible when seeking release for marriage.

The minimum period of notice has been raised from three months to four months to help in achieving the aim of three months' notice for the drafting of reliefs, but in order to minimise drafting turbulence or the gapping of billets, the official announcement asks that still earlier notice should be given whenever possible.

DCI (RN) 320

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Sound advice on ear-bashing

All naval personnel (says an Admiralty statement) are liable to be exposed to potentially hazardous noise, and their attention is drawn to this announcement.

Personnel are to ensure that they are in possession of ear defenders and do not expose themselves unnecessarily to hazardous noise levels.

Deafness may result from excessive exposure to noise, the resultant hearing loss being cumulative during a lifetime.

While some temporary loss may occur after

exposure to noise, there is usually a component of permanent hearing loss, and everyone should understand that there is no cure.

The official statement "is primarily concerned with noise hazards which affect hearing, but it should be the concern of everyone to reduce noise levels to prevent other undesirable effects."

Further details will be found in the Department of Employment publication "Code of Practice for reducing the exposure of employed persons to noise" which has been issued to the Fleet as BR 1237.

DCI (RN) 354

DOLPHIN 'TOT' FOR NATHAN

Submariners at H.M.S. Dolphin are supplying a local boy, eight-year-old Nathan Richardson, with a "tot" a day — the "tot" being half a gallon of pure water which Nathan has to drink as

part of his treatment for cystic fibrosis. As the submarine base keeps thousands of gallons of distilled water on hand to supply the boats' batteries,

it was no problem to arrange weekly deliveries to Nathan. Here, CPO Tom Blomeley pours Nathan his first "tot." Picture: CPO(Phot) Ben Cartwright



Thornham gets all steamed up

A "sponsored steam" — the brain child of 11 midshipmen of Aberdeen University Royal Naval Unit — could set a new trend for those who want to raise cash without having to run, walk, climb, swim, slim, cycle . . . or whatever.

BONNIE!



Miss Jennifer Hogg (Charities Queen) presents the McEwan's Torch Trophy to Midshipman Ian Stewart (winning float organizer) watched by Aberdeen University Naval Unit members and friends at the annual cocktail party on board H.M.S. Thornham. Picture: Aberdeen Journals Ltd.

Their inspired idea was to get friends ashore to sponsor the distance their training tender H.M.S. Thornham would steam while they were on board undergoing normal week-end sea training. This in turn inspired a guess-the-distance competition the combined proceeds of which raised £324 for Aberdeen University charities campaign.

The distance gauged was from the time the Thornham left Aberdeen to a turning point decided by the student navigator and return, within 24 hours. Deteriorating weather and an engine failure on the way back presented him with interesting time scale dilemmas. The sponsored distance achieved was almost 129 miles.

The venture proved profitable for the midshipmen in other respects. It allowed them the chance to put into practice the training they received in Aberdeen shore headquarters. And it was crowned by another success when they built the winning float in the torchlight procession, a highlight of Aberdeen University charities fortnight.

Officers and cadets of B.R.N.C. Dartmouth settled for a sponsored slim to raise money for the East Cornwall Handicap Society. Midshipman P. D. Jones, who lost 14lb., raised £65 of the £225 collected.

Six sailors from H.M.S. Aurora ran over 300 miles from H.M.S. Drake to the ship's adopted city of Bradford, to raise money for the Lord Mayor's charity. The runners were Leading Seamen Rees and Fletcher, ABs Handy and Burton, and CEMs Holbrook and Thackray.

Five ratings from H.M.S. Ajax, with a back-up of four others, made a sponsored relay run from Plymouth to Truro, the ship's adopted city, raising £270 for local charities. The runners were LSTD Alan Carr, LS "Brigham" Young, AB Wayne Green, LREM Neill Tibble, and LREM Dave Dyer. The 64-mile run completed in eight hours was organised by LPT1 Martin Scholes.

Helping Hands

Thanks to 15 sailors from H.M.S. Avenger, youngsters from the ship's affiliated borough of Restormel can undergo adventure training. Cash to pay for the training was raised by a 48-mile relay run completed by the sailors, from Tamar Bridge to Newquay. The amount raised was £167.

Three ratings from H.M.S. Charybdis cycled from Devonport dockyard to Hull, timing their arrival with that of the Charybdis in King George Dock. The sponsored ride, estimated to raise seven-

hundred pounds for Plymouth N.S.P.C.C., was by AB(EW) Humps Humphrey, LRO Pincher Martin and AB(EW) Jan Sweeney.

POs Richard Lovell-Butt and Peter Kelly of H.M.S. Sultan organised a charity evening in the POs Mess which raised £429 for the Gunnar Nilsson Cancer Research Fund. Prizes for a grand raffle were supplied by various firms and three local DJs gave their services to run a disco. Guests included several racing

drivers including Judy Andreason.

Seven sailors from H.M.S. Fife undertook a 310-mile sponsored relay run from Portsmouth to Hull to raise funds for Hull hospital cancer research programme. During their overnight stops the runners competed in charity darts challenge matches. The runners were S(M) John Footitt, REM Kenneth Batt, LSA Michael Galloway, MEM Peter Berrow, RO William Little, AB Tony Walsh and CK Christopher Ziajka.

LEWISTON LINK

A change of port from Portsmouth to Rosyth enabled H.M.S. Lewiston to re-establish links with the village of Lewiston, near Inverness. To help the community, four of the ship's company cycled the 200 miles from Rosyth to Lewiston in two-and-a-half days and raised an estimated £400 for local charities. Links with the ship were further strengthened by the adoption of the Inverness Sea Cadet Unit, T.S. Brinton. The riders are, left to right: MEM1 William Nicholson, Sub-Lieut. George Newlands, OEM1 George Golden and RO2 Barry Bathe and seeing them off is Linda Porter, who works in the married quarters office at Rosyth.



Radio Officers

If your trade or training involves radio operating and you are no more than 35 years of age, you qualify to be considered for a Radio Officer post with the Composite Signals Organisation.

A number of vacancies will be available in 1980 for suitably qualified candidates to be appointed as Trainee Radio Officers. Candidates must have had at least 2 years' radio operating experience or hold a PMG or MPT certificate.

On successful completion of 40 weeks' specialist training, appointees move on to the Radio Officer Grade.

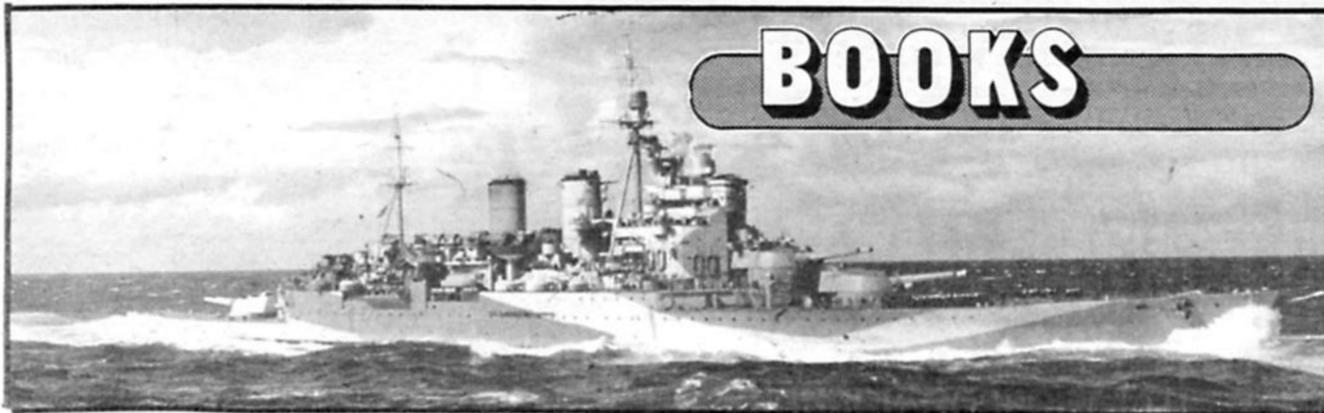
Trainee Radio Officers start on £2605 at 19 up to £3034 at 25 or over. After completion of specialist training Radio Officers start on £3751 at 19 rising to £4675 if you are 25 or over: then by 5 annual increments to £6340 inclusive of shift and week-end allowances. Salary at present under review.



GCHQ

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BOOKS



H.M.S. Renown, designed to 'hit first, hit hard, and go on hitting.' Picture: Imperial War Museum

WINNING RENOWN IN MEN'S HEARTS

Take a long steel box, add engines and guns, pack in more than 1,000 men (plus a generous sprinkling of rats), work them all hours of the day and night, speed them into danger, and the result is a thing called a warship drawing a romantic attachment which brings tears when it is all over.

Bed is some corner where you can get your head down, the lavatories are rows of pans without screens or doors ("you throw aside modesty or stay constipated for life"), while eating and

living is so crowded that tuberculosis is going to be a greater killer than enemy shells.

Written on paper the words make no sense — except to those who lived a war and can understand how such a phantasmagoria can create a human experience lasting longer in the memory than any other.

'Lady Luck'

One of the many similar stories is told in "Hit First, Hit Hard — H.M.S. Renown 1916-1948," published by William Kimber (price £8.50).

Author Peter Smith has chosen well in featuring the famous battle cruiser, for its

career touched most of the naval highlights of the Second World War from which it managed to escape unharmed, having that "Lady Luck" image which colours the legend of any famous vessel.

Conceived in controversy, H.M.S. Renown and her kind sprang from the agile brain of Admiral Jackie Fisher. She mounted the huge 15-inch guns of the battleship, but had the speed of a light cruiser. The speed and hitting power formed her great strength, but she was woefully weak in armour-plated protection.

This was a vessel which Lord Fisher decreed should "Hit first, hit hard, and go on hitting," but the Renown could never last in a slugging match

with a heavily-plated battleship.

She entered service in 1916 in the aftermath of the Battle of Jutland, but a major refit before the Second World War was a transformation into virtually a new fighting unit, regarded by many as "the Navy's most important ship in the first two years of the war."

Convoys

The Renown hunted the Graf Spee and chased the Scharnhorst and Gneisenau off Norway. She was Admiral Somerville's famous flagship in the bombardment of Genoa, the hunt for the Bismarck, and in the Malta convoys. Later came service with the Home Fleet in guarding Arctic convoys.

At the end of it the Renown was alongside at Portsmouth as many of her crew were awaiting discharge — a frustrating time.

One of the lads returned to the ship very drunk. The duty MO was sent for, a young chap who gave the offender a lecture and concluded by asking, "Would you come to see me in this state if you were in Civvy Street?" he got the prompt reply, "No sir — I'd send for you."

Fastest

Politicians did not endear themselves to old Renowns when in 1948 they decided to scrap the ship, "due to lack of speed for service in a modern fleet." To her wartime engineer officer (then Rear-Admiral Iain Maclean) this was a bit steep. She was then still the fastest capital ship in the Navy.

In a foreword to the book, Vice-Admiral B. C. B. Brooke, a former commanding officer, says "To those who served in her she will never die. For those who follow, this book will serve as a fitting memorial."

Buccaneer in black bloomers

Talk of Madeleine, the "buccaneer with the black bloomers" who served in one of H.M. ships during the Second World War, is likely to be received with at least a little scepticism, but the facts are real enough.

Her name was Madeleine Guesclin, whose husband had been assassinated in Somaliland. Later, in Indo-China she met Claude-Andre Costa, and at the fall of France they found themselves at Marseilles aboard a ship called Le Rhin.

The Frenchman, of great physical strength and strong personality, persuaded some of the crew, including his faithful "Mademoiselle," to sail away with him and fight alongside the Allies. They arrived at Gibraltar.

In September, 1941, Le Rhin was commissioned in the service of the Royal Navy, the name being changed to H.M.S. Fidelity. Costa became Cdr. Jack Langlais with temporary R.N. status, and his little lady, "without whom he would never sail," found a new identity as First Officer Madeleine V. Barclay, W.R.N.S.

Madeleine is said to have been petite, "and could be alluring," but she could be as tough and determined as Costa himself.

Many strange tales have been told about her companion — about his ship's prison cell complete with chains, his brace of pearl-handled pistols at his waist, and his readiness to discipline an offender by challenging him to a fight.



H.M.S. Fidelity, the aged convoy escort in which Madeleine and Langlais perished. Picture: Imperial War Museum.

The story of this French couple, dedicated to the cause of France, is revived in "THE CONVOY THAT NEARLY DIED — THE STORY OF ONS154" by Henry Revely, published by William Kimber (price £6.95).

An unusual aspect of the book is that it has been written by a survivor of the convoy, who went to endless trouble to piece together the facts, including a meeting with the U-boat commander who torpedoed his ship.

As third officer in the merchant vessel Zarian Revely joined a convoy of 45 ships heading into the Atlantic, the defence being very weak. Only one destroyer and five Flower-class corvettes were available to face the massing of 19 U-boats.

The setting was the North Atlantic at its wintry worst in December, 1942 — a year of disaster at sea, with the worst shipping losses of the whole war.

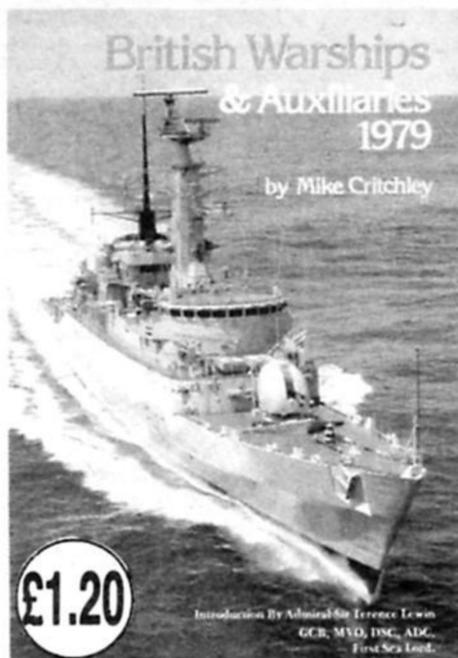
Grim outlook

For ONS154 the outlook was grim, facing one of the biggest concentrations of U-boats to attack any convoy in that conflict.

Helping the convoy's escort of destroyers and corvettes was the aged Fidelity, ex-merchant vessel, but now well armed and carrying two aircraft. Her crew consisted of 20 officers (R.N., R.N.V.R., and R.N.R.), two Royal Marines officers, and 312 ranks and ratings. They included, of course, Madeleine and her "Langlais."

The events followed their inevitable pattern, the convoy losing 15 ships, though the puny escort put up a marvellous fight to save even further catastrophe. Among the ships which went down was the Fidelity and every soul on board.

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IN BRIEF

"Fighting Ships of World War II" by J. N. Westwood, published by Sidgwick and Jackson (price £3.95). This book, now reissued in paperback form, gives histories of the battleship, aircraft carrier, cruiser, destroyer, submarine and escort, with biographies of outstanding vessels. It includes, among other information, a chronology of the war at sea.

"Convoy" by Dudley Pope, published by Martin Secker and Warburg (price £4.95). Having nine novels and several naval histories to his credit, the author is well known. He has even better qualifications for this latest story, having been wounded when his own ship was torpedoed.

"The Story of the U.S. Marine Corps" by J. Robert Moskin, available in the U.K. from Paddington Press (price £9.50). After a brief summary of the early years from 1775, the volume deals with every major conflict in which the Corps was involved, from the First World War to Vietnam. More than 100 photographs and maps illustrate the text.

"Random Jottings for Young Seafarers" by Leo Madigan, published by the International Christian Maritime Association, available from the Marine Society, 202 Lambeth Road, London, SE1 7JW, price 30p. Hints from an experienced seafarer to young men going to sea for the first time are contained in this pocket-sized volume.

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2 vols. (Includes Naval Losses) £9.25;
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Brighter days for Euryalus

Variety is the spice for H.M.S. Euryalus, dogged by bad weather earlier in the year but since making up for it with some sun-blessed tasks around Britain.

On June 11 she made a five-day visit to South Shields, her affiliated town and an annual port of call. There the proceeds of a 470-mile sponsored relay run by the ship's company were handed over to the Euryalus Physically Handicapped and Able Bodied Centre.

'HORSE RACE'

Earlier the ship's company were able to sun themselves in some fine weather when the Euryalus took part in a Fleet trial in the Western Isles.

Fishing and walking parties were landed on the Isle of Arran and a Sunday "horse race" session at Euryalus Park (the flight deck) raised £115 for the ship's charity fund.

During May — with her new commanding officer, Cdr. John Dykes — she was taking part in navigation class training, spending the Spring Bank Holiday on a visit to Swansea in South Wales.

TV role

A Search and Rescue helicopter crew from H.M.S. Daedalus at Lee-on-Solent will appear in the Southern Television children's programme "Runaround" with Mike Reed.

The programme, to be screened on July 10, features Lieut. Ray Colborne (pilot), LACMN "Buck" Taylor and POACMN "Loz" Coleman.



Lovely weather . . . for Herons!

"I told you admirals walk on water . . ." Vice - Admiral Sir Desmond Cassidi (Flag Officer Naval Air Command) inspects his staff before mopping-up operations at H.M.S. Heron, the R.N. air station, Yeovilton. The base was among the places affected by the West Country floods at the end of May.

Airlift for trapped caravanners

Rescuing people trapped in flood-hit caravans is not the sort of task that Royal Navy helicopter crews would normally expect.

But this was just what the crew of a Lynx from the R.N. air station, Yeovilton found themselves up against when floods hit Charmouth in Dorset.

Heavy rain had caused the River Char to burst its banks, and a 150-ft. wide torrent had swept through a caravan site, washing caravans downstream.

The Lynx was diverted from a training sortie and, with a Wessex 5 from Portland, flew to the stricken area.

While the Wessex winched up a family who had climbed into an oak tree when their caravan had come to rest against it, the Lynx was guided by police to another caravan which had come to rest beside a line of trees.

Inside were an 80-year-old woman, a man and wife, and their small dog.

The winchman, Lieut. Phil Harris, was lowered on to the roof, the door was forced open and the occupants winched up and carried to the bank where police were waiting.

After the rescue Lieut. Harris searched five more caravans to make sure that they were empty. Other members of the Lynx crew were Sub-Lieut. Alan Harper (pilot), Lieut. Pete Fannon (observer), and Lieut. Jock Robertson (winch operator).

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The Airport Service Road, Portsmouth.

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2. (Or think you should be)
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"I know sailors should have more fun — but ALL the time?"

NEWSVIEW

Painful prune for a better bloom?

Moves designed to reverse the Navy's manpower outflow, frequently announced over recent months, have been carefully calculated with good intent, but whether a combination of these steps and the pay awards could perform the trick in time has been questionable.

Speculation that the "trained drain" had bitten deeply enough to need surgery has proved accurate. A shortage of sailors, particularly of skilled men, lies at the root of the sad decision which became necessary to lay up six ships.

With recruiting some years ago not high enough, the high wastage of the last 18 months and increased Service commitments had worsened the problem.

New breeds

Now the phased premature retirement of these older "labour intensive" ships will release men to relieve "overstretch" in other vessels.

Observing a ship depart the active Fleet can easily arouse emotion and the naming of a "package" of six will increase these feelings, both inside and outside the Service. These not-so-young ships could be re-activated if necessary, but the real future lies in the new breeds of destroyers, frigates and submarines — and the new Invincible class — now coming through. And many modern ships need fewer — but highly skilled — men.

Drafting care

An immediate concern rests in ensuring that men affected by the laying up of ships are inflicted by the minimum turbulence possible, and every effort has been assured in this respect. Drafty says that special attention will be paid to individual preferences and that as much notice as possible will be given.

If the pruning does prove painful, the consolation has to be that the decision was taken to reduce pressure on skilled men and ease the burden generally, and ultimately all should benefit.

So, while indications are that the retention-recruiting situation is improving, the hope is that this will prove a pruning which will make it a better Fleet in which to serve in a year or two.

This will give the ships a lift . . .

Royal Navy ships will emerge from the water and make tracks for dry refits when Rosyth's intriguing Syncrolift project starts to provide a service for the Fleet next year.

After docking between "shiplift" jetties, MCM vessels, Island-class ships, RMAS and other small craft will be hoisted by platform to dockside level before being towed on trolleys along rail track and "shunted" into one of the five bays of a vast refit "garage."

Already the operation of the project, now well under way and due to commission early next year, can be visualised. Models and diagrams provide an impression of a giant working Meccano model. But the practical advantages should be immense, allowing refits to continue in working comfort in all weathers, day and night if necessary, and with easy access to ships.

STEEL PILES

Work on the ten-acre dockside site has included use of hundreds of steel piles. The American-designed Syncrolift, which has already had pre-commissioning checks, includes an articulated platform suspended from two jetties built into the non-tidal basin.

The eight-section platform, with deck jointed to allow flexibility and designed for uniformly distributed load, is raised and lowered by eight pairs of motor-powered hoists on the jetties. These are operated through a console in the Control House at the dock edge, and the mechanism is rated as a 1,500 tonne class A shiplift by Lloyds Register of Shipping.

NIGHT OPERATION

There will be floodlighting towers for night operation.

From the "shiplift" is a 126-metre rail link along which vessels will be towed by diesel tractor unit towards the refit building, in front of which a side traverse unit will allow the ships to be manoeuvred on cross rails to enter any of the five doors.

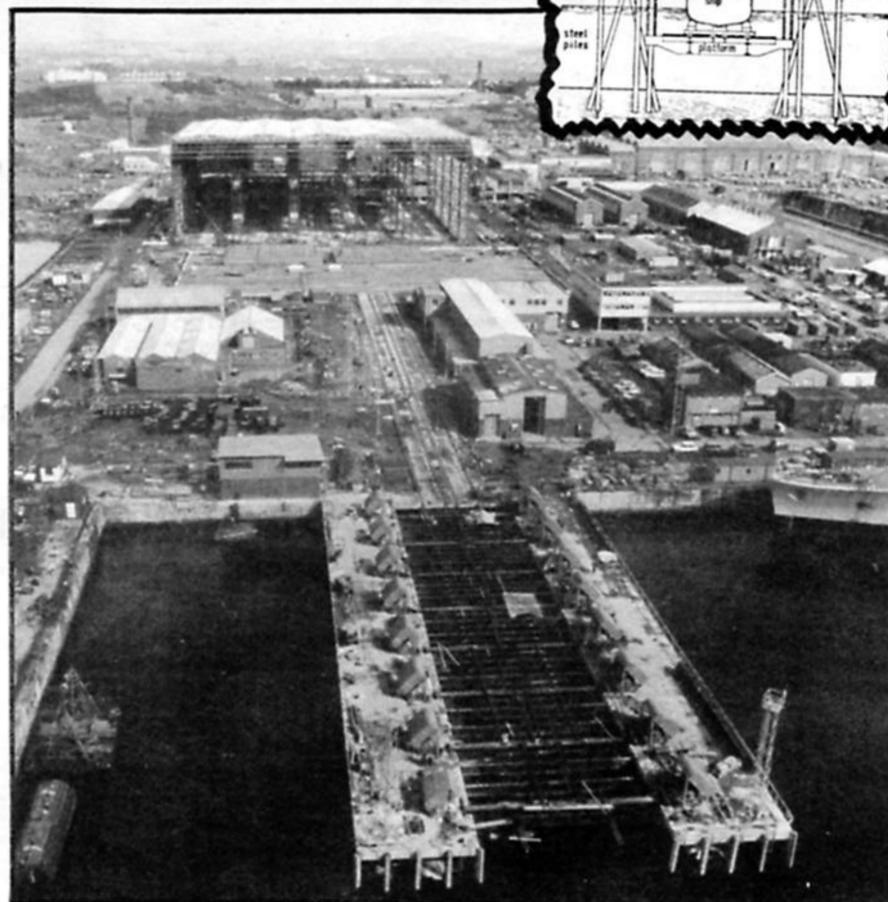
High pressure water jets will clean off marine growth accumulated on ships' hull and keel before they are moved into the huge steel-framed refit building, which is 80 metres long, 93 metres wide and 31 metres high. Its powered sliding doors will have 27 metres high clearance.

REFIT BAYS

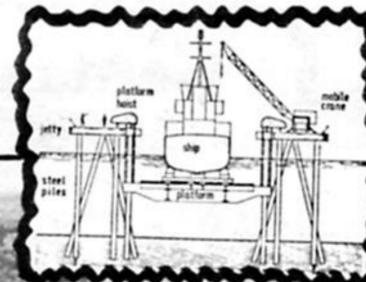
Each of the five refit bays will have rails set in the floor and pedestrian walkways six metres above floor level. All services will be provided and each bay will have a 15-tonne radio-controlled overhead travelling crane. Heating will be by radiant panels.

An open refit area is also being provided alongside the refit building.

Other features of the complex include



Above — Rosyth's giant Syncrolift project takes shape on a ten-acre dockside site. Inset above — A cross section diagram showing how the platform will lift underneath the ship.



three-storey support building, low magnetic store, glass reinforced plastic repair building, and roll-on roll-off berth.

Solutions to the task of providing modern refit and repair facilities in dockyards have varied from yard to yard according to ship type, and they include the huge refit complex for frigates at Devonport — the Guzz Garage.

The Rosyth "pride and joy" for smaller ships

provides another version of yard updating and recognises the vital role being played by the base, including the support of ships involved in offshore patrol duties in the North Sea and on fishery protection.

The new Rosyth complex is expected to be in operation by next spring, allowing more than 80 different vessels to be refitted there, including the new Hunt-class.

NORFOLK'S BIG SHEIKH UP!



You can bank on H.M.S. Norfolk... Sheikh Ali Ben Middleton (alias Cdr. George Middleton, the ship's supply commander) officially opens the Norfolk's bank by depositing a bag of silver. With the pay rises, and L.O.A., and separation allowance, there is a lot of money around the ship, so the bank has been started to help sailors to look after it.

The bank is run by the supply department and offers advice on investment. Pictured with Cdr. Middleton at the opening ceremony are CPOWTR Ken Smith (sitting left), Lieut. David Highett (deputy supply officer and deputy bank manager), and LWTR David Heath.

Group Eight in Red Sea rescue

Help for a sick merchant seaman came from Group Eight as they passed through the Red Sea on their way to the Seychelles.

The group intercepted a medical distress message from the Indian ship m.v. State of Punjab, which had on board a crewman suffering from suspected appendicitis.

AIRLIFTED

Within 25 minutes a doctor from R.F.A. Fort Grange had been airlifted to the vessel by a Sea King from 824 Naval Air Squadron. The crewman was flown back to the Fort Grange where a surgical specialist from H.M.S. Dido assessed his condition.

After treatment the patient's condition was settled and plans were made to land him in the Seychelles.

Welcome to sunny Cyprus

Twelve Royal Navy and R.F.A. ships have been showing the flag in the Eastern Mediterranean — some of them making rare stop-overs such as Syria and the Eastern Sovereign Base Area in Cyprus.

The force included Group Eight ships which left Portsmouth in May for an eight-month deployment to the Mediterranean, the Indian Ocean, Australia, New Zealand and the Pacific.

Making up the group are H.M. ships Norfolk, Falmouth, Achilles, Arrow, Arethusa and Dido, supported by R.F.As Black Rover, Olmeda, Fort Grange and Lyness. They arrived in Gibraltar on May 12, joining up with the nuclear-powered Fleet submarine H.M.S. Courageous and R.F.A. Regent for the NATO exercise "Dawn Patrol".

Later the ships began a series of visits — the Norfolk and the Falmouth to Izmir in Turkey; the Achilles, the Courageous, the Black Rover and the Regent to Corfu; the Arrow and the Arethusa to Cyprus; the Dido to Latakia in Syria; and the Olmeda to Iskerdun in Turkey.

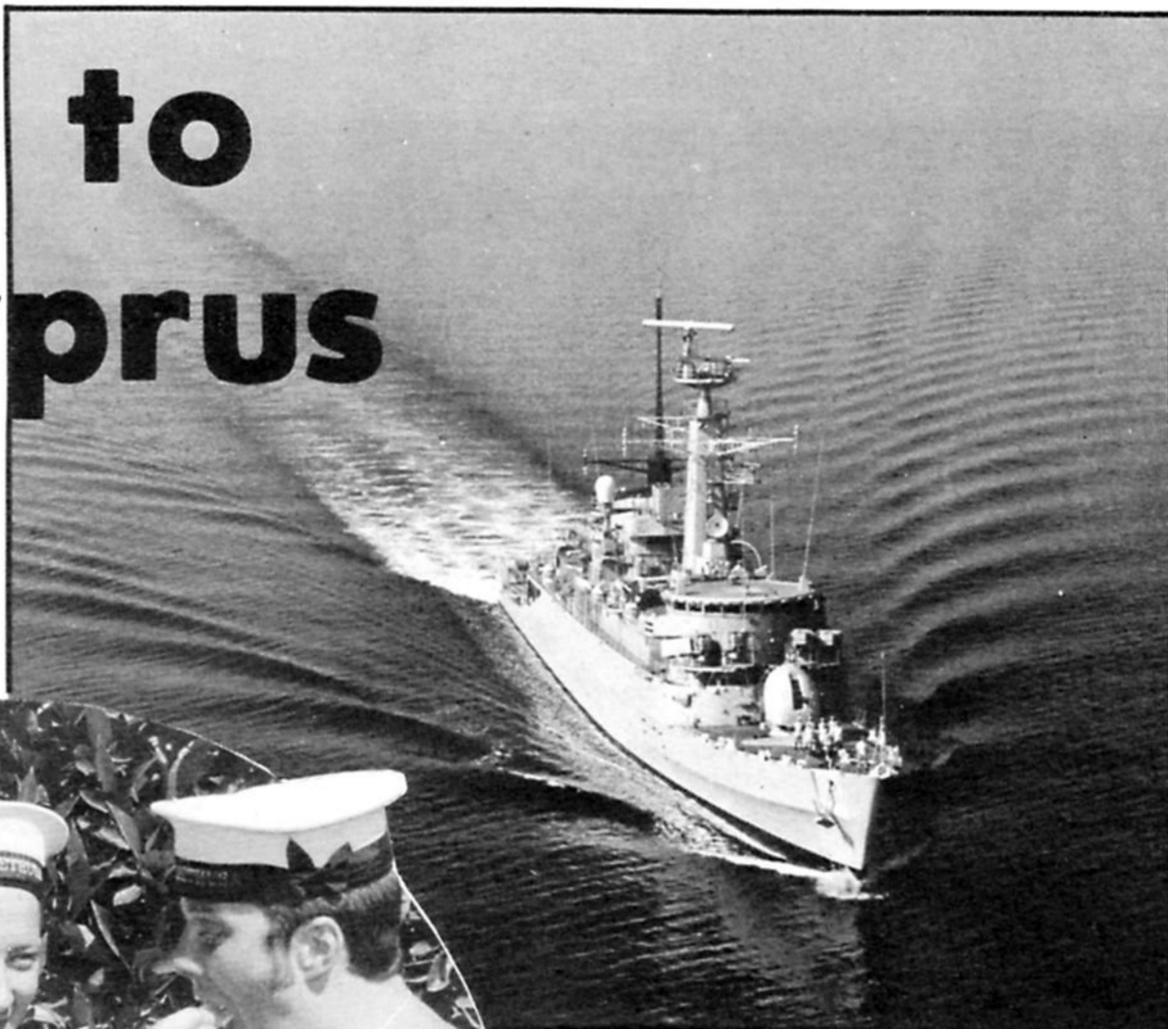
H.M.S. Arrow, in Dhekelia Bay, was the first R.N. ship to visit E.S.B.A. Cyprus for more than five years, and during her five-day stay attracted more than 1,500 sightseers from the British community there — many of whom offered return hospitality to the ship's company.

Meanwhile, at R.A.F. Akrotiri in the Western S.B.A., the Arethusa was given a similarly warm welcome from service families, more than 800 visiting the frigate.

On board when the Arrow left were the Commander British Forces Cyprus, Major-General W. R. Taylor and the Dhekelia Garrison Commander, Col. J. D. F. Alexander, who were returned to the island by the ship's Lynx helicopter.

But helicopter star performances were not left solely to the Navy... while the Arrow was heading for Akrotiri to join the Arethusa, an Army Alouette helicopter landed on the ship's flight deck — probably the first time that an Army Alouette has touched down on a moving Type 21.

After re-assembling, Group Eight headed for the next leg of its deployment — the Indian Ocean.



H.M.S. Arrow arrives for her five-day stop-over at Dhekelia on the southern coast of Cyprus. Picture: Graham Hearn



Fruits of a visit

Above — Although the days of scurvy in Royal Navy ships are now long past, sailors from H.M.S. Arethusa needed no encouragement to sample fruits from Cyprus's famous Phassouri orange groves — especially when introduced to them by one of the local beauties. Taking the fruits of the Arethusa's visit to Akrotiri are REM1 Phillp Holbrook (right) and MEM Phillp Jakes.

Left — First "hands to bathe" of the deployment — sailors from H.M.S. Norfolk take a dip in the warm Mediterranean.



Sweden warms to visiting frigates

After exercises and weapon training, including a joint maritime course and participation in Rosyth Navy Days, four ships of the Fifth Frigate Squadron made a brief week-end visit to Invergordon before heading east to Scandinavian ports.

H.M. ships, Hermione, Juno, Nubian and Ambuscade were joined by R.F.A. Grey Rover for a six-day visit to Malmo, where the opportunity was taken to soak up the warmth of a Swedish heat wave.

A full sports programme included victories against the Swedes at soccer (2-0) and rugby (22-0) and the ships attracted many visitors.

OSLO VIST

While the Juno and the Nubian made the short crossing to Copenhagen, the Hermione and the Ambuscade took passage with Grey Rover north to Oslo for a four-day visit. If the weather once again was amiable, the Norwegians were even more so and the ships proved a popular tourist spot.

The visits were the Hermione's last abroad as leader

of the Fifth Frigate Squadron before she starts a major refit in August.

The five ships met again for weapon training before the Hermione detached to the south to Kiel for duties as the R.N. representative and guardship at the annual Kiel Week international sailing regatta.

TOP UNIT

● H.M.S. Juno's performance during the joint maritime course earned her the tag of best anti-submarine unit in the exercises. The ship also reports that more than 5,000 people looked her over during Rosyth Navy Days.

During the period of weapon training with the Fifth Frigate Squadron, the Juno was joined by Brigadier Nigel Strickland, Royal Artillery, who witnessed the "wet" end of naval gunfire support on the range at Cape Wrath.



The first five H.M.S. Raleighs were all ships, but the sixth to bear the name was an army of wooden huts, commissioned in 1939 on the Cornish side of the Tamar. That was the beginning of what is today the Royal Navy's main new-entry training establishment — modern, compact, and designed to accept a maximum of 250 recruits a week . . .

RALEIGH-ING TO THE FLAG

Join the Navy these days and you will almost certainly see H.M.S. Raleigh. Now the rebuilt shore base gives all male ratings, other than artificers, their first taste of Service life.

The big new complex near Plymouth has modern accommodation for more than 2,000 trainees undergoing a six-week course — and from 1981 WRNS entry training will be added, moving there from H.M.S. Dauntless.

It's a demanding few weeks for the youngsters as they are taught the basics for their moulding into Royal Navy ratings — from putting out a fire to the domestic detail of how to wear a uniform.

Intensive

Training is intensive — including drills, lectures and practical seamanship — but during their relatively short transformation from civilians to sailors, the youngsters at Raleigh may take solace in the knowledge that the establishment has some of the most modern training facilities in the Navy.

Of the old Raleigh only one drill shed remains; gone are the dark brown wooden huts used to train seamen in World War II, and later, adult entrants and stokers. In their place, overlooking St John's Lake on the Cornish side of the River Tamar, stands the modern brick and fibreglass establishment begun in 1972.

After basic training the entrants move on to professional training in their own branches.

The seamen operators then continue Part II training at Raleigh in which they are taught the vital skills of their trade ashore and afloat.

Self-reliance

The aim is to gradually build up their self-reliance and professional competence so that they can move forward confidently to sub-branch training before joining the Fleet.

Although the old Raleigh has disappeared, the old messdeck principle has continued. Classes of about 25 are housed together in carpeted messes, but each trainee must keep his kit in a ship's locker to get him used to life afloat.

Mock-ups

Several classes are grouped to form a division, each with its own block and its own utility rooms and recreation areas. Twelve Part I and eight Part II blocks each cater for 100 trainees, and when not at full strength the blocks can be used as instruction buildings.

Television and mock-ups of ship's compartments are among the techniques in the purpose-built training centre, which includes the Raleigh Seamanship School.

Without going to sea trainees can operate actual shipborne equipment from the mock-ups in many of the lecture rooms, while closed-circuit TV enables easy access to video tape in most of the lecture spaces.

Despite the necessary rigours it can be something of a sporting life at Raleigh, where physical fitness plays an important part in the courses. Three all-weather pitches have just been completed there, supplementing the grass pitches and allowing sport to continue throughout the year.

Swimming pool

The sport complex is lavishly equipped with two large multi-purpose gymnasia, squash courts and an Olympic-size swimming pool also used for lifejacket and liferaft drills.

All the sports facilities, including the home-made, nine-hole golf course which normally forms a part of the Trevol small arms range, are available for recreation to the ship's company and their families — although it's not a good idea to play golf when a red flag is flying!

Shortness of the training



All in order

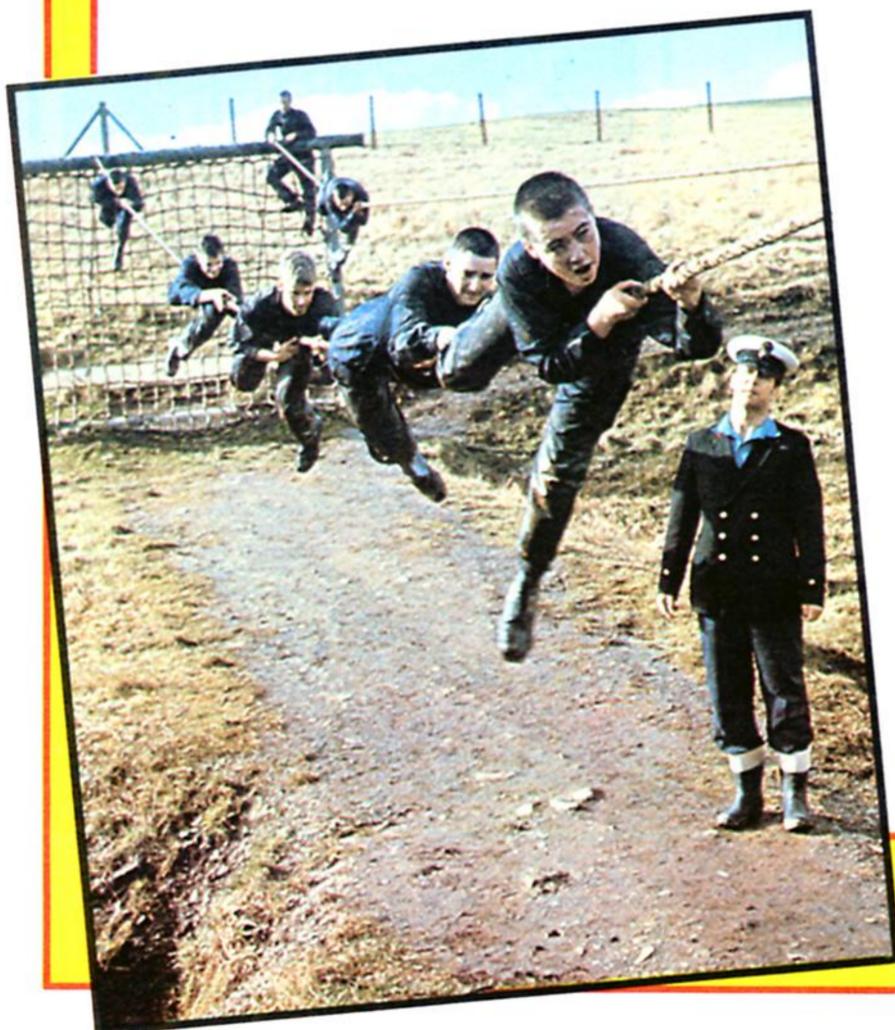
Eyes front as the Captain of H.M.S. Raleigh, Capt. Richard Lambert, inspects the guard at one of the weekly passing out parades. He is accompanied by Lieut. Colin Sharp. Right: Final kit inspection for S(O) Peter Wood in Exmouth mess. Care of kit is one of many domestic subjects taught in the Part I course — and making sure the results are up to standard here is Lieut. Keith Warren, assisted by POMEM Brian Poucher.



courses means that little time can be wasted — even on week-ends there is adventure training on Dartmoor, Bodmin Moor, at nearby Scraesdon Fort or Pier Cellars.

Trainees may also find them-

selves involved in community work — helping to restore the industrial museum at Morwellham, or helping in restoration work for the Mayflower Trust on Drake's Island in Plymouth Sound.



CPO John Fettes encourages his new entry class over the rope section of the assault course. Each entry competes for the assault course trophy presented at divisions each Friday.

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Starting point

Careers afloat are quite literally launched at H.M.S. Raleigh's Jupiter Point Sea Sense Training Centre (pictured above).

For many new recruits their first time at Jupiter Point may well be their first time afloat — apart perhaps from crossing in the Torpoint Ferry.

Initial sea sense is taught in the attractive

setting of the grounds of the National Trust's Antony House on the River Lynher, while Part II seamen operators spend more time there, gaining experience in pulling, motor and sailing boats.

A fleet of Hurley 22 yachts is used to increase trainees' knowledge of things nautical by letting them live on board and sail for a week-end in the port area.



Raleighs at sea

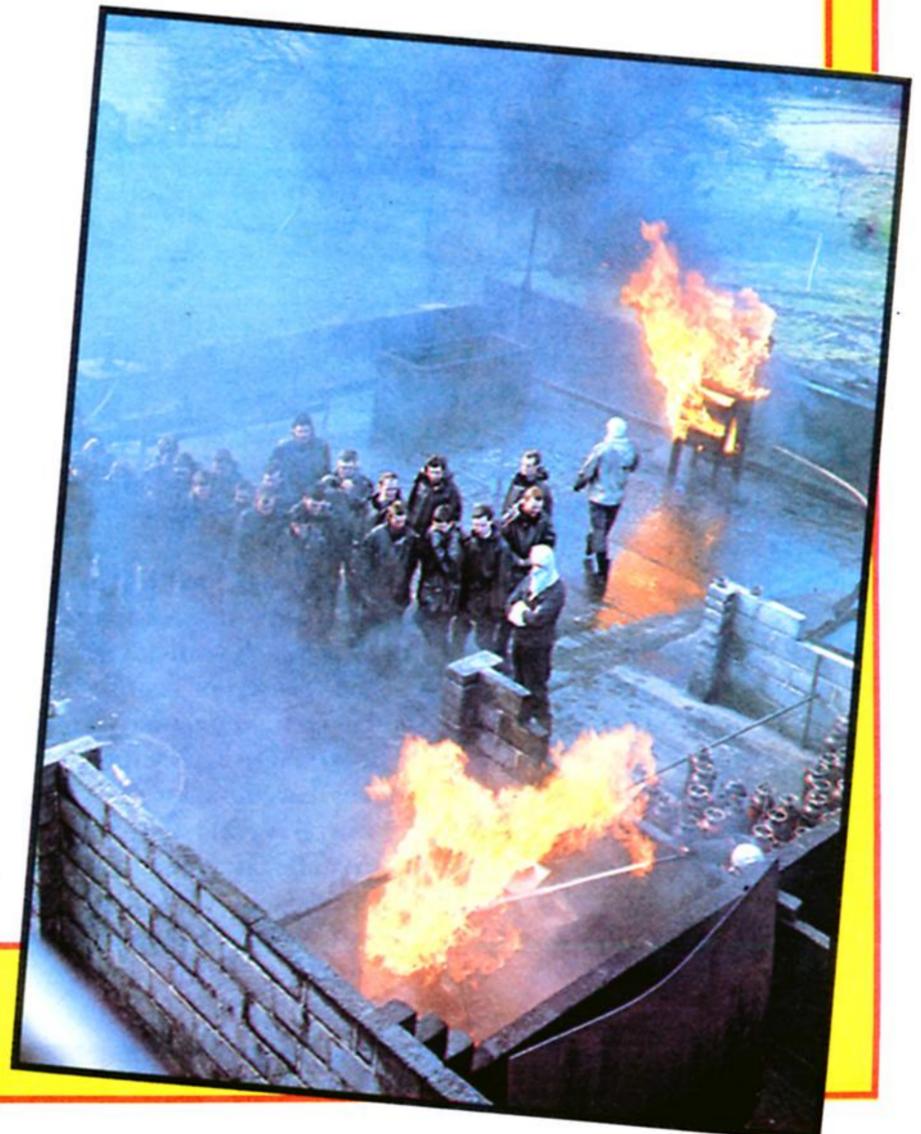
The first H.M.S. Raleigh — named after the Elizabethan seaman-writer — was a 32-gun ship captured from the Americans in 1778 and commissioned in New York, remaining in service until 1783.

The second Raleigh was a 16-gun brig sloop launched in 1806 and serving for 34 years before being sold.

Raleigh number three, a 50-gun ship launched at Chatham in 1845, took part in the second China War of 1857, foundering that year after striking an uncharted rock as she sailed into Macao.

H.M. Dockyard, Chatham, again provided the fourth Raleigh, a 22-gun iron-built, screw frigate of 4,780 tons. Launched in 1873, she took part in the occupation of Cyprus five years later, finally being sold in 1905.

Fifth and last sea-going Raleigh was a 9,750-ton light cruiser armed with 7.5-in. guns. She was launched on the Clyde in 1919, but wrecked in the Straits of Belle Isle three years later.



There's no shortage of hard work at Raleigh — but there is still some time to relax. A large new INAFFI complex includes shops, a post office, bars for those old enough to drink, a social club which runs regular discos, and

other entertainment.

The Roebuck Theatre, seating 500, is used for professional presentations, cinema shows, band concerts, and ship's company pantomime and play productions.

Trainees are taught the basics of firefighting as part of their general course. The staff of the Plymouth Command Fireschool also instruct officers and ratings from ships and establishments in the West Country.



£1,000 idea

An idea by Lieut. MICHAEL PURSER has come as a breath of fresh air to the Royal Navy's Polaris submarine crews — and has earned him a £1,000 inventor's award.

While serving as assistant marine engineering officer in H.M.S. Resolution he suggested ways of reducing carbon dioxide and condensation in the missile submarines.

Lieut. Purser, whose idea was taken up by all four Polaris boats, is now submarine planning officer for the Fleet Maintenance Base at Devonport.

Gold award

Trainee submariner BRYAN LANGLEY received the Duke of Edinburgh Gold Award from Prince Phillip at Buckingham Palace last month. Bryan, who is at the Submarine School, H.M.S. Dolphin, joined the Royal Navy last October.

He comes from Birkenhead, and received the Gold Award partly in recognition for social work he carried out while a member of the Boys Brigade.

Jenny Wren in a submarine!

Third Officer JENNY WILMAN created a little bit of WRNS history when she joined the crew of H.M. submarine Renown as captain's secretary. The Polaris submarine is in refit at Rosyth.

Jenny's term with the Renown will end when the boat returns to patrol.

Jenny and Lieut.-Cdr. NEIL ROBERTSON, commanding officer of the Renown, recently visited the home near Edinburgh of Capt. RONALD BLACKLOCK, a distinguished ex-submariner who has just celebrated his 90th birthday.



Picture: CPO(Phot) Ben Cartwright.



HIGH THERE!

Corporal NEIL MEADE, an instructor at the Royal Marines Mountain and Arctic Warfare Cadre at Arbroath, accompanying Blue Peter presenter Christopher Wenner on an abseil from the top of the 105ft.-high East Tower at the B.B.C. Television Centre. Neil recently qualified as a mountain and arctic warfare instructor Class 2.

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Royal Navy Flying Scholarships are open to young men in the C.C.F. (R.N. and Army Sections only),

the Sea Cadet Corps, approved Sea Venture Scout Units, or pupils of certain nautical colleges and nautical schools.

The Royal Navy Special Flying Award is for young men, between 16 and 23, at any school or university.

Of course, you're under no obligation to join the Royal Navy, but if you would like more information write to this address.

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

ROYAL NAVY FLYING SCHOLARSHIPS



Break for the Coopers

"Oh, we would love to walk along the . . . breakwater" (with apologies to the famous music hall song) sums up an ambition of Robert and Florence Cooper, whose bungalow overlooks Plymouth's famous breakwater.

The Queen's Harbourmaster helped their wish come true when he allowed CCY ROY WELBOURNE (left) and SEA JOHN LANG to borrow one of the department's boats to take Robert (76) and Florence (75) across the Sound to the breakwater.

Roy and John were on hand to help the Coopers walk the length of the familiar landmark.

PEN PALS . . .

Readers seeking pen-friends 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:
Meryl (31), widow, brown hair, brown eyes, two children, Warrington, Cheshire.
Frances (26), single, 5ft. 3in., blonde hair, green eyes, Folkestone, Kent.
Clairette (27), single, 5ft. 2in., fair hair, green-blue eyes, Folkestone, Kent.
Grace (37), divorced, 5ft. 6in., brown hair, green eyes, three children, Eastleigh, Hants.
Yvette (16), 5ft. 3in., brown hair, hazel eyes, Birmingham.
Allison (25), single, fair hair, hazel eyes, Epping, Essex.
Sylvia (27), single, 5ft. 2in., black hair, blue eyes, Southsea, Hants.
Hazel (23), divorced, 5ft. 9in., brown hair, two daughters, Weymouth, Dorset.
Sandra (33), divorced, 5ft. 3in., red hair, green eyes, two children, Aberdeen.
Fiona (19), single, 5ft. 7in., brown hair, blue-grey eyes, Kirkcaldy, Fife.
Rose (36), single, 5ft. 6in., brunette, grey-blue eyes, Wembley, Mddx.

Donna (27), single, 5ft. 2in., brown hair, blue eyes, Poole, Dorset.
Siobhan (16), 5ft. 8in., brown hair, blue eyes, Welwyn Garden City, Herts.
Teresa (24), single, 5ft. 5in., auburn hair, blue eyes, Preston, Lancs.
Maria (26), single, black hair, brown eyes, Peterborough.
Dawn (16), 5ft. 6in., brown hair, blue eyes, Welwyn Garden City, Herts.
Lisa (15), 5ft. 1in., brown hair, green eyes, Wembley, Mddx.
Karen (16), 5ft. 3in., brown hair, blue eyes, Welwyn Garden City, Herts.
Donna (16), 5ft. 7in., brown hair, hazel eyes, Welwyn Garden City, Herts.
Jayne (22), single, 5ft. 9in., brown hair, brown eyes, London.
Sylvia (16), 5ft. 7in., brown hair, grey eyes, Welwyn Garden City, Herts.
Clare (16), 5ft. 5in., brown hair, green eyes, Southampton.
Sally (16), 5ft. 3in., brown hair, hazel eyes, Welwyn Garden City, Herts.
Peggy (30), single, 5ft. 4in., brown hair, blue eyes, Rochester, Kent.
Cathy (19), single, 5ft. 4in., brown hair, brown eyes, London.
Nicola (16), 5ft. 6in., blonde hair, blue eyes, Bury St Edmunds, Suffolk.
Sharon (21), single, 5ft. 8in., blonde, blue-grey eyes, Portsmouth.
Tina (15), 5ft. 1in., brown hair, blue eyes, Welwyn Garden City, Herts.
Sharon (15), 5ft. 9in., fair hair, brown eyes, Welwyn Garden City, Herts.
Linda (21), single, 5ft. 8in., brown hair, brown eyes, Deal, Kent.
Janette (18), single, 5ft. 1in., brown hair, green eyes, London.
Jackie (16), 5ft. 10in., blonde hair, green-blue eyes, Welwyn Garden City, Herts.
Rosina (30), separated, 5ft. 3in., black hair, brown eyes, Plymouth.

Cathy (35), divorced, 5ft. 2in., brown hair, Corsham, Wilts.
Jacky (16), 5ft. 2in., brown hair, blue-green eyes, Twickenham, Mddx.
Lesley (15), 5ft. 2in., brown hair, hazel eyes, Gravesend, Kent.
Julie (15), 5ft. 4in., hazel eyes, Grantham, Lincs.
Andrea (17), single, 5ft. 6in., brown hair, grey-blue eyes, Caerphilly, Glam.
Michele (17), single, 5ft. 5in., blonde hair, blue eyes, Eastbourne, Sussex.
Karen (17), single, 5ft. 6in., brown hair, blue eyes, Sherborne, Dorset.
Denise (19), single, 5ft. 3in., blonde hair, blue eyes, London.
Corinne (16), 5ft. 6in., brown hair, blue eyes, Welwyn Garden City, Herts.
Maxine (15), 5ft. 2in., blonde hair, green eyes, Welwyn Garden City, Herts.
Sarah (16), single, 5ft. 2in., fair hair, blue eyes, Guernsey.
Stella (19), single, 5ft. 6in., brown hair, brown eyes, Guernsey.
Catherine (19), single, 5ft. 7in., black hair, green eyes, Plymouth.
Jackie (18), single, 5ft. 1in., red hair, hazel eyes, London.
Shirley (35), widow, 5ft. 2in., auburn hair, brown eyes, Peterborough, Cambs.
Gayle (16), 5ft. 7in., brown hair, brown eyes, Welwyn Garden City, Herts.
Susan (18), single, 5ft. 6in., brown hair, brown eyes, Leyland, Lancs.
Leigh (21), single, 5ft. 3in., brown hair, green eyes, Pontypool, Gwent.
Morgan (19), single, 5ft. 8in., brown hair, blue eyes, Ladbroke, Stroud, Glos.
Sandra (24), single, 5ft. 10in., brown hair, blue eyes, Hayes, Mddx.
Jane (19), single, 5ft. 3in., brown hair, hazel eyes, Totland, Isle of Wight.
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HMS NELSON - PRESENTS

JULY '79

DAY/DATE	WHAT'S ON	WHO'S ON	TIME	ADM.
SUN 1st	DISCO	DJ RICHARD WOOD	8 till 1130	50p
TUES 3rd	DISCO	DJ PETE CROSS	8 till 1130	50p
THURS 5th	POP NIGHT	HONEYCOMBS & DJ JOHN THOMPSON	8 till midnight	50p
SUN 8th	DISCO	DJ RICHARD WOOD	8 till 1130	50p
TUES 10th	DISCO	DJ PETE CROSS	8 till 1130	50p
THURS 12th	POP NIGHT	SPOOKEY & DJ JOHN THOMPSON	8 till midnight	50p
SUN 15th TO TUES 24th	CLUB CLOSED			
THURS 26th	DISCO SPECIAL	MARK TANA ROADSHOW & DJ JOHN THOMPSON	8 till midnight	50p
SUN 29th	POP NIGHT	LIMMIE & FAMILY COOKING WITH DJ RICHARD WOOD	8 till 1130	50p
TUES 31st	DISCO	DJ PETE CROSS	8 till 1130	50p

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CALEDONIA'S BOTTLES ARE TOPS!

They can't keep their news bottled up any longer at H.M.S. Caledonia... they netted 5,136 bottles for their bottle stall at Rosyth Navy Fair, and the haul — including everything from champagne to tomato ketchup — made £1,625 for charity. Stall organizer Lieut.-Cdr. Bruce Leishman was overwhelmed by the size of the bottle mountain made by apprentices and direct-entry artificers, who collected with the help of the Caledonia wives. Our picture shows Second Officer Anne Kempton and LWren(DSA) Liz Bailey counting just part of the haul.

Picture: CPO(Phot) Jamie Jamieson



POINTS

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 May.

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.

PO(EW)RS(W) — Dry 1; LS(EW) LRO(W) — Dry 1 PO(M) — Dry 4; LS(M) — Dry 9; PO(R) — Int (5.9.78); 8; LS(R) — Dry 8; PO(S) — Dry 9; LS(S) — Dry 7; PO(D) — Dry 1; LS(D) — Dry 4; PO(MW) — 161; Nil; LS(MW) — Dry 2; PO(SR) — Dry, Nil; LS(SR) — Int (21.2.79); Nil; POPT — Int (6.10.77); 2; RPO — 230, 3; RS — 302, 5; LRO(G) — Dry 19; CY — 97, 1; LRO(T) — Int (26.9.78); 5; PO(S)SM — Dry, 1; LS(S)SM — Dry, 4; RS(SM) — Int (14.6.77); 2; LRO(SM) — Dry, Nil; PO(UW)SM — Int (7.12.77); Nil; LS(UW)SM — Dry, Nil.

POEM — Dry, 13; LMEM — Dry, 51; POCEL — Dry, 6; LCEM — Int (15.3.79); 7; POEOL — Dry, 2; LOEM — Dry, 24; POEL — Dry, 7; LREM — Dry, 32; POWTR — Int (26.7.77); 9; LWTR — Int (14.2.79); 11; POSA — 262, 7; LSA — Int (28.4.77); 8; POCA — Dry, 1; LCA — Dry, 5; POCK — 426, 8; LCK — Int (29.3.77); 19; POSTD — 174, 8; LSTD — Int (3.4.78); 21; POMA — 196, 5; LMA — 78, 8; POAF/POAM(AE) — 253, 2; LAM(AE) — 139, 22; POEL(A) — 248, Nil; LEM(A) — 92, 5; POEL(A) — Int (10.12.76); 5; LREM(A) — Int (13.10.77); 5; POEL(AW) — Int (13.12.78); 2; LEM(AW) — Int (29.7.77); 8; PO(AH) — 255, 1; LA(AH) — Int (8.11.77); 4; POA(SE) — 616, Nil; LA(SE) — Int (13.10.77); 1; POA(PHOT) — 345, 1; POA(MET) — 154, Nil; POACMN — 178, 2.

POWRENAF(AE) — 254, Nil; LWREN AM — 149, 1; POWREN CK — Int (7.2.78); Nil; LWREN CK — Int (10.5.78); 2; POWREN DSA — Int (16.6.78); Nil; LWREN DSA — Int (22.7.77); 2; POWREN MET — 165, Nil; LWREN MET — Int (1.6.77); 1; POWREN PHOT — 229, Nil; LWREN PHOT — Int (4.10.77); Nil; POWREN (R) — Int (31.3.77); 1; LWREN (R) — 63, 3; POWREN RS — Int (14.6.77); Nil; LWREN RO — Int (7.12.78); 4; POWREN STD G — 323, Nil; LWREN STD G — Int (1.6.78); 1; POWREN STD O — Dry, 1; LWREN STD O — Int (7.2.78); 2; POWREN SA — Int (9.3.76); Nil; LWREN SA — Int (20.6.78); 3; POWREN TSA — 149, Nil; LWREN TSA — 155, 1; LWREN WA — Int (25.3.77); Nil; POWREN WTR G — Int (17.1.77); 1; LWREN WTR G — Int (21.2.77); 2; POWREN WTR P — Int (3.10.77); Nil; LWREN WTR P — Int (7.12.77); 1; LWREN WTR S — Dry, Nil; POWREN DH — Int (6.5.77); 1; POWREN REG — Dry, Nil; LWREN TEL — Int (13.12.77); 3.

ES BILLETS

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

H.M.S. Cambridge: CPO(PO)(M) Captain SM1: MEA1(P), H.M.S. Dryad: CPO(OP)(S)(EW) FMB Devonport SMU: MEA1/ME2, FOST: MEA1/2 (2); OEA1 (2); REA1; REA2; H.M.S. Heron: 1 FAA CPO Falconer. H.M.S. Mercury: CCY (3); PO (5) any branch. H.M.S. Nelson: CPO(GB) Senior Rates Mess Manager. H.M.S. Neptune: MEA1(P) (3); CEA1(SM) (2); MEA(P)/MEA(H); OEA1(SM) (2); REA1(SM). Portsmouth FMG Stat: OEA1, R.N.R. Clyde: COEL, R.N.R. Ulster: COEL, SMOPS F.G.R.: CPO(OP)(S)(M), H.M.S. Sultan: POMEM; CEA1/REA1, H.M.S. Collingwood: REA1 (4); OEA1 (3); CCEA (2); CEA (2).

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"... I know I haven't seen you a photograph yet, but if you watch the field gun crew on television I am the one ..."

PROMOTIONS

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

REGULATING
To MAA — R. E. Ford (Battleaxe), S. J. T. Venning (Arethusa), B. J. Saunders (President).

COMMUNICATIONS
To CRS — R. E. Pickering (FOST), P. Sunderland (COMCEN Whitehall), D. W. Davis (RNR Severn).
To CRS(W) — R. E. Lee (FOSNI).

OPERATIONS
To CPO(OP)(S)(R) — H. B. Gordon (Dryad).

M. Owen (Arethusa), B. E. Gauntlett (Diomedes), C. J. Isherwood (Newcastle), L. Young (Avenger), D. A. Wilesmith (RV Buchanan), G. D. Mitchell (Tamar).

To CPO(OP)(S)(M) — B. Riddle (Newcastle), A. S. Potts (Ambuscade).
To CPO(OP)(S) — P. M. Harling (Hermes).

To CPO(SEA) — D. R. MacGregor (Hermes), G. Greenwood (Britannia), W. Crowe (FO Portsmouth), R. J. Gilmore (Ark Royal).
To CPO(UW)(SM) — M. W. Dye (Raleigh), (Raleigh).

PHYSICAL TRAINING AND RECREATION
To CPOPT — M. Heffield (Sultan).

MARINE ENGINEERING

To CMEM — R. F. Bean (Captain SM2), A. E. P. Martin (Hermes), I. M. Budge (Rooke).

FLEET AIR ARM

To CAF(AE) — R. W. Hart (Daedalus).
To CREL(A) — T. Campbell (826 NAS), M. P. C. Marshall (Seahawk).
To CEL (A) — J. M. C. McCordie (Daedalus), D. I. Aitken (Heron).
To CPOA(PHOT) — L. R. Warr (COMNAVSOUTH).

SUPPLY AND SECRETARIAT

To CPOCK — V. J. Ayres (Cochrane).
To CPOSA — N. Van Landewyck (Pembroke), I. M. Owens (Norfolk), D. McEveley (Pembroke).
To CPOWTR — T. Finnie (Mercury), A. G. Braithwaite (Centurion).

ARTIFICERS AND MECHANICIANS

To ACMEA(H) — R. T. Brindle (Kent), C. Cole (Sultan), J. W. Poole (Sultan).
To ACMEA(P) — R. Adair (Bristol), J. G. Dyson (Norfolk), P. A. Lord (Pollington), J. D. Rynie (Caledonia).
To ACMEMN(P) — K. R. Brown (London), P. M. Maitland (London), J. G. Rodd (Blake), M. A. Weeks (Norfolk).

SD LIST

The following ratings have been selected for promotion to acting sub-lieutenant (E)(AE)(L), (E)(AE)(M), (E)W and E(WE)(SM) on the Special Duties list as from October 29, 1979:

ACREA(A) P. J. Broadway (on successfully qualifying educationally), ELMN(A) A. L. Josolyne, CRELMN(A) V. G. Martin, CAA(AE) R. A. Broad, ACAMN(AE) J. Brown, CAA(AE) J. C. Godwin, CAA(AE) P. A. Lynch, and ACAA(AE) A. Wilkinson.

COEMN P. Andrews, CCEA A. M. Barber, CREA N. J. Benson, CCEA M. A. Bonney, CCEA J. W. Brunink, CREA J. L. Concannon, REMN1 P. Durrant, REMN1 R. C. Emly, ACCEA D. E. Hambrook, REMN1 M. R. Hanslip, CCEA C. V. S. Heather, COEMN A. J. Jones, A/REMNI W. E. Meir, AOEAI M. R. Moore, A/REMNI D. J. Nelson, CCEA C. Heay, ACOEA H. A. Rowies, CCEA L. G. Young, REMN1 G. J. Coles, CCEA A. Curtis, CEA1 T. S. Guy, CCEA M. L. D. John, CEA1 C. R. Joice, OEMN1 V. J. O'Neill, A/REMNI C. J. Williams, OEMN1 T. J. Hewitt, and OEMN1 W. Ritchie.

HONOURS

Royal Naval awards in the Queen's Birthday Honours List this year included:

G.C.B. — General Sir Peter Whiteley, R.M. K.C.B. — Vice-Admiral D. A. Loram, Vice-Admiral Cameron Rusby.
C.B. — Rear-Admiral D. W. Haslam, Commandant S. V. A. McBride, W.R.N.S., Rear-Admiral P. R. Marrack, the Venerable Archdeacon B. A. O'Ferrall.
K.B.E. — Vice-Admiral J. S. C. Lea, Rear-Admiral O. N. A. Cecil.
C.B.E. — Capt. C. T. Codrington, Capt. J. Ditchburn, R.F.A.S., Capt. W. A. Totts, the Right Rev. F. J. Walmesley.
O.B.E. — Cdr. R. B. Brooke, Cdr. E. R. Chapman, Cdr. A. Gray, Cdr. M. R. Hare, Cdr. M. J. Howitt, Cdr. W. C. Kirk, Lieut.-Col. G. U. W. Manuel, R.M.R., Rev. J. D. Pibworth, R.N.R., Cdr. C. E. Robins, Cdr. G. D. Stubbs, Cdr. M. O. Taylor, Cdr. A. G. Worsley.

M.B.E. — Lieut.-Cdr. C. Ball, FCREL F. R. Barriskell, FCAMN(AE) G. S. Chinnock, Lieut. R. G. R. Gray, Lieut.-Cdr. A. R. E. Jones, R.N.R., Lieut.-Cdr. D. Leach, Lieut.-Cdr. D. W. Murdoch, Lieut.-Cdr. D. R. Murphy, Lieut.-Cdr. D. G. Ridgers, Lieut.-Cdr. E. R. Ruscombe-King, Lieut.-Cdr. E. V. F. Savill, Lieut.-Cdr. (SCC), W. T. Weir, R.N.R., Major

D. R. Whitcher, R.M., Lieut. (CS) E. J. Williams.

B.E.M. — REMN(A)1 J. Beckett, Sgt. P. N. Biggs, R.M., MEA(H)1 K. J. Clarke, ACPOWTR R. C. Cornes, BDC/SGT F. J. Cowdrey, R.M., Postal CPO F. B. Cowen, R.N.R., CREMN(A) J. Cruddas, CPO(OP)(S)(EW) B. Durrans, CPOCA D. J. Farrant, Chief Joiner R. Hannah, R.N.R., C/SGT R. L. Heath, R.M., REA1 R. G. House, CPO(OP)(S) P. E. Jeal, CPO(MW) G. G. Lilley, R.N.R., CMEA(P) E. F. Lovegrove, C/SGT D. A. Marks, R.M., CMEA(CA) E. A. J. Moyes, POPT G. Oakes, CPOST M. L. Patterson, CPOCK E. V. G. Read, CMEA(P) W. B. Reay, CWRENREG A. P. Rourke, W.R.N.R., CCEMN J. F. Simpson, CPOWTR A. C. J. Smyth, R.N.R., CMEMN(P) H. E. Stannard, CWRENREG M. E. Willey, CWREN(FS) J. M. Williams, CPO(OP)(S) R. M. S. B. Williams, CPOCK R. J. Yeomans.

Royal Red Cross: A.R.R.C. — Lieut. P. R. Wellings.
Queen's Commendation for Valuable Service in the Air — Lieut. I. R. M. Bradshaw.
Royal Victorian Order: M.V.O. 4th Class — Cdr. J. A. Marshall, M.V.O. 5th Class — Lieut.-Cdr. D. J. Howlett.
Silver Medal — BCC/SGT M. F. Kennard, R.M.

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Expanding role of the Association

Admiral Sir Gordon Tait, the Second Sea Lord, received a standing ovation from delegates when he addressed the 42nd conference of the Royal Naval Association at the Royal Commonwealth Society in London.

As a member of the Admiralty Board, and Chief of Naval Personnel, his presence was a significant reminder of the growing unity between the Associations, and its parent Service.

CONFERENCE REPORT

Admiral Tait spoke encouragingly about the Navy's future; about the high quality of the young men being recruited today; the 26 new ships building; and the steps being taken to halt the drain of trained personnel from the Navy.

Referring to the recommendations of the Hogg Committee set up to study the links between the serving Navy, and the R.N.A.

and other associations, Admiral Tait said a member of his staff would continue to liaise with the R.N.A. and to deal with any problems until the full recommendations of the Hogg Committee could be implemented.

He saw an expanding role for the Association which, he said, was in a position to influence the youth of today and tomorrow."

Standard laid up in church

The old national standard "laid up" on Horse Guards Parade in June 1978, was committed to the custody of the Church on June 17.

This simple and moving ceremony and service was conducted by the Vicar, the Rev. B. A. Watson, in his church, St Lawrence Jewry, in the City of London.

Representative standards from the 13 Areas of the Association, together with the City of London branch, supported the old standard carried by Shipmate W. N. Bill Carruthers of Liverpool.

LORD MAYOR

The congregation, including guests from Australia, was headed by the Lord Mayor and Lady Mayoress of London, Sir Kenneth and Lady Cork. Rear-Admiral Sir Edward "Batchy" Rebbeck, deputising for the National President, read the lesson.

After the service, the faithful repaired to the Little Ship Club to refresh themselves for the homeward journey and to talk to the Admiral and the Lord Mayor.

If money worries you, ask for less pay.

Withdrawals while overseas are made easily through your Pay Office. In the UK you can withdraw up to £50 on demand at post offices, or larger amounts on application to the NSB.

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(Index linked). This is a scheme to protect the purchasing power of your regular, longer-term savings.

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We also offer you from your post office, an NSB Investment Account (currently paying 12% a year).

From your post office or Bank, National Savings Certificates—18th Issue returning an equivalent of a compound interest rate of 8.45% over the full five years, tax-free; Premium Saving Bonds, with thousands of prizes every month; and British Savings Bonds, offering 9½% a year, plus 4% tax-free bonus if held for five years.

For full details and conditions, ask your Pay Office.



national savings

The answer to money worries is to build up a savings account. And the easiest way to save is to have the money taken out of your pay and put into a National Savings Bank account. Here your money is absolutely secure, easily obtainable when you want it, and earns a good return. You can also have a pay deduction made that is put straight into a Save As You Earn account. In both cases, you can make the arrangements with your Pay Office, but commit yourself only to what you can afford; over-saving can be almost as worrying as over-spending.

Here are the basic details:

National Savings Bank (Ordinary Account). Your money earns 5% a year, and the first £70 interest is free of UK income tax. As well as saving through pay deductions, you can also make cash deposits in your account, either on board ship or at UK post offices.

Cwmbrans bury old scores

According to Shipmate Brace of Cwmbran, Welsh shipmates have "buried old scores once and for all" with their friends across the sea from Bremerhaven Naval Association. Detente came about during their week-end visit to Wales.

"After the usual exchanges of plaques and platitudes" the visitors were entertained both at the R.A.F.A. club and the Sea Cadet unit "where the usual brand of Welsh flavour broke down all language barriers," and led, it seems, to the burial of "old scores."

The visit also brought about a happy reunion for Mr. Heinz Mast and Mr. Clive Sutton, who marked the meeting by an exchange of mementos. Mr. Sutton received a framed photograph of the Prinz Eugen and, in return, presented a plaque of H.M.S. Hood and a framed photograph of the Ark Royal. The memorable week-end concluded with a tour of the Brecon Beacons and a "sight" of Cardiff castle.

A postal strike and petrol shortage failed to put a damper on the 21st dinner dance of shipmates of **Cork and County** branch. Despite transport and communications problems, over 100 shipmates and friends gathered at the Metropole Hotel for what many voted the best social event for a long time.

Their location may keep shipmates out of touch with comrades in the U.K., but they would like them to know that "they have steadfastly held to the aims for which the branch was formed in 1959." They extend a warm welcome to shipmates visiting Cork. The place to head for is the Royal British Legion Club, 115 Oliver Plunkett Street, with whom ship-

mates have a "strong liaison."

From West Yorkshire comes news that the branch formed at **Keighley** will be commissioned on Saturday, July 14 at 1400. Visiting branches will receive a hearty welcome, but it would be appreciated if some indication of numbers could be received in advance. To help branch funds, Shipmate Tom Burnett is undertaking a 28-mile sponsored walk on July 1.

Doncaster have about recovered from their silver jubilee celebrations, which will be remembered for some time to come. Over 1,000 shipmates, from branches as far apart as Battersea, Mitcham and

BRANCH NEWS

Tyne and Wear, attended the celebrations. Shipmates wish to extend their thanks to all who gave up their time to make the occasion such a memorable one.

There was also a good turn out at **Rugby** for the dedication of their standard on May 6. Over 450 shipmates and 38 standards were at St Andrew's parish church for the dedication ceremony, which was witnessed by the Mayor and Mayoress and members of other ex-Service associations. The parade was led by the Coventry Sea Cadet band and the salute taken by Major N. F. P. Percival, R.M. Rugby Sea Cadets formed the guard of honour.

REUNIONS

A buffet dance at Oxford town hall on Saturday, September 15, will mark the 50th anniversary of **Oxford Royal Naval / Royal Marines** association. Tickets, at £2 each, are available from the Secretary, RN/RM Association, 3 Marsh Road, Cowley, Oxford OX4 2HH; telephone Oxford 43812.

The crew of H.M.S. **Amethyst** of "Yangtse Incident" fame, April 20, 1949, and relatives of those killed in action, are holding their first reunion at the Royal Naval Association Club, Welwyn Garden City, on July 28. For details contact Mrs. Sheila Smith, 22, Camperdown Street, Stoke, Plymouth. Telephone 58771 (after 5 p.m.).

A champagne reception and buffet supper at the Victory Club, H.M.S. **Nelson**, was attended by 250 members of the ship's company of H.M.S. **Lion**. Vice-Admiral Sir Ian McGeoch, captain

of the **Lion** from 1962-64, was present and also officers who served under his command including his former commander, now Admiral Sir Richard Clayton, C-in-C Naval Home Command; Capt. B. W. Tyler RN (ret.); Lieut.-Cdr. Dick Richards and Lieut. Phil Thompson.

The **H.M.S. Hood Association** dinner dance at Portsmouth was attended by Vice-Admiral Sir Louis Le Bailley and Rear-Admiral C. F. Kemp. The guests of honour, Mr. and Mrs. Edwin Greenwood, presented the association with a leather-bound gold embossed Roll of Honour of those members of the Hood's crew who died when it was sunk by the Bismarck on May 24, 1941.

The roll was presented in memory of Mr. Greenwood's father, Capt. Frank Greenwood, Royal Marines, who ser-

ROYAL NAVAL ASSOCIATION

HEAD OFFICE: 82, CHELSEA MANOR STREET, LONDON SW3 5RU. TELEPHONE: 01-352 6764



HUMOUR WINS WORD BATTLE

The mood of the 42nd conference attended by 128 delegates was one of good humour and common sense. If there were some who came to do battle, the verbal exchange, if sharp at times, was not aimed at drawing blood. There were 18 motions debated, one was withdrawn, and two thirds were defeated.



Mr. Ray Smith, president of Western Australia Submarine Old Comrades Association, is pictured here (left), with his wife Betty, presenting a £370 cheque collected "Down Under" for the H.M.S. Alliance Submarine Appeal, to Capt. Hugh Oliphant R.N. (ret.J.), the Alliance Appeal director. Mr. and Mrs. Smith were visiting Britain as guests of Birmingham SOCA.

Iron Warrior to be restored

The hulk of the 1860 armoured iron ship *Warrior*, now used as a pontoon at Millford Haven, is to be restored at a cost of £4m. to £5m. and put on show near H.M.S. *Victory* at Portsmouth. And the tattered battle ensign of another H.M.S. *Warrior*, worn by the armoured cruiser of that name at Jutland, was raised over the headquarters of Commander-in-Chief Fleet at Northwood, on the 63rd anniversary of the battle. The headquarters bears the name H.M.S. *Warrior*. The ship was in the First Cruiser Squadron which lost three of its four ships — among them the *Warrior* which sank on her way back to port after the battle on May 31, 1916.

The President of the Association, Vice-Admiral Sir Ernle Pope, set the mood with the bright news that the Association was in good shape. Membership was up, over a dozen new branches had been formed in 1978, and for the first time the Association had been able to make a major grant to charity.

The grant, to the Sea Cadet Association for the refit of T.S. *Royalist*, he said, took the Sea Cadets completely by surprise. It was greatly appreciated, more so, as they were suffering some financial embarrassment at the time.

Thanking delegates for this fine effort and for those being made on behalf of the 1979 Central Charities Fund, Admiral Pope said: "If the response so far continues, I'm optimistic we will be able to purchase an ambulance for Pembroke House by the end of the year."

SAD LOSS

Referring to Headquarters staffing, he said delegates would be sad to learn that they will shortly be losing Mrs. Elizabeth Tatum, who after 14 years with the Association was having to retire because of ill health. She had, however, offered to help the general secretary, Capt. R. Tiddy, at Reunion in October.

The treasurer (Mr. H. A. Steward) said 1978 had been a good year for the R.N.A., the balance sheet showing a surplus of income over expenditure.

Delegates then got down to a morning and afternoon's session of debate.

DEFENCE

The volume of business discussed included proposals for changes in the Association's rules. These were defeated, but not without some strong defence from delegates who felt democracy was at risk.

There was enthusiastic support for the proposal to hold the 1980 conference at H.M.S. *Nelson*, Portsmouth, and not much support for those motions which put members money at risk.

A lengthy discussion on R.N.A. charities took place as a result of a proposal by Bletchley. Points raised ranged from how charities were selected to the gains which resulted from being a registered charity.

SHORT LIST

The proposal, carried by three votes, was that a short list of charities solely concerned with the Naval Force and their dependents be drawn up annually and promulgated to branches so that conference may decide which charity should be supported for the year.

Throughout the morning and afternoon debates, abrasive good humour prevailed. Opinions of course, did clash, but tempers remained cool even if the response was emotional when the proposal that full members should, after 25 years unbroken membership, be permitted to purchase life membership.

This proposal was overwhelmingly defeated.

SOCIAL SUCCESS

Socially, the conference was a big success. The get-together for delegates and wives prior to the conference at the Union Jack Club, organized by Shipmate Wilcock, raised £75 for the Pembroke House ambulance fund, and tickets for the post-conference buffet dance organized by No. 1 Area were sold out on the day.

man), thanked Mr. Morris for the gift and had a word of thanks also for Mr. W. Langridge, the branch president. Mrs. E. Millman (vice-chairman of the ladies committee) presented the branch with £300. It was a happy occasion for all, particularly for Mr. John Clarke, who, for services to the branch, was made an honorary member.

From Grimsby, a letter from the parents of PO Michael Wilkinson, expressing their thanks to members of the R.N.A. for the help given when their son was taken to Haslar Hospital having suffered a serious leg injury playing football. Signals were sent from Grimsby to Eastbourne and then to Gosport, and within 24 hours the patient had a visit from Shipmates Lock and Grant of Gosport and a delicious basket of fruit.

ved in the *Hood* 1931-33. The Roll of Honour, now in the care of the Rev. R. Paterson, honorary chaplain of the Hood Association, and Rural Dean of Bishop's Waltham, can be viewed in his church at Swanmore. For details of the association contact Mr. Harry Purdue, 85 St Johns Road, Locksheath, Hants.

At the third reunion of H.M.S. *Foylebank* Association held at Weymouth, a collection of memorial photographs and a marine artist's impression of the *Foylebank's* last action were presented for display in the Weymouth and Portland Museum. A memorial service was held at St John's Church, Portland, followed by a wreath-laying ceremony at the Royal Naval cemetery.

Capt. Walker's Old Boys' Asso-

ciation remembrance service at Bootle Cenotaph was well attended. The Guard of Honour and Cutlass Guard was provided by the local Sea Cadet Corps and sailors of H.M.S. *Raleigh*. Wreaths were laid by the Flag Officer Plymouth, Vice-Admiral Sir Peter Berger and the association chairman Mr. G. H. Williams. Music for the ceremony was provided by the band of the Royal Marines.

Twenty-two shipmates and wives, representatives of the 1st Destroyer Flotilla (1942-45) were guests of the F.F.S. La Combattante Association during a four day visit to Courseulles, France, to mark the 35th anniversary of D-Day. La Combattante was a unit of the 1st Destroyer Flotilla. She had a sizeable British liaison staff, until she was sunk with heavy loss of life.

CALLING OLD SHIPMATES

Mr. Griffith E. Fanthorpe, (ex-telegraphist 1940-46), 31 Brackenfield Road, Hasbury, Halesowen, West Midlands, would like news of former shipmates who served with him in H.M. ships *Faulknor*, *Foula* or *Sapphire*, particularly Lieut.-Cdr. Greenstreet, who was commanding officer of the *Foula* for three years.

Mr. Norman F. White, White Hart Cottage, Bow, near Crediton, Devon, EX 17 6EX, former L/Sig in H.M.S. *Blencathra*, who left the ship before Christmas 1944, would be pleased to hear from any of his former shipmates.

Mr. J. McGurk, 4, Calvados Road, Taunton, Somerset, former submariner, wishes to contact any of his old pals who served with him on "LMPA" when she was being built at Barrow-in-Furness, or any who served in her afterwards.

Lieut. B. Williamson R.C.N. (Retd), 121, Rollins Drive, Belleville, Ontario, Canada K8N 4J7 wishes to contact any relatives or family of, or any previous shipmates, who served with PO E.R. Cremer (First and Second World Wars), and PO W. J. Harding (Second World War), both submariners.

Mr. A. V. Monk, 22, Mildenhall Road, Clapton, London E5, is anxious to trace anyone who served with him in the Nelson Battalion, 2nd Naval Brigade, during the First World War.

Mr. W. G. King, 34, Palgrave Road, Great Yarmouth, Norfolk, would like to trace Marine W. F. J. Jackson, who served in H.M.S. *Sheffield* 1940-41, last heard of in the Glasgow area.

OBITUARIES

Shipmate Bernard Fitter, standard bearer Macclesfield until 1975, transferred to Plymouth, died May 19, aged 55.

Shipmate Robert Brackenbury, member of Cwmbran, Dunkirk Veteran holder of Atlantic and Burma Stars, died April 6.

Shipmate Oswald Hughes, ex-CPO founder member Aberystwyth, died age 78.

Shipmate Bill Rand, oldest member Doncaster, died April 30, aged 91.

Shipmate Ted Robins, ex-stoker, chairman Edenbridge, died May 7, age 76.

Shipmate Eric Jackson, former able seaman, member Burnley and Pendle, died age 54.

RECRUITING AWARDS

The following awards were presented by the President to the branches and the area which had recruited the most members during 1978 — Silver Rose Bowl (for branches with fewer than 30 members at the beginning of the year), North Reddish; President's Dirk (large branches), retained by Llanelli; Sword of Honour (Area), No. 10 Area.

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Tank celebrates 25 years, 20,000 escapes

More than 20,000 "escapes" in 25 years — that's the record of the Royal Navy Submarine Escape Training Tank which celebrates its jubilee with a staff reunion on September 8.

The tank, opened at H.M.S. Dolphin, Gosport, in July 1954, still leads the world in the techniques it uses — and many of the world's navies have sent their submariners for training in the 100ft.-high tower.

After classroom instruction, the trainees make two ascents of nine metres and one of 18 metres

with standard escape apparatus — breathing equipment and a buoyant, insulated suit.

Instructor divers make sure the "escapes" breathe out properly and ascend at the right angle. When the trainees make the ultimate 30-metre ascent they are clipped to a cable so they do not bump against the sides as they shoot to the surface at about 10ft. a second.

"Most of them become enthusiasts after their first nine-metre ascent," said Lieut.-Cdr. Roy Anderson who leads the instructors.

All former staff of the tank are being invited to the reunion at H.M.S. Dolphin. Tickets at £2.50 are available from FCPO A. A. Hayden at Dolphin.



Basin Street "Whites"



These sailors from H.M.S. Gurkha were lucky enough to have two American Waves to show them around the old streets of New Orleans.

Southern comfort

H.M.S. Gurkha sailed back under the Forth Bridges on June 25 at the end of a 17,000-mile, three-month deployment that took her to the West Indies and America — and on a mercy dash to the volcano island of St Vincent.

As reported in last month's Navy News, the mission to St Vincent in the Leeward Islands began as the Gurkha was sailing to Norfolk, Virginia, to take over the duties of the West Indies guardship from H.M.S. Mohawk.

Having given what assistance was required, the frigate visited Vera Cruz in Mexico for four days, then sailed for the United States and a week-long visit to New Orleans.

The 100-mile passage up the Mississippi was an interesting experience for all on board, who also enjoyed the tremendous hospitality offered by the city. The ship hosted two parties for the International Variety Club, which was holding its annual conference in New Orleans.

MISS WORLD

Miss World, Silvana Suarez from Argentina, was one of many glamorous guests to be welcomed on board. See picture and story in Page 3.

Overwhelming hospitality was also evident at the

ship's next American port of call, St Petersburg in Florida.

Four coaches of sailors visited the ever-popular Disney World, and the friendship and generosity shown by the people of "St Pete" made this call one of the highlights of the deployment.

Next on the programme were Nassau and Freeport in Bermuda, where the ship's company got a last chance to sample the superb beaches of the Caribbean.

The Gurkha then sailed for Bermuda to hand over her duties to H.M.S. Brighton, before heading north to Halifax, Nova Scotia. En route there was a diversion up the Hudson River to circumnavigate Long Island, off New York.

For the final leg of the deployment, the Gurkha sailed from Halifax in company with H.M.S. Intrepid and R.F.A. Stromness, eagerly anticipating a big welcome from families and friends at Rosyth.

INTREPID FLIES THE FLAG!

Left — One of H.M.S. Intrepid's two 845 Squadron Wessex helicopters shows the flag as the ship approaches Bermuda. Below — Girls from a Baltimore theatre group show a shapely leg, or three, on board the Intrepid.

Picture: LA(Phot) Keith Sturge.



H.M.S. Intrepid entered Baltimore Harbour for a four-day visit to the city during a training cruise to North America with 150 midshipmen from Britannia Royal Naval College, Dartmouth, embarked.

The ship visited Bermuda, Charleston, Annapolis, Baltimore and Boston, then joined H.M.S. Gurkha and R.F.A. Stromness at Halifax, Nova Scotia, for the passage back to the United Kingdom at the end of June.

The Intrepid paid a one-day visit to the U.S. Naval College, Annapolis, on her way up Chesapeake Bay to Baltimore.

TO DINNER

Rear-Admiral Peter Herbert, Flag Officer Third Flotilla, who was flying his flag in the Intrepid, and Capt. David Morse, the ship's commanding officer, were entertained to dinner at the academy — in the company of 4,300 American midshipmen.

Welcome visitors to the ship at Baltimore were girls from the city's Essex Community College Summer Theatre group, who appeared on the ship in their stage finery.



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R.N. sailor in world race job

Capt. N. C. Fitzgerald, who retired recently after 35 years in the Royal Navy, has been appointed secretary of the Whitbread Round-the-World Race committee. He is a former Rear Commodore (Dinghies) and selector for the R.N. Sailing Association, and last year won the Gold Cup and the Impregnable Trophy.

Lieut. Michael Storey has won the Queen's Sword presented annually at R.N.E.C. Manadon to the officer achieving the best results on the degree and application courses.

Admiral Sir Gordon Tait, the Second Sea Lord, was guest of honour at the annual H.M.S. Collingwood dinner.

It's pitch and chips in ships

Long popular on sailors' menus, chips in ships are beginning to take on a new meaning.

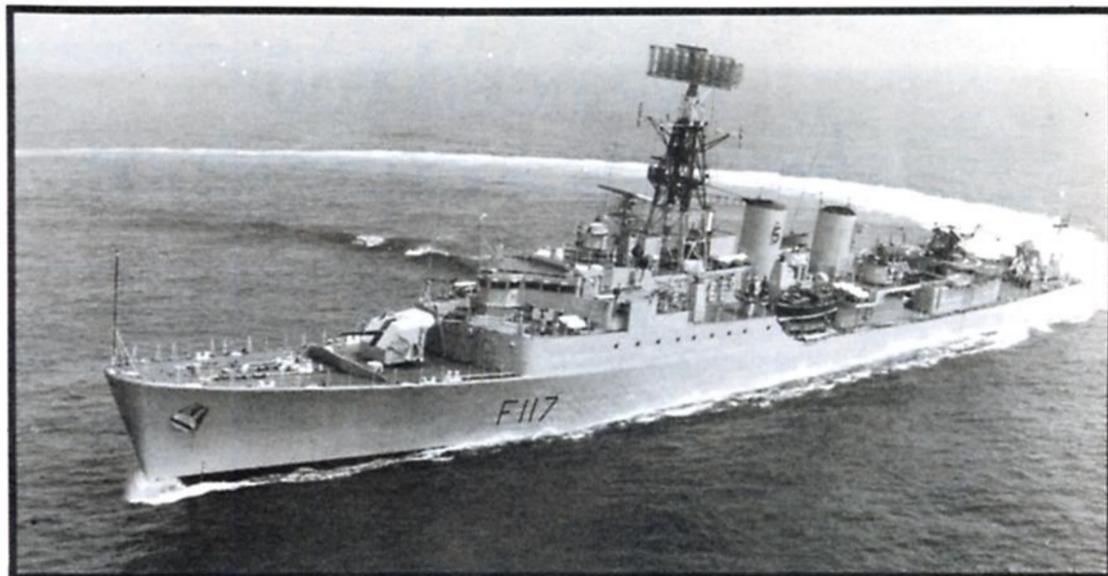
Vosper Thornycroft (UK) Ltd say that recent trials in a fast corvette of a digital prototype D77 propulsion machinery control unit are believed to be the first time that a high-performance warship's machinery has been successfully controlled by a system based on single chip microprocessor computer technology.

TRIALS CORVETTE

The unit chosen for trials in the corvette, which has four diesel engines and a twin screw arrangement, was the propeller pitch control system. Flexibility allowed the pitch control schedule to be modified at sea by using a plug-in hand-held programmer unit.

Development of production equipment is now in an advanced stage and this will be available not only for ships' propulsion machinery control and surveillance systems but also for the control and surveillance of auxiliary systems.

ASHANTI DOWN SOUTH



H.M.S. Ashanti

One of the highlights of H.M.S. Ashanti's deployment to the South Atlantic was a rare visit to the Falklands, where the ship provided a guard for the opening of Port Stanley's new airport and made many friends.

Although the ice patrol ship H.M.S. Endurance is well known there, the Falkland Islands have not been visited by a "grey" warship since H.M.S. Chichester called there in 1974.

The Ashanti — now back at Portsmouth — sailed from Rio de Janeiro at the end of April with a task group led by H.M.S. Kent. The Tribal-class frigate then "turned right" and made her own way to Montevideo and Recife.

She also spent another week-end in Rio.

But the highlight of the month was a five-day visit to the Falklands. First call was Port Stanley for the opening of the airport by Antarctic explorer Sir Vivien Fuchs, who later took passage in the Ashanti back to Montevideo.

FISHING, SHOOTING

The islanders, who call themselves Kelpers, organized two dances for the ship's company, invited the sailors back to their homes, and took them fishing and goose shooting. Football, rugby, badminton and squash matches were also arranged.

Before the ship returned to the mainland,

however, she visited a small farming community at Fox Bay in West Falkland, where the ship's company were entertained by the entire population of 90 people. A major attraction there was a colony of Gentoo penguins.

On passage from Port Stanley to Fox Bay, the Ashanti steamed over the scene of the Battle of the Falklands — an event of particular interest to one of the ship's officers, Lieut. Richard Doveton Staveley.

His great grandfather, Admiral Doveton Sturdee, achieved a crushing victory over Admiral von Spee in these waters in 1914, resulting in the sinking of all but one of the German East Asiatic Squadron.

Lieut. Staveley, son of Rear-Admiral William

Staveley, Chief of Staff to C-in-C Fleet, gave a talk on the battle to members of the ship's company.

After Montevideo, the Ashanti steamed for Dakar, Gibraltar and home. A tropical "garden party" on the way raised £327 for the new North Thames Burns Unit, which is to be built near the ship's affiliated town of Southend.

A RECORD?

● Early in the deployment, the Ashanti visited Dakar, the capital of Senegal, and held a cocktail party attended by 45 ambassadors, 11 charge d'affaires and five defence attaches, which must be a record for a frigate. Unless anyone knows better . . .

Portland open to public

Portland Naval Base opens to the public on Saturday and Sunday, July 21 and 22, with a programme that features several warships, including a submarine, and extensive flying displays.

On both days, the car park on the air station opens at 1030, and the base opens from 1200 to 1800. Only charge will be a parking fee of £2 a car, and all proceeds will go to naval charities.

Visitors will be able to look over a guided missile destroyer, three or four frigates, a submarine and a Royal Fleet Auxiliary vessel.

In addition there will be displays by fast patrol boats, static displays, and an extensive flying display on each day. On the Sunday only, the Red Arrows will be adding their exciting flying skills to the spectacle.

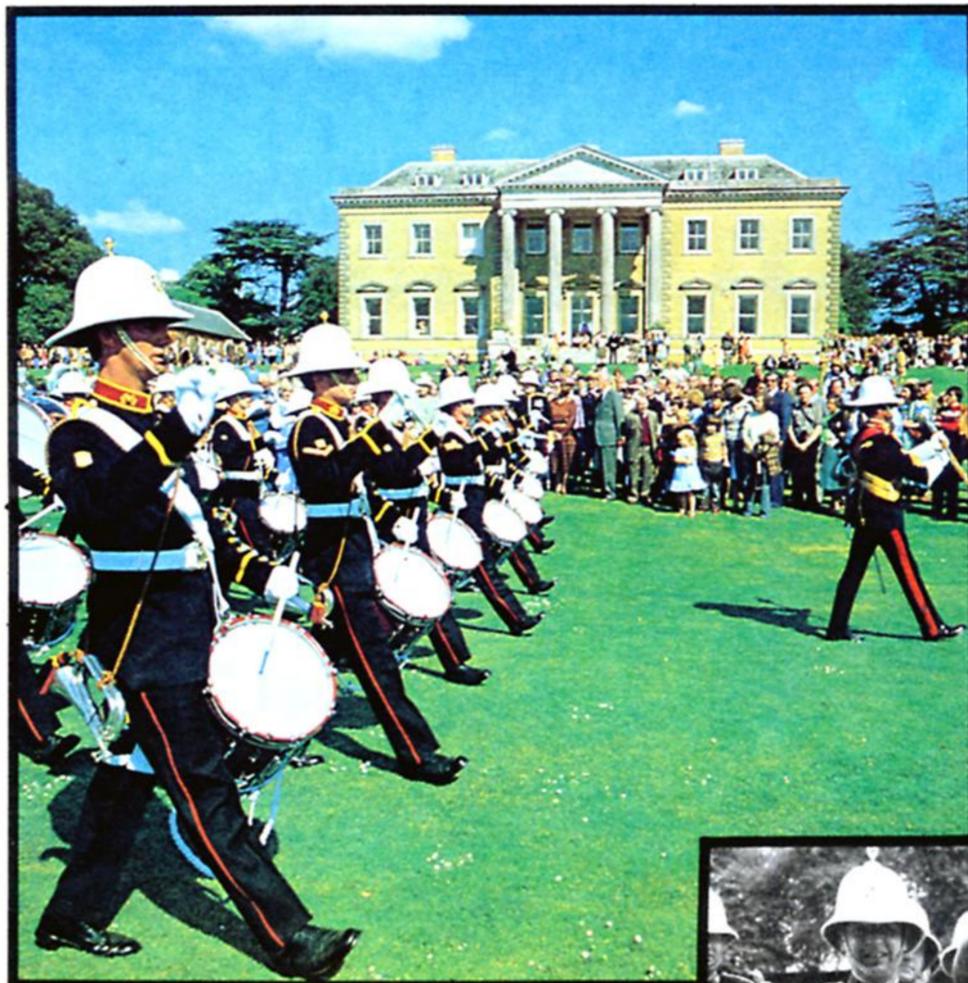
Ark royalties

A cheque for £1,500 has been presented to the Royal Navy by B.B.C. Records as part of royalties earned by naval records over the past year. These include the "Sailing" and "The Last Farewell" 45s, and the LP "Sailor." Well over 100,000 copies have been sold.

The presentation took place at a reception on board H.M.S. Chrysanthemum in the Thames to launch the latest LP, also entitled "The Last Farewell."

The cheque, which will go to the Fleet Amenities Fund, was received by Vice-Admiral T. H. E. Baird (Director General of Naval Personal Services), and an inscribed framed album sleeve, which was also presented, has gone to the Fleet Air Arm Museum.

"The Last Farewell," an album by the ship's company and R.M. Band of the Ark Royal, is issued by the B.B.C.; as Album No REG 357 and Cassette No ZCR 357.



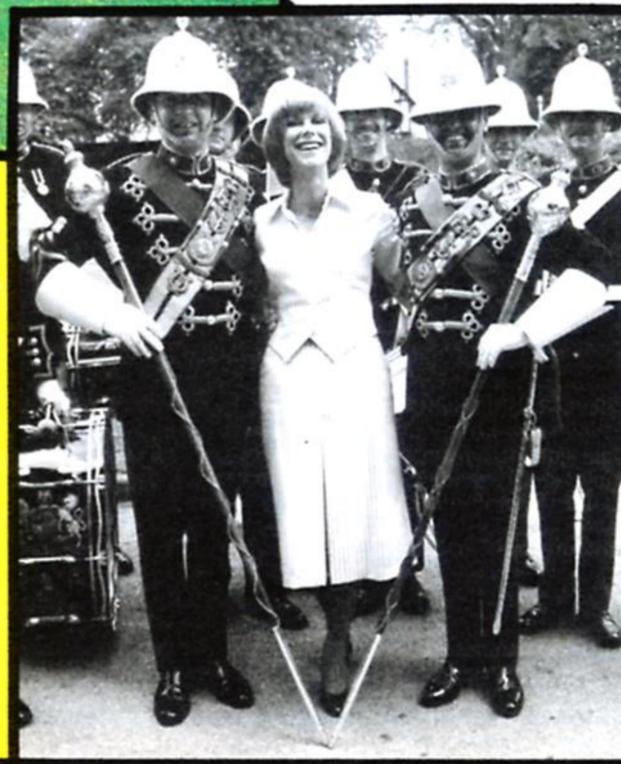
THE MUSIC MAKERS . . .

You can rely on the Royal Marines to hit the right note on the big occasion . . . there they were (above) as Earl Mountbatten opened his home to the public — and they provided a suitable escort for actress Wendy Craig (right) at B.B.C. Television's Pebble Mill studios in Birmingham.

The Band of the Royal Marines School of Music directed by Lieut.-Col. J. R. Mason (Principal Director of Music) provided a colourful display on the lawn of Broadlands, the Earl's Hampshire home, when it was opened to the public by the Prince of Wales.

With Miss Craig in Birmingham are drum Major Fred Philpott (left) and Corps Drum Major Dave Buchannan during the visit of the Massed Bands of the Royal Marines to the TV show "Pebble Mill at One."

Pictures: PO(Phot) Bob Pearce



Bulwark visits Hamburg and Copenhagen

Visits to Hamburg and Copenhagen have given H.M.S. Bulwark "breathers" from a busy period of trials and work-up in her twin roles of anti-submarine carrier and Commando ship.

After working-up — achieving a satisfactory state of operational readiness in her ASW role — and taking part successfully in a joint maritime course the ship called at the German port before returning to Portsmouth.

Then it was back to sea for work-up in her alternative role as a Commando assault ship before heading north for the Danish visit and more exercises.

The Bulwark is due to return to Portsmouth this month for a families day, dockyard assisted maintenance and to give leave to the ship's company.

Ask your family

Regular views of the B.B.C.'s "Ask the Family" TV programme may have thought that rather a lot of schoolteachers seem to appear.

For the next series the B.B.C. are keen to have a wide range of professions — and that includes Service families. These should consist of mother, father and two children between the ages of 11 and 16 during the period January 1 to April 1, 1980.

Application forms are available from "Ask the Family," B.B.C. Television, Kensington House, Richmond Way, London, W14 0AX. With the approval of commanding officers, members of the Royal Navy can take part. Closing date for applications is September 1.

R.M. concert to aid fund

A concert in aid of King George's Fund for Sailors is being presented by the Royal Marines Band of the Commander-in-Chief Naval Home Command at Portsmouth Guildhall on Saturday, July 28.

Tickets, ranging in price from £1.20-£2.25, are obtainable from the Guildhall, with reductions on some for senior citizens. The prices include the programme.

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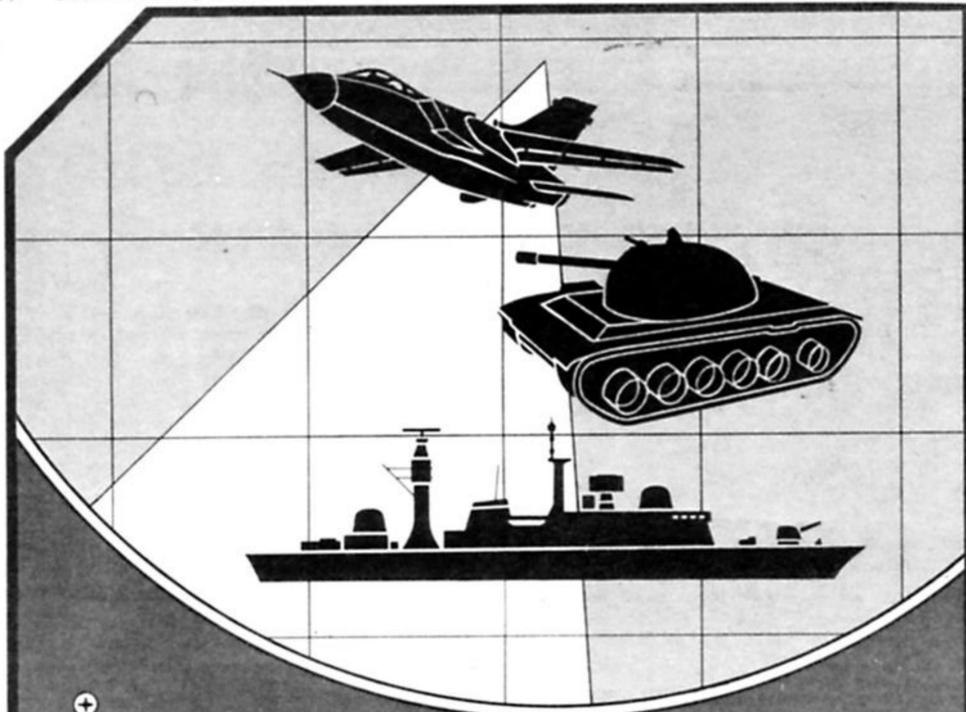
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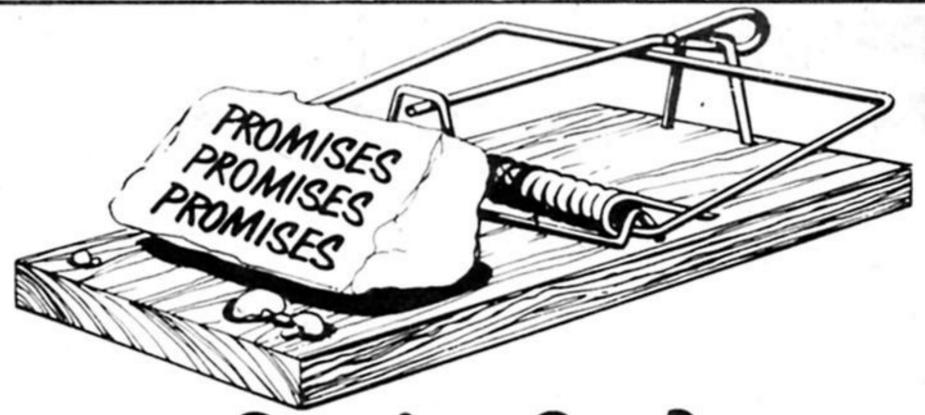
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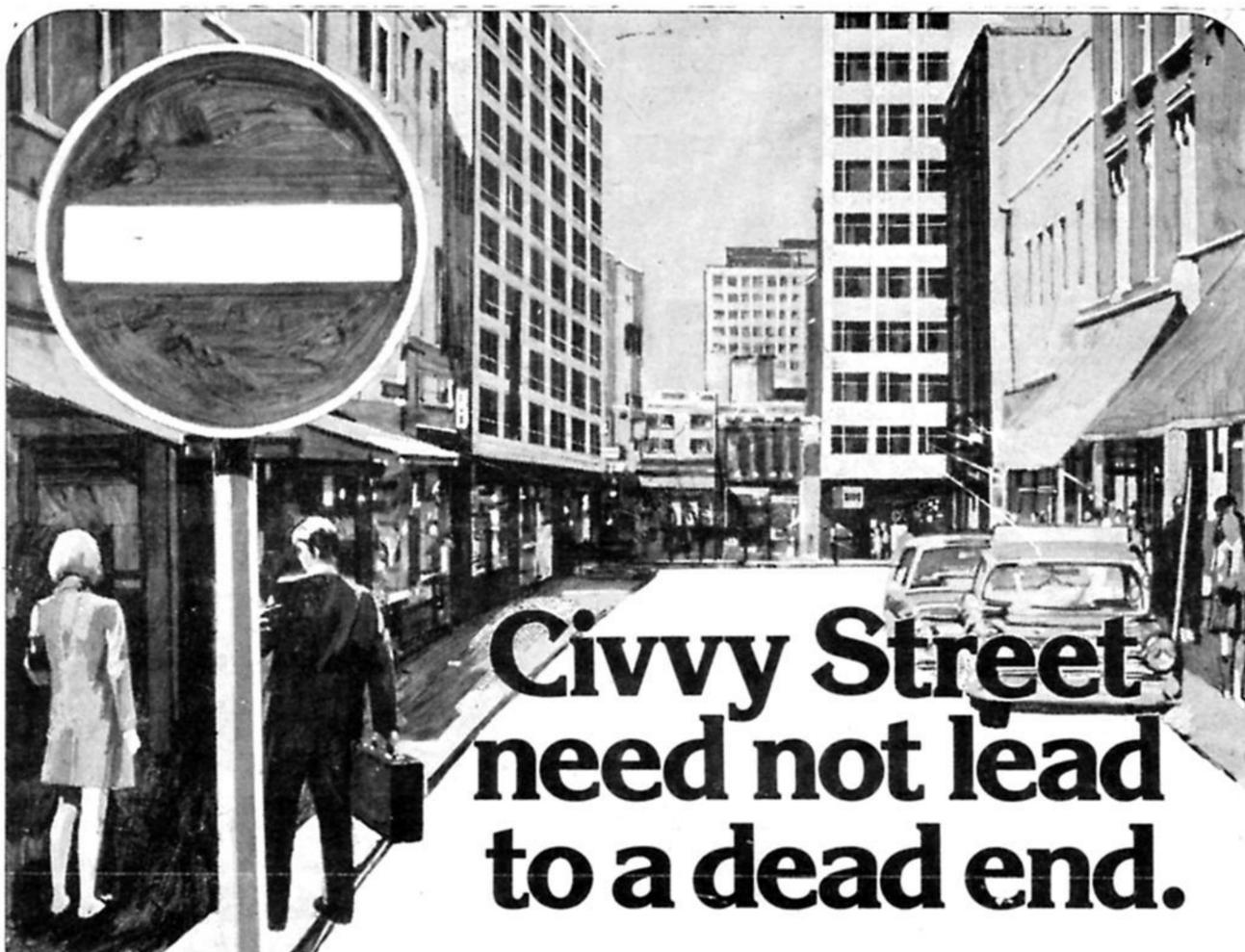
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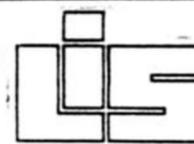
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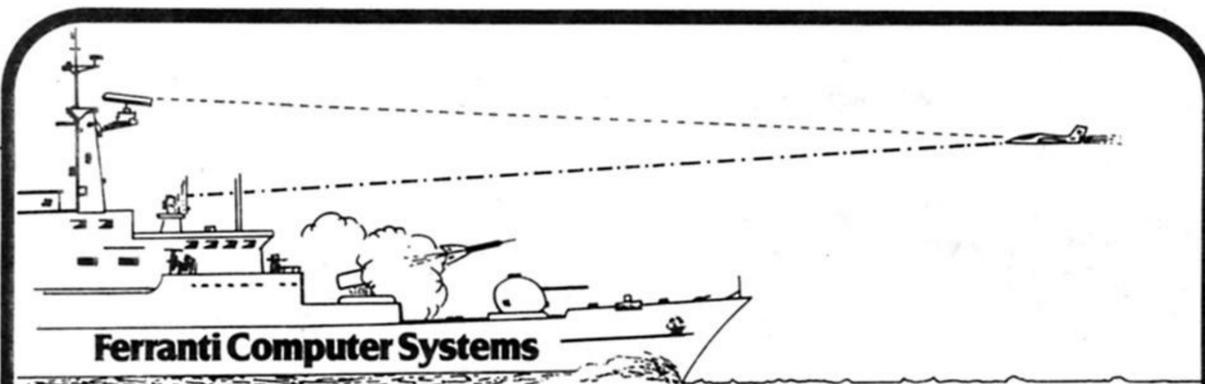
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NAVY NEWS IN BRIEF

Carnival time for the Cuxton

The tiny fishing port of Looe in Cornwall saw plenty of the Royal Navy during a Whitsun water carnival organized to raise money for the R.N.L.I. and the families of two trawlermen lost at sea in January.

H.M.S. Cuxton interrupted a fishery patrol to anchor off Looe, and was visited by a constant stream of people ferried out from the port. Also there was the Plymouth clearance diving team, which put on a static display.

In January, the diving team saw plenty of the port while operating two miles off shore to recover a trawler from the seabed. Two seamen were lost with the ship.

More naval flavour was given to the water carnival by a Search and Rescue helicopter from R.N. air station Culdrose. A large holiday crowd watched the helicopter carry out a simulated rescue off the crowded beach.

The Ark Royal, stripped of her equipment and stores, has been towed to the mooring in the Ham-

oaze in Plymouth where her sister ship Eagle awaited her final journey to the breakers. Before leaving for other postings the remaining 21 of the Ark's 270 officers held a farewell supper in Plymouth.

During a visit to Portsmouth NATO Secretary-General, Dr. Joseph Luns, lunched with the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton, in Nelson's cabin on board H.M.S. Victory. Also at the lunch was the Lord Mayor of Portsmouth, Mr. Roland Taylor.

First woman to join the Belgian Navy, LWren Marie-Anne Rombaut (28), has joined the staff of the Allied C.-in-C. Channel, Admiral Sir James Eberle (C.-in-C. Fleet) at his Northwood headquarters. Since Marie-Anne joined-up four years ago Belgian Wren strength has grown to 300. She will be in charge of CINCHAN's library.

Navy Minister Mr. Keith Speed visited H.M.S. Broadsword in the Channel as part of a series of visits to Royal Navy ships and establishments.

The Second Sea Lord, Admiral Sir Gordon Tait, visited Gibraltar from June 11 to 12 and called at H.M.S. Rooke, R.N.H. Gibraltar, the Joint Services Communications Centre, married quarters, Refit Group, H.M.S. Apollo in refit, and H.M.S. Hermes.

Instruction on the use of the Milan guided missile system was given to the First Sea Lord, Admiral Sir Terence Lewin, when he visited the H.Q. of Commando Forces Royal Marines at Plymouth. Also explained to him was the role of the 84mm anti-tank weapon operated, like the Milan missiles, by 42 Commando R.M.

A "Viking ship" carnival float made by the junior section (Dread-

nought Division) of H.M.S. Dolphin made its debut at Warsash Carnival where it won the runner-up prize in the best float competition.

Royal Navy divers have raised a carronade from the wreck of H.M.S. Pomone which sank off the Isle of Wight in 1811. The team of Portsmouth Command Sub Aqua Club members was led by Cdr. John Bingham. The carronade — a type of short-range cannon — will be displayed at Carisbrooke Castle in the Island.



H.M.S. Cuxton anchored off Looe, in Cornwall. Picture: Claude Tambling

Divers from H.M.S. Daedalus Sub Aqua Club were called in to explore an old well uncovered in the High Street at Cosham, Portsmouth, during the building of a supermarket. The 30ft. dive produced a 1979 hacksaw, lost by one of the builders, and the information that the well was about 300 years old.

Cardiff teacher Mrs. Judith Larsen

attributed her success in saving a pupil's life to her first-aid training in the R.N.R. LWren Larsen gave first-aid to fourth-former Christopher Mutter when he swallowed his tongue in a bicycle accident outside the Howardian High School, Cardiff.

Almost £2,000 was raised for the Association of Wrens by a grand draw held at the Naval Club, London. Tickets were drawn by the

Association's President, Dame Jocelyn Woollcombe, and the Director of the W.R.N.S., Commandant S. V. A. McBride. The 111 prizes were given by commercial companies and branches of the Association.

Reading Branch of the Association of Wrens held their reunion dinner in H.M.S. Dauntless.

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A fact that we at Marconi Communications are quick to recognise.

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If you're leaving the forces soon, and you'd like to find out more about our work and what we can offer you, write with a brief outline of your service career to Ken Dumbrell Marconi Communication Systems Limited, New Street, Chelmsford, Essex.

A GEC-Marconi Electronics Company



Royal first

For the first time the R.N.R. provided and manned a royal barge for the Queen when she opened Brighton Marina. The barge, from H.M.S. Sussex, took the Queen and Prince Philip on a tour of the marina with Capt. D. d'E. Head, R.N.R., former commanding officer of the Reserve shore establishment. Escorting boats were manned by members of the ships' companies of H.M.S. Sussex and H.M.S. Brighton, which visited her "home" town in May.

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Apply in writing to the Secretary of the College, National College of Food Technology, St George's Avenue, Weybridge, Surrey.

SPORT



Encouraged by PO George Dixon (left) and CPO Pete Anderson, the H.M.S. Daedalus Under-17 tug of war team gets in some training. The team finished fourth overall in the National Youth Championships at Aldershot,

being beaten in the final of the sixes competition and by the eventual winners in the semi-final of the eights. Daedalus had only nine under-17s to choose from! Pictured on the rope are (right to

left) Donald Pritchard, Simon Hall, Garry Sutcliffe, Michael Watkins, Sean Lematt, Michael McGreal, Hugh Cauldfield, and Mark Appleby. JEM Geoffrey House is missing from the line-up.

Royals are knock-out success

3rd Commando Brigade Air Squadron Royal Marines won the R.N. water polo Knock-out Cup easily by beating H.M.S. Caledonia 18-8 in the final.

The team, which comes from a unit of 120 members, was led by Navy players Cpl Keith Sturges and Sgt. Barry Shepherd. They also accounted for H.M.S. Temeraire 17-7 and H.M.S. Collingwood 14-5.

Standard of the competition was much improved on previous years.

On the following day, the Navy beat Sussex 9-8 and Hampshire 9-7 in two closely contested games. Man of the match on both occasions was second string goalkeeper MEM Ian Mair (H.M.S. Blake), who played magnificently.

With five of the Navy's best players unavailable, the two county games gave a chance to several of the younger players.

R.M. SWIMMING

Some excellent performances were put in by junior swimmers at the Royal Marines championships at R.M. Poole. C.T.C. took the team honours.

Most exciting race was the 100m. butterfly, in which Mne David Riley (42 Cdo) beat Mne J. Marsh (45 Cdo). Riley later won the 4x2 medley and Marsh went on to win the 100m backstroke.

Both youngsters are now preparing to represent the Navy at the

WATER POLO

junior Inter-Services and should provide an excellent base for the team. Marsh's backstroke time was 2.6sec. inside the R.N. junior record.

WATER POLO

3rd Brigade Air Squadron won the water polo tournament to add to their Navy Knock-out Cup success the previous week.

Standards of swimming and water polo were much improved, and the Royal Marines must start as firm favourites to win both swimming and water polo trophies at the Navy championships in H.M.S. Raleigh on July 25-26.

RESULTS

800m. freestyle — Sgt. Barker (CTCRM) 11min. 4.1sec.; 100m. breaststroke — Capt. Bonser (R.M. Deal) 1.21.2; 400m. freestyle — Sgt. Barker (CTC) 5.25.0; 100m. butterfly — Mne Riley (42 CDO) 1.09.7; 200m. freestyle — Mne Green (42 CDO) 2.30.0; 4x2 medley — Mne Riley (42 CDO) 2.40.5; 100m. backstroke — Mne Marsh (45 CDO) 1.11.1; 200m. breaststroke — Mne John (45 CDO) 2.58.6; 100m. freestyle — Sgt. Shepherd (Air Squadron) 1.01.2; 4x2 med. relay — 42 CDO. 2.18.4; 6x2 relay — 42 CDO. 3.01.6.

ATHLETICS

Airmen snatch title on the last lap

The Royal Navy athletics team title was decided at Victory Stadium, Portsmouth, by the very last event of the championships. With just the 4x400m. relay to be run, Portsmouth Command led Naval Air Command by a single point.

During the race the lead changed hands several times, but it was Air Command that got home first, and they took the team trophy by 112½ points to Portsmouth's 111.

In the women's championship, Air/Scotland and Portsmouth shared the honours with 80 points apiece.

SEA Richard Nicholson (H.M.S. London) was the outstanding athlete of the meeting, winning the 100m., 200m. and long jump, and anchoring the winning 4x100m. relay team.

RECORD

His 200m. time of 23.0sec. broke the Navy junior record.

Mid. Rolle (BRNC Dartmouth) cleared a championship best of 1.93m. in winning the high jump, and also won the triple jump.

CPO Alan Cronin (H.M.S. Hecate) broke his own championship record in the 110m. hurdles with a time of 14.9sec. and SEA Gavin Russell (H.M.S. Vernon) won the Ray Barnes Trophy for the fastest young 110m. hurdler.

A thrilling 5,000m. race was won by PO Terry Osborne (H.M.S. Raleigh) from Capt. Barry Heath (R.M. Poole).

WRNS

In the WRNS championship, POWren Maggie Johnson (H.M.S. Dryad) won the long jump and 200m., and was second in the 100m. to CWren Jane Walsh (H.M.S. Centurion).

The Portsmouth relay team achieved a new championship best by winning in 52.3sec.

Team results were: Men — 1, Air (112½); 2, Portsmouth (111); 3, Plymouth (84); 4, R.M. (62); 5, Scotland (54½); 6, Medway (14). Women — 1, Air-Scotland and Portsmouth (80 each); 3, R.M.-Plymouth-Medway (55).



SEA Richard Nicholson, the outstanding athlete.

R.N. CHAMPIONSHIPS, 1979

MEN

100m. — SEA R. Nicholson (Portsmouth) 11.4sec.; 200m. — SEA R. Nicholson (Portsmouth) 23.0sec.; 400m. — APP A. Bozie (Scotland) 50.6sec.; 800m. — RPT P. Smale (Portsmouth) 1min. 57.4sec.; 1,500m. — CPL D. Needham (R.M.) 4min. 00.1sec.;

5,000m. — PO T. Osborne (Plymouth) 15min. 08.0sec.; 3,000m. steeplechase — CPO K. Cawley (Plymouth) 9min. 21.9sec.; 110m. hurdles — CPO A. Cronin (Air) 14.9sec. (CBP); 400m. hurdles — PO T. Lewis (Air) 58.2sec.

4x100m. — Portsmouth 44.6sec.; 4x400m. Air 3min. 28.1sec. Long jump — SEA R. Nicholson (Portsmouth) 6.51m.; triple jump — MID Rolle (Plymouth) 13.59m.; high jump — MID Rolle (Plymouth) 1.93m. (CBP); pole vault — Lieut. E. Fitzgerald (Air) 3.75m.; shot — RELMN(A) T. Walhen (Air) 13.44m.; discus — RS B. Hallfax (Portsmouth) 42.02m.; hammer — Lieut. Cdr. R. Gray (Scotland) 46.44m.; javelin — PO R. Green (Air) 54.56m.

WOMEN

100m. — CWren J. Walsh (Ind) 13.2sec.; 200m. — POWren M. Johnson (Portsmouth) 27.2sec.; 400m. — Wren Jenkins (RM-Ply-Med) 65.3sec.; 800m. — LWren S. Sim (Air/Scot) 2min. 38.9sec.; 100m. hurdles — LWren G. Roberts (Air/Scot) 16.9sec. (CBP). Long jump — POWren M. Johnson (Portsmouth) 4.78m.; high jump — LWren G. Roberts (Air/Scot) 1.48m. (CBP); shot — Wren Hillyer (RM-Ply-Med) 9.62m.; discus — Wren L. Arbus (Portsmouth) 32.12m.; javelin — Wren Hodgkinson (Air-Scot) 31.18m.; 4x100m. — Portsmouth 52.3sec. (CBP).

WHAT WHEN WHERE

JULY

- 1 — Kayak: Marlow (Berks); Kayak: Wolverhampton (Wolverhampton); Motoring: RAC Leaders sprint championships (Pontypool); Sailing: RNSA v. SVYC (Mermaids) (Seaview).
- 2 — Swimming: Inter-Service junior championships (Aberfeld).
- 4 — Angling: Seventh RN/ RM coarse championships (Buscot, Thames).
- 4-14 — Shooting: Service Skill-at-Arms meeting (Bisley).
- 5 — Athletics: Invitation Relay (Motspur Park).
- 7-8 — Golf: RN v. Dunbartonshire (Cardross GC).
- 8 — Kayak: RNKA LD (Bradford-on-Avon); Cricket: RN v. Devon (Portsmouth); Motoring: BARC hill climb championship (Shelsley); Rowing: Llandaff Regatta (Llandaff, Wales).
- 9 — Cricket: RN v. Somerset II (Taunton).
- 11 — Cricket: RNU25 v. Southern (Hants) League XI (Portsmouth).
- 12-13 — Tennis: Inter-Command competition (Portsmouth).
- 14 — Motoring: ESSO BTRDA rally championship (Hawick); Sailing: ASY

- Inter-Club keelboat match (Mermaids) (Seaview).
- 14-15 — Kayak: Nottingham (Nottingham); Cricket: RN v. Quidrunce 11.30 (Portsmouth); Sailing: RNSA(P)/ RNC and RAYC Combined Club regatta (Southsea).
 - 15 — Sailing: Inter-Service team keelboat match (Mermaids) (Seaview).
 - 16-20 — Fencing: Royal Tournament (Earls Court).
 - 17 — Golf: RN v. Civil Service (Hindhead GC); Cricket: RN v. Sussex XI (Portsmouth).
 - 18 — Cricket: RN v. British Police (Chigwell, Essex); Athletics: Inter-Service championships (Aldershot); Athletics: Inter-Service championships (WRNS) (Aldershot).
 - 20 — Fencing: Combined Service v. All England (Earls Court).
 - 21 — Kayak: Richmond (Berks).
 - 22 — Kayak: EXC Circuit (Exeter); Motoring: BARC hill climb championship (Gurston Down).
 - 22-4 Aug. — Mountaineering: JS Alpine meet (Bregaglia).
 - 22 — Rowing: Staines regatta (Staines, Middlesex).
 - 24 — Cricket: RN v. Civil Service (Teddington); Shooting: Inter-Service short range and long range TR matches (Bisley).
 - 24-25 — Swimming: RN championships (Raleigh); Swimming: RN championships (WRNS) (Raleigh); Swimming: Inter-Group championships (WRNS) (Aldershot).
 - 26-27 — Athletics: RN Decathlon championships (Victory Stadium); Pentathlon: Inter-Group championships (WRNS) (Portsmouth).
 - 27 — Cricket: RNU25 v. Antigua Young Cricketers, 11.00 (US Portsmouth); Shooting: Inter-Service UIT pistol match (Bisley).
 - 28 — Tennis: RNWLA v. Hurlingham (Greenwich); Kayak: Richmond (Berks); Athletics: Inter-Service junior championships (Aldershot).
 - 28-31 — Modern Pentathlon: British Junior Pentathlon championships (London).
 - 29 — Motoring: BARC hill climb championships (Harewood); Tennis: RNWLA v. St Georges Hill (WRNS) (Greenwich).
 - 30 — Athletics: Combined Services Junior v. Wales (Wales).
 - 30-31 — Cricket: RN v. Kent II (Chatham).
 - 30-4 Aug. — Tennis: RN championships (Greenwich).

PETE'S SET TO SWIM CHANNEL

The Royal Navy (Portsmouth) long distance swimming season opened successfully on June 9 when veteran Cdr. Gerry Forsberg (66), Lieut. Pete Stephens and Lieut.-Cdr. Ian Vosper came fourth out of nine teams in the British Long Distance Swimming Association's Pickmere Championships.

Stephens completed the three-mile course in a personal best time of 1hr 18min 27sec, coming sixth out of a total entry of 52, hotly pursued by Vosper 7secs later.

Cdr. Forsberg clocked 1hr 50min 10sec and ex-Navy swimming coach Wally Parsons won the breaststroke event.

The following day, Stephens and Vosper swam in the nine-mile Morecambe Cross Bay Championship when Stephens again achieved a personal best of 2hr 54min 23sec, coming fifth, and was again followed home by Vosper in 2hr 59min 31sec.

Vosper was awarded the cup for the best effort by a newcomer to this, one of the premier events of

SWIMMING

the British season.

Stephens, the Windermere 21-mile champion, is training hard for an attempt on the Channel in September. If he succeeds, he will be the first member of the RNASA to achieve this feat since Cdr. Forsberg broke the then record in 1957.

Portsmouth hook main honours

Portsmouth Area took the main honours at the first naval coarse angling match of the season, held at a newly opened fishery at College Reservoir near Falmouth. REM James (H.M.S. Coventry) was first with a 2lb. 15oz. bag of perch. Three H.M.S. Dolphin anglers, CMEM Forbes, LCK Morris and PO Kaye, filled the next three individual places.

The 1979 Inter-Service shore sea angling competition is being staged on the west shore of the Gareloch, Dunbartonshire on September 25. The championship is being organized by H.M.S. Neptune and the Drumfark Sea Angling Club. Enquiries should be made to the Treasurer, Drumfark SAC, M. G. W. Robertson, 17 Kent Court, Helensburgh, Dunbartonshire, Scotland (telephone Helensburgh 2903).

AUGUST (first week)

- 1 — Athletics: CSAA v. SCAA v. Middlesex AA v. Oxford and Cambridge Universities (Crystal Palace); Athletics: CS Athletics (WRNS) (Crystal Palace).
- 1-4 — Tennis: RN Lawn Tennis championships (Greenwich and All England Club).
- 5 — Kayak: Plymouth (Plymouth).
- 4-5 — Cycling: Inter Service 2-day road race (Harrogate).
- 5 — Rowing: Maidenhead regatta (Maidenhead); Sailing: Cowes Week (Cowes).
- 6 — Cricket: RN v. Hants II (Portsmouth); Diving: Inter-Service championships (Portsmouth).
- 6-7 — Tennis: Inter-Service lawn tennis championships (All England Club, Wimbledon).
- 7 — Cricket: RN v. Cricket Conference (Reigate).

SPORT



Madeira bound

Ex-leading hand Mr. Roger Gardiner and REM Clive Vaughan (right), attend to final details at Hornet, the R.N. Sail Training Centre at Gosport, before sailing to Madeira in Merlin, the former Fleet Air Arm sail training yacht. Merlin, once owned by Hermann Goering, was sold in 1977 to Mr. Keith Fraser a former petty officer. At Hornet to wish the Merlin "bon voyage" were two of her former FAA crew, EA(A) Dave Baker and CEL(A) Paul Hill, both of H.M.S. Daedalus.

MIKE IS A WORTHY CHAMPION

After three years, the reign of Malcolm Edmunds is over and we have a new Navy golf champion. At Yelverton on June 19 and 20 the open championship was won by CPO Mike Skyrme, of H.M.S. Centurion, writes John Weekes.

Although Lieut. Malcolm Edmunds was at sea in H.M.S. Hermes and unable to compete, let there be no doubt that we have a most worthy champion this year. Conditions were not at all easy. The heavy gorse took its toll, particularly of those long hitters who lacked accuracy; the sun also shone surprisingly strongly and for the first time in golfing memory competitors were getting badly sunburnt. We even had one dropping out through "sun-stroke".

Mike Skyrme played steadily throughout and his rounds of 75, 76, 77, and 77, were a model of consistency. He was the only one to score under 80 in every round. Mike has been on the verge of Navy golf honours for some time. He has been the captain of the H.M.S. Centurion team for several years and has led them to many Portsmouth Inter-Establishment victories.

ONE SHOT

Runner-up was Lieut.-Cdr. Richard Moore from Portland. His score of 309 was shared with Sub-Lieut. Nick Gasson (Dryad), and beat Lieut. Ian Yuill (Daedalus) by one shot. On 311 were CPO Clive Shinn (Collingwood) and LREM Ken Taylor (FMB Devonport). Ken improved each round and obviously regretted his first score of 83.

Among the longer handicappers who did well were Lieut.-Cdr. Maurice Pancott (Portland) with a net 290 and AB David Crookford (H.M.S. Ardent) with net 292. It was good to see the return of a couple of "old-timers" who both played well, FCPO Gus Stretton (CS Swansea) and Lieut.-Cdr. David Codd (Ark Royal).

PORTSMOUTH'S CUP

The Inter-Command stroke play was held concurrently with the open and was again won by Portsmouth. Like 1978, they had much greater strength in depth than other Commands and all six of their players came in the leading 15 of the 53 competitors. Portsmouth were represented by Lieut. Alan Bray and Lieut. Roger Hockey (Dryad), Lieut.-

GOLF

Cdr. Alec Wallace (Vernon) and three mentioned above, the champion Mike Skyrme, Nick Gasson and Clive Shinn.

The championship hosts, Plymouth, came second after a poor show on the first morning, while there was a pleasing improvement from the Royal Marines for whom both Sgt. Stan Brittain and Cpl. Richard Bee scored well.

For the mathematically inclined, of the 208 rounds played, 48 were in the 70s, 132 in the 80s,



CPO MIKE SKYRME

26 in the 90s, and two over 100. 17,374 shots were played at an average of 83½ gross or 77 net per round. Better than 1978 but not very good from a field of single figure handicap golfers!

NAVY WIN AT LEE

It is unusual to be able to report a naval golfing victory, but one was achieved over Lee-on-the-Solent Golf Club on June 3 by the narrow margin of 8½ games to 6½. Many of the Navy played good golf but worthy of particular mention are the new champion Mike Skyrme, Cdr. Jim Hunter (H.M.S. Cardiff), and Lieut. Jim Grieve (Cambridge). Your correspondent had divided loyalties, being Lee's 1979 captain as well as Navy golf secretary; at least he couldn't lose!

Ski Navy, ski Alps

A holiday in the Austrian Alps during Christmas leave plus an opportunity to learn to ski — that's the package being offered by the R.N. Ski Club.

The skiing holiday is open to members of the R.N. and R.M. and their families and friends at special low rates. Those interested should contact the secretary RNSC, Wildhanger, Amberley, Arundel, West Sussex BN18 9NR, (telephone 079 881 759) or Lieut.-Cdr. Campbell, Room 400, Golden Cross House, Duncannon Street, London WC2 (01-218 0535).

Fleet take dinghy cup

The Inter-Command dinghy championships sailed at Portland were won by the Fleet team, with Plymouth second and Portsmouth third. Behind them came Medway, Scotland, Air, Royal Marines, and the R.N.R.

Marine stars in Milk Race

Sgt. Mike Parker, stationed at Arbroath with 45 Commando Unit, hit the headlines with his performance in the 1979 Milk Race. Selected for the Scotland team, Mike was the first Scots rider to finish, the sixth British rider home, and 38th overall out of 60 finishers.

In a competition dominated by the East Europeans, Mike's performance would have been even better but for a crash in the penultimate stage over the Penines.

There was more naval cycling success at the Inter-Service track championship on June 8.

VICTORIES

LA Peter Foster (H.M.S. Bulwark) won the individual title with victories in the time trial, sprint and pursuit races, and with LEM David Hitch (H.M.S. Blake), App Paul Hughes (H.M.S. Figgard) and MEMN3 Geoff Brookes (H.M.S. Bulwark), beat off stiff competition from the other Services to win the team championship.

Paul Hughes became the Navy ten-mile champion while finishing seventh overall in the Inter-Service event, and came 12th overall in the 30-mile race. First Navy rider home in the longer event was Lieut. Ken Waller (H.M.S. Dolphin).

SQUASH

Colony tour success

The Royal Navy squash team's first foreign tour, to Hong Kong, proved an outstanding success. The Navy won five of their six matches, and lost only to the powerful Colony side in the main match of the tour.

Lieut.-Cdr. Robin Bawtree, the Navy captain, led the same team that contested the Inter-Service tournament in February. Lieut.-Cdr. Colin O'Keefe, Lieut. Alec Johnstone, Sub-Lieut. Irvine Pratley, MECH1 Frank Smith and ELMN(A) Geoff Huggins.

CHAIRMAN

The party was accompanied by the chairman of the RNSRA, Capt. C. G. Le Mesurier, who played six matches and won three of them.

Results were: R.N. beat Hong Kong Select 5-1; beat Hong Kong Cricket Club 6-0; beat Locals 4-2; lost to the Colony 1-5; beat Hong Kong Juniors 2-1; and beat British Forces Hong Kong 6-0.

Plymouth turn tables on the Corps

Plymouth and the Royal Marines met for the third successive year in the final of the Inter-Command cricket tournament. This year, however, there was a different outcome, with Plymouth scoring a comfortable victory over last year's champions, writes Derek Oakley.

The tournament, played at Chatham, was seriously interrupted by the weather, and the second day was washed out in mid-afternoon by torrential rain.

Naval Air Command, led by Cdr. Roger Moylan-Jones, easily defeated Scotland by nine wickets in their opening match, MEA App Ronnie Barker scored a promising 33 in Scotland's meagre innings of 99, and Moylan-Jones (59 not out) made sure that was never enough.

OUT FOR 103

The other first round match was between Portsmouth and Medway. After Portsmouth had been bowled out for 103, Surg. Lieut. Paul Cooper (3-7) and LWTR Andy Collier (3-21) dismissed the "home" side for 92.

Heavy rain put paid to the semi-finals with Portsmouth strongly placed against the Royals, and Plymouth setting Naval Air a target of 143 to win. Both matches were re-played over 15 overs the next day (instead of the usual 50 overs), and these unsatisfactory "thrashes" produced easy wins for the Royals and Plymouth.

REDUCED

The Corps could only muster 122 in a final reduced to 40-overs a side. Plymouth lost three quick wickets before Lieut.-Cdr. John Wood (57 not out) steered their home in the 36th over.

OXFORD WIN

The Navy's "old guard" provided the backbone in their 55-over innings against Oxford University. Surg. Lieut. Paul Cooper and new skipper Capt. Rob Fulton started cautiously against Pakistan Test bowler Hameed, but Cdr. Roger Moylan-Jones took all the honours with a confident 82.

Four other batsmen reached double figures and the Navy finished with 169 for seven. Lieut.-Cdr. Steve Mackay yielded just 21 runs off his 11 overs, but the other bowlers were more expensive, and

CRICKET

the University coasted home by seven wickets with three overs to spare.

INCOGNITI DRAW

A cloudburst over the U.S. Portsmouth ground did not prevent the Navy and Incogniti playing an exciting two-day match. Groundsman Doug Welsh worked hard to get the game started, and the Navy declared at 111 for six after a struggle on the damp and difficult pitch.

Incogniti fared little better and eventually declared 14 runs ahead. Lieut. Peter Fogden and Roger Moylan-Jones put on 87 for the Navy's second wicket, but the

middle order proved fragile and their second innings ended at 181 with MEA Bruce Franklin last out for 43.

Incogniti needed 107 off their last 20 overs, and when two former Navy players, Lieut.-Cdr. John Dunt and your correspondent came together, the asking rate was up to seven an over. They made steady progress, however, and finished just six runs short.

UNDER-25

Lieut. Bob Love skipped the R.N. Under-25 side against the Chairman's XI at Portsmouth and held his team together with a fine 72. But the total of 162 was not enough to test the Navy's senior batsmen, and Paul Cooper hit a belligerent 97 to see the Chairman's XI home in 35 overs.

TENNIS

Ready for the Commands

H.M.S. Sirius made a clean sweep of the trophies at the Plymouth Command six-a-side hockey tournament at Brickfields, winning both the main competition and the small ships' cup.

On the way to the final, the Sirius team beat H.M.S. Drake 2-0 and H.M.S. Raleigh 4-1, and lost to H.M.S. Ajax 2-0. In the semi-final they beat H.M.S. Avenger 2-0, then clinched a hard-fought final 2-1 against RNEC Manadon with a penalty flick in the final seconds.

★ ★ ★

PO Tim Kenealy (H.M.S. Nelson) produced the best British

SPORT IN BRIEF

modern pentathlon result this year by finishing third in the Nordic Championships in Helsinki last month.

The British team finished second in this Olympic qualifying competition, with Kenealy winning the shooting event, coming eighth in the fencing, 12th in the swimming, and 15th in the running.

H.M.S. Collingwood won the Woolwich Cup for the eighth time when they beat H.M.S. Cochrane in the final of the Inter-Establishment Rifle Knock-out competition. Best scores were returned by CPO Mike Sweeney of Collingwood (199 out of 200) and Lieut. M. F. Jordan (Cochrane), who scored 198. Collingwood's winning margin was just five points, by 780 to 775.

The Army, as usual, won the Inter-Service smallbore rifle match for the Colonel Thomas Sutton Cannon trophy. The Navy were third, with Navy champion LAM John McDermott (H.M.S. Heron) scoring two possibles.

Chiefs get Tot Fund comforts

Should the Sailors' Fund provide comfortable furniture for senior rates' messes? Fears that if one application was successful every mess in the Navy would make a claim were expressed at the latest Grants Committee meeting, held in H.M.S. Dryad.

In support of H.M.S. Dolphin's bid for £5,000 worth of replacement non-Service type

furniture for the FCPOs' and CPOs' mess lounges, members were told that, in addition to serving personnel, there were many visitors to the mess, including families and members of ex-Service organisations. And the mess was willing to pay a third of the cost.

Present furniture was "pretty appalling" and they could not get more from Service sources.

However, considerable support was forthcoming, although one comment heard was: "Without doubt virtually every senior rates' mess will be coming up with a bid for furniture."

GRANTED

The possibility of a loan rather than a grant was considered, but the Dolphin chiefs were later pleased to learn that they are to get the money as a grant.

When the Committee considered a bid for £2,500 to refurbish and decorate the senior rates' mess lounge in H.M.S. Drake, it was explained that this was used by large numbers from ships and courses, as well as those living in the establishment and other visitors, and it was "first class amenity for the R.N., not just Drake." The mess was asking for only half the cost.

One view heard was that this should be a loan and that "the mess should pay for itself," but a grant of £2,500 was made.

FUND OF FUN?

The role of the Sailors' Fund in helping the Fleet have more fun was underlined when the fund's Grants Committee met in H.M.S. Dryad in June.

From the chair, Vice-Admiral T. H. E. Baird (Director General Naval Personal Services), said "There is a great move in the Fleet to encourage more fun. This is where this committee can contribute — and has done ever since it was formed — to encourage leisure activities and subsidise sport, etc."

CONSIDERED

At the same meeting, however, it was also made clear that there was never any question of items being "nodded through" and that every project put forward was considered minutely.

Grants totalling more than £50,000 were made at the meeting for a wide range of projects, in addition to regular half-yearly grants to ships and R.M. Commando units (Full details in next issue).

The meeting was held in H.M.S. Dryad to enable members to visit Southwick Park Naval Recreation Centre, which has been financed in large measure by the Tot Fund.

Railcard warrants

British Rail have now made it clear that Service families taking part in the new Family Railcard scheme can use warrants for the fare-paying part of the scheme.

When an adult buys a ticket under the £10 Railcard scheme, the other adult shown on the card and up to four children travel for 50p each. If only one adult is travelling regularly, a One Adult Card can be bought for £5. British Rail leaflets give full details.

'Please may I borrow a parrot?'

Sailors have parrots, don't they? Seven-year-old Joanne from Horndean, Hants, has heard all about matelots and birds and was keen to have one for herself (a parrot, that is). So she sat down and wrote a letter to "The Admiral of the Fleet, The Dockyard, Portsmouth." It went like this: "Do you think I could borrow a parrot because you are a sailor? I would like to borrow one to see how I would look after him or her well. If you have no parrots please will you ask one of your sailors. Thank you — with love from Joanne." Well, we haven't seen a parrot on a sailor's shoulder in Queen Street all month, so we simply pass on the request in case there is anyone around ready to spare their polly for a week or two. Any letters received by Navy News will be sent on to Joanne's father.

Nurton finds Tornado secrets

Royal Navy ships led the search for the scattered wreckage of the prototype Tornado swing-wing jet lost over the Irish Sea on June 12 with the loss of two lives.

The Rock begins to crumble!

Gibraltar is starting to crumble! Well, not quite, but there is a problem in the Cumberland Buildings flats on the Rock which, unfortunately, is going to affect married quarters waiting times there.

Forty quarters units — a dozen of them used by naval families — are involved, and the flats, built in 1907, have been temporarily evacuated for safety's sake. A survey showed that steel girders had corroded.

The immediate effect of loss of the flats has been to increase the waiting time for quarters by about a month.

MQs for Service women

Service women are to be entitled to married quarters and separation allowance in the same way as men.

Announcing this in a Parliamentary written answer, the Navy Minister (Mr. Keith Speed) said that changes in the regulations would be published as soon as possible.

REGULATIONS

Dr. Shirley Summerskill had asked whether regulations could be altered "to allow married women of all ranks to be entitled to married quarters and separation allowance, in view of the discrimination on the grounds of sex which now exists."

Mr. Speed said that in the light of a recent review they had decided that the entitlements generally of Servicewomen should be brought into line with those of men, except where Service requirements continued to justify the difference.

See also Page 12.

Among recoveries during the difficult search, sometimes in bad weather, has been the important flight recorder, often called the "black box."

First piece of wreckage recovered was the tray which held this automatic data recording unit. The recovery was made by AB(D) Chris Fry, a member of H.M.S. Nurton's diving team.

The Nurton had been diverted to the scene from patrol and relieved H.M.S. Wotton, which had assisted in the location of an aircraft beacon from the Tornado. An extensive field of metallic contacts was found, indicating probable aircraft wreckage.

H.M.S. RECLAIM

Later H.M.S. Kirkliston relieved the Nurton, which went to Liverpool to replenish, and the diving trials ship H.M.S. Reclaim arrived to take charge of the operation. R.M.A.S. Garganey also took part.

Bad weather hampered the search, but when the Nurton returned and the weather moderated, the recorder's tray was recovered and concentrated efforts made to locate another beacon and the recorder itself.

All the ships concerned worked painstakingly on a difficult operation and eventually both were recovered intact on June 20.

Later, H.M. ships Bildeston and Maxton were continuing the search for wreckage.



Legs & Co?

An early morning visit to the picturesque fishing market at Pozzuoli, Naples, provided a colourful pictorial catch for PO(Phot) Les Warr. A local character presents the fishy merchandise for VIP inspection by a group of Wrens from Headquarters NAVSOUTH — CWRENREG Beryl Williams and Wrens Janene Leigh, Jill Francis and Carol Williams.

LAW OF THE SEA

The first Royal Navy court martial afloat for many years — probably more than a decade — took place in H.M.S. Norfolk in the Indian Ocean at the end of June. And among those attending was a leading Wren, flown out from the U.K. for shorthand duties.

INTEREST OF JUSTICE

With the deployed ships led by Norfolk not due back in the U.K. for many months and with all the necessary expertise and witnesses available, it was considered that the interest of justice would best be served by going ahead with the case after a leading hand had opted for a court martial.

The shorthand writer was LWren (Writer) Ruth

Goodwin (23), who volunteered for the task while on Foreign Service leave, having previously served with the Defence Attache in the British Embassy, Peking.

While with the ships she has been accommodated in a R.F.A. vessel.

● Another Wren in the news is Dorothy Woodcock (22), a leading Wren steward at Chequers since February, 1976, who received the B.E.M. in the Mr. Callaghan's Resignation Honours List.

Heiko's 'mobiles' on parade

Up-in-arms Heiko is ready to inspect drivers of the Rosyth-based Forward Support Unit before its first deployment to Falmouth in June. Alleged to be a "rare breed," Heiko is held by his master, Lieut. John Dawson, officer-in-charge of the new unit, which is to provide support for ships of the MCM Squadron. The mobile "instant base" consists of 16 20ft. long containers housing workshops, stores, galley, sleeping accommodation and other facilities. It means that a fully-equipped shore support base can now be set up close to the scene of MCM operations.

