

Navy News

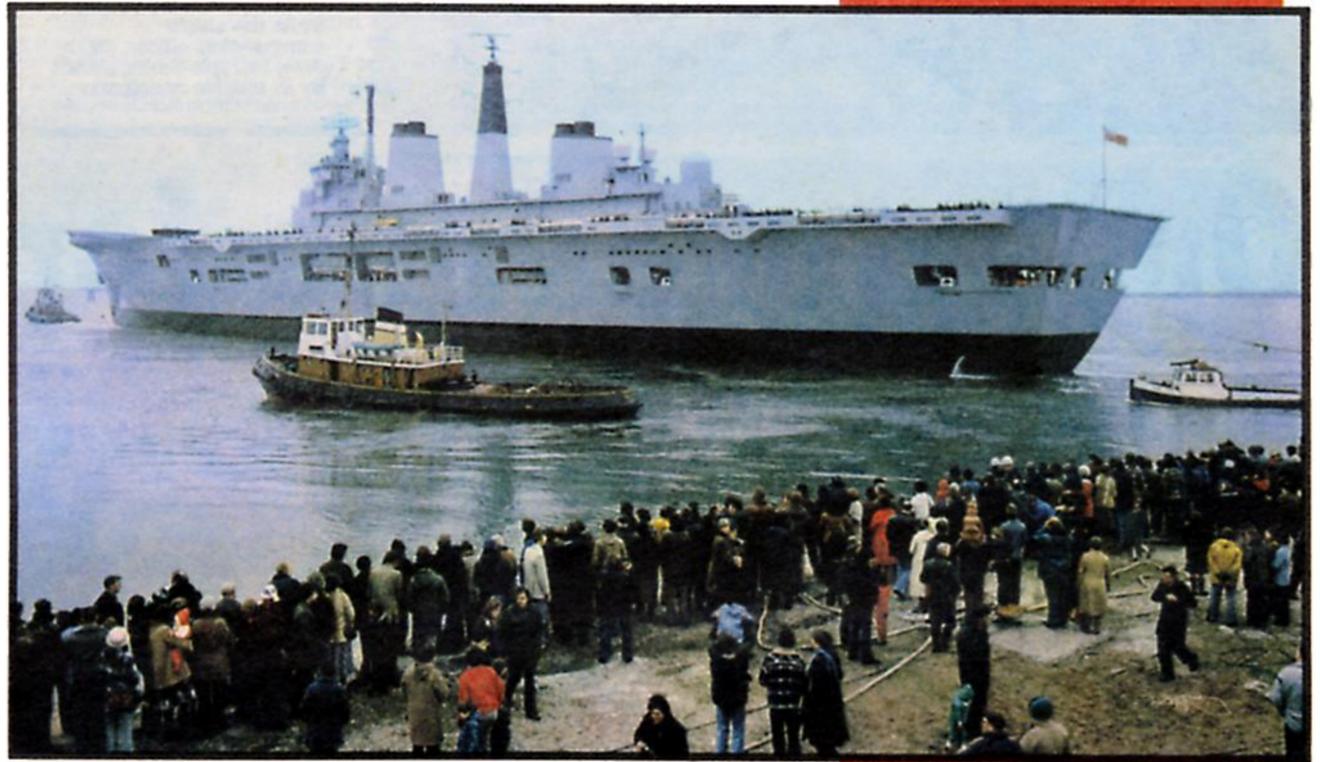
APRIL 1980 10p

INVINCIBLE: CARRIER OF A NEW ERA

'This is a proud day for the Royal Navy, which starts a new era in naval aviation. Congratulations to you all on bringing into service our first big ship for a quarter of a century.'

AIM TO HOLD GOING RATE

Although the pay award due to the Services from April 1 has not dominated the conditions - of - service scene to the degree of recent years, thoughts are now focusing sharply on the announcement expected this month.



Thousands of people braved a cold Barrow morning to say goodbye to H.M.S. Invincible as she sailed for Portsmouth and acceptance into the Royal Navy. They will sadly miss the ship and men who have been part of the local scene during the time of her building at Vickers. Picture: CPO(Phot) C. S. Dalby

TRAVEL AID ON CARDS?

The existence of a scheme which, if introduced, would allow special rail travel facilities for the Services has been widely known for several months, says an M.P., who is now asking why no announcement has yet been made.

It is understood that negotiations over introduction of a rail card scheme have been continuing for some time and that it is hoped they will conclude shortly.

Service personnel with long memories will recall concessionary rail fares for the Forces in the past. If any new scheme offered strong financial inducement towards rail travel it could make considerable contribution both to travel convenience and to Service family life.

HIGH COST

But when is it going to happen? That is the question of Gosport M.P. Mr. Peter Viggers. "This is particularly important for the Royal Navy because sailors in Portsmouth ships can find themselves at Plymouth, and the high cost of rail travel makes it impossible for them to get home on short leaves," he stated.

Mentioning that the issue of a special facilities rail card to Service personnel had been under consideration, he said he was writing to MOD about the matter and possibly raising it in the Commons.

Traditionally, the report of the AFPRB is in the hands of the Prime Minister in late March or early April, and the new pay rates announced two or three weeks later.

Comparability

With full comparability still the watchword from the Service point of view, Royal Navy members will have noted with interest reports of wage settlements last year averaging about 20 per cent., and also seen the reported current restriction of 14 per cent. in some parts of the public sector.

Final outcome for the Services is guesswork at this stage — some might speculate on a figure between the two.

In any event it should be remembered that the level of wage settlements reported may be based on groups which do not correspond with the "comparators" used for the AFPRB pay recommendations.

No doubt the Services will also be searching for other ways of enhancing the settlement. It would not be

surprising if, as in previous years, a case were put for increasing the level of the X-factor on the basis that the elements involved had changed to the disadvantage of the Services.

When this submission was made last year, the AFPRB concluded that the arguments then put forward did not let them reach any firm conclusion.

Retention

Committal Pay was last increased in 1974 and a review here has to be a possibility. Any improvement in this field could, of course, act as a fillip to retention.

It will be recalled that last year accommodation charges were "frozen" (as they have been since 1977) while the Review Body continued its examination of the basis of these charges. A sizeable increase could be on the cards this time.

Food charges could rise in line with the Retail Price Index, remaining, however, good value for money.

Two more for patrol

Two 75-metre offshore patrol vessels now being built by Hall Russell of Aberdeen are to be purchased for the Royal Navy.

The purchase is subject to satisfactory conclusion of contractual negotiations with the shipbuilders.

The new-style OPVs are based on the result of a design contract let by the MOD.

SUNBATHERS . . .



The sun brings out the subs: On a gloriously sunny day in early March there were ten Royal Navy boats and one from the Royal Netherlands Navy alongside at the Clyde submarine base.

Picture: LA(Phot) N. Gordon.

The occasion was the formal acceptance into Royal Navy service of the anti-submarine carrier H.M.S. Invincible at Portsmouth on March 19; the words those of the First Sea Lord, Admiral Sir Henry Leach.

His signal was read to a large gathering of ship's company members, shipbuilding workers and media representatives in the clinically clean hangar as the 19,810-tonne warship was delivered into the hands of her commanding officer, Capt. Michael Livesay, by the Vickers Shipbuilding Group Ltd.

WARM SEND-OFF

The £175 million-plus Invincible (pennant number R05), destined to become the pride of not only the Royal Navy but of the British public as well, had just arrived at Portsmouth from her "home" of Barrow, where she had received a warm send-off from the local people.

Present at the acceptance ceremony were Commodore Bruce Thomas, Commodore Naval Ship Acceptance; Mr. Jack Daniel, Warship-Director of British Shipbuilders; and Mr. William Richardson, Chairman of Vickers Shipbuilding Group Ltd.

Next big date for the Royal Navy's biggest ship for 25 years is July 11, when she is due to commission at Portsmouth in the presence of the Queen, who launched her on May 3, 1977.

(Continued in Page 13)



Bacchante birthday

H.M.S. Bacchante's third birthday, celebrated in Devonport refit, is certainly an occasion which merits the presence of the Admiral of the World — especially as the ship has managed to cram in 12 years' service since her first birthday. For the Bacchante is a leap-year frigate, launched on February 29, 1968 and completed the following year.

LORDLY EYE

The birthday cake is being cut by Mrs. Bunny Clark, wife of the first officer to join the frigate in 1967 — and there to cast his lordly eye over the proceedings is the captain's steward who on festive occasions dons the uniform of the highest-ranking naval officer in the world.

In this case the gold braid reaches half way up the arm of LSTD Nicholas Jones, while the ship's commanding officer, Cdr. Peter Dalryple-Smith, stands by in humble anticipation.

Picture: PO(Phot) Mick Cunningham

FRIGATES' PAINTED TRIBUTE

Two Royal Navy frigates, H.M. ships Berwick and Arrow, which took part in saving seven crewmen from the German ship M.V. Paaschburg, have each been presented with a painting by the German Naval Attache.

The Berwick was on her way to Gibraltar with H.M. ships Aurora and Antelope when she was detached to assist the Paaschburg, in trouble in the Bay of Biscay.

Another group of naval ships, including H.M.S. Ajax and H.M.S. Arrow, were closing from the north. The Arrow's Lynx helicopter was launched in storm-force winds and seas of up to 48ft., to be directed to the coaster by the Berwick.

HELO SORTIES

In two sorties the helicopter winched off the crewmen and transferred them to the Berwick. For his part in the rescue, the pilot — Lieut.-Cdr. Nicholas Jan de Hartog — was awarded the Air Force Cross.

● H.M.S. Arrow flight has also won the Sopwith Pup Trophy for having the highest standard of operational readiness of any ship's flight during 1979.

Queen's honours Fastnet aircrew

Eight Navy aircrew have been awarded the Queen's Commendation for Valuable Service in the air for their part in the Fastnet Race operation — one of the most hazardous and gruelling undertaken by the Search and Rescue service.

The men flew helicopters from R.N. air station Culdrose to assist yachts beset by a Force 10 storm which blew up on August 14.

Those who received the commendation are: Lieut.-Cdr. Bernard Brock, Lieut.-Cdr. Graeme Wingate, Lieuts. Albert Fox, Jeremy Grayson and Robert Simpson, Mid. Stephen Laphorn, APOACMN Julian Grinney and LACMN Richard Burnett.

First helicopter to be scrambled was a Sea King crewed by Lieut.-Cdr. Wingate (captain), Lieut. Simpson and Mid. Laphorn. Lieut.-Cdr. Wingate flew sorties totalling more than 14 hours, he and his crew rescuing 12 people. Lieut. Simpson flew a total of 19 hours and Mid. Laphorn more than 15 hours.

Lieut. Grayson and APOACMN Grinney, then a leading aircrewman, flew eight and a half hours to rescue 15 survivors.

YACHT MAST

Lieut. Fox, piloting a Wessex, saved eight people during 10 hours flying time.

Arriving in the race area after a separate rescue off Newquay, Lieut.-Cdr. Brock and LACMN Burnett plucked five survivors from a wildly spinning liferaft, even though their Sea King was low on fuel. Lieut.-Cdr. Brock went on to fly a second sortie to save four more people.

LACMN Burnett was a crew member of two helicopters during the operation, being personally instrumental in recovering nine survivors. He was constantly buffeted and submerged by enormous waves.

Opportune time for cowboy capers!

For the children of Hill Grove Home, H.M.S. Opportune's visit to Birkenhead was a timely one. . .

When the submariners learned that the children's holiday to Scarborough had been put in jeopardy by vandals who had burned-out their minibuses, the sailors decided to try to help the youngsters forget their disappointment.

WESTERNERS!

The boat's commanding officer, Lieut.-Cdr. Dave Parry, asked CPO(D) Biff Griffin to organise a trip to the submarine for the children, followed by a visit to the home by members of the crew and a posse of Lone Star Westerners in cowboy dress.

After a Wild West manhunt and shoot-out in the woods near home, CPO Griffin invited the children to write a story or draw

or paint a picture based on the submarine, donating prizes for the best three.

Since the visit the children of the Church of England home have gone overboard about the Navy and are bent on making a nautical collection. They are seeking cap talleys, caps, brass, flags, pennants and pictures — in fact anything to do with the Navy. Their address is Hill Grove Church of England's Home, Eleanor Road, Bidston, Birkenhead.

While in Birkenhead sailors from the Opportune donned pirate clothes to entertain patients of the Royal Children's Hospital at Heswall, with which the submarine has been closely linked for 15 years. Granada TV cameras went along to film the pirates party held on board for the children.



H.M.S. Opportune sails out into the Mersey at the end of her visit to Birkenhead. The familiar outline of the Liver Building can be seen on the far side of the river.

SEA KING SEARCHERS . . .

Sea Searcher airborne radar systems are being supplied for Royal Navy Sea King helicopters under a £10 million contract which has been placed with MEL, of Crawley, a member of the Philips Industries Group of Companies.

It is an advanced X-band radar with much greater effective range than its predecessors and incorporates features which will enhance the Sea King's operational capability, say the manufacturers.

Although internal electronics are completely

updated to modern "silicon chip" technology, the Navy has opted to retain the well-proven plotting table type display.

The equipment, which will be used for both anti-submarine warfare and search and rescue work, has a total weight of less than 100 kilogrammes.

Flight trials evaluation is well advanced and production will take place at a new MEL plant at Dunfermline. It has, however, not been disclosed how many aircraft the contract covers.

SWOP DRAFTS

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

PO(M) P. R. Hughes, PO's Mess, H.M.S. Londonderry, Portsmouth, trials ship in Second Frigate Squadron. Will swap for any Portsmouth ship with a gunnery system, regardless programme.
 AB(M) K. Cook, H.M.S. Avelley, Sea Cadet training. Will swap for any ship in long refit, Plymouth.
 RO(G) M. HOLMES, G. Reg Office, H.M.S. Mercury, drafted H.M.S. Glasgow. Will swap for any Plymouth Leander or Type 21.
 MEM(M) S. R. Barnes, Flag Officer Medway. Will swap for any Devonport shore base or ship in refit. Telephone Medway 4422 ext. 2256.
 LMEM(L) S. Maguire, H.M.S. Cutlass, deploying Hong Kong, August. Will swap for any Portland shore draft. Telephone: Portland 820311 Ext. 2256.
 AB(S) Clay, 3F Mess, H.M.S. Glasgow, due to deploy U.S.A. W. Indies, June. Will swap for any ship in Portsmouth refit or long stay.
 LRO(G) Robins, G. Reg Office or Mail Office, H.M.S. Mercury, drafted FOST, May. Will swap for any Devonport shore base.
 LWEM(R) J. Urquhart, M1 Mess, H.M.S. Collingwood (ext. 612 or 531), drafted H.M.S. Bickington, Rosyth. Will swap for any Plymouth ship deploying.
 LRO(G) Lewis, 3E1 Mess, H.M.S. Intrepid, drafted CTF 345 over six months, June. Will swap for any Portsmouth shore base or

frigate in long refit.
 LREM(A) A. W. Charlton, 39 St Georges Estate, Weston, Portland, Dorset, drafted R.N. air station Yeovilton. Will swap for any billet R.N. air station Portland.
 ALMEM(A) D. K. Parry, MEO, H.M.S. Brighton, Devonport. Will swap for any Portsmouth ship.
 AB(M) Morrison, H.M.S. Sultan, drafted H.M.S. Birmingham, April. Will swap for any ship deploying.
 ALMEM(M) U. Hall, FMB Devonport, drafted H.M.S. Bulwark, June. Due Med. exercises, then Portsmouth. Will swap for any Plymouth or Rosyth ship.
 MEA1 S. Davis (Hull), SEL Section, SMA, South Terrace, H.M. Dockyard, Portsmouth. Will swap for any Portsmouth sea-going draft.
 AB(EW) Mills, drafted H.M.S. Falmouth, June, Chatham. Ship entering reserve. Will swap for any ship deploying Far East, W. Indies, U.S.A. Replies to R.N. Sailing Centre, Port Edgar, South Queensferry, Edinburgh. Telephone Edinburgh 331-3727 or the drafting R.P.O., H.M.S. Cochrane.
 AB(M) Bunker, 1 Mess, H.M.S. Phoebe, drafted H.M.S. Excellent, May. Will swap for any Plymouth shore base.
 RO1(G) Brothwell, 2J3 Mess, H.M.S. Hermes, drafted H.M.S. Leander, June. Due refit. Will swap for any Portsmouth ship, preferably deploying Far East.

ALA(AH2) J. A. Sturges, 2E3 Mess, H.M.S. Bulwark. Will swap for any R.N. air station, preferably Culdrose.
 CK Lucke, H.M.S. Mercury, drafted 826 Squadron, deploying August. Will swap for any Portsmouth shore base or ship not deploying.
 AB(R) J. B. Brittain, 8 Mess, H.M.S. Lowestoft. Will swap for H.M.S. Dryad, or any Portland shore base.
 LRO(G) B. Thomson, MSO R.N. air station Portland, drafted H.M.S. Minerva, July. Will swap for any Portsmouth frigate.
 POWEM(R) P. Capstick, RNTU, Fraser Gunnery Range, Portsmouth (ext. 6361). Drafted H.M.S. Plymouth, August, refitting Chatham until spring '81, then Rosyth based. Will swap for any Plymouth or Portsmouth ship.
 CK N. A. Bennett, 3D Mess, H.M.S. Avenger, home waters until Dec. Will swap for any ship deploying Far East or W. Indies.
 WEM(R) Minett, 3M2 Mess, H.M.S. Intrepid, drafted FMG Rosyth (STA). Will swap for any other shore base.
 ALRO (G) J. F. Llano, 3E Mess, H.M.S. Blake, drafted H.M.S. Shetland, April. Will swap for any Chatham, Portsmouth or Plymouth ship.
 WEM(R) D. Edmunds, H.M.S. Euryalus, drafted H.M.S. Neptune, June. Will swap for any Devonport shore base or ship in refit.
 ALSTD M. G. Wright, 2 Mess, H.M.S.

Tartar, drafted H.M.S. Amazon, Plymouth, not due to deploy. Will swap for any Rosyth ship.
 CK R. Hardy, 15 Hilton Road, Rosyth, Fife, Scotland KY11 2AZ, drafted H.M.S. Juno, June. Will swap for any ship or shore base, Rosyth.
 LSTD A. Carr, 3 Mess, H.M.S. Alacrity, due Far East, May. Will swap for any ship going to West Indies or U.S.A. or shore base, preferably H.M.S. Gannet or R.N. air station Culdrose.
 LWEM(R) P. Mackay, MT School, H.M.S. Collingwood, drafted H.M.S. Gavinton, Rosyth, August. Will swap for any ship not deploying or shore base, Portsmouth, Plymouth, Chatham.
 WREN RG1 G. Gerrard, Wrens Quarters, H.M.S. Sultan, drafted H.M.S. Centurion MSO. Will swap for Plymouth. (Telephone Centurion ext. 2333).
 WEM(O) S. A. Howard, 3L Mess, H.M.S. Galatea, deploying Far East, May. Will swap for any Rosyth ship.
 WEM(R) D. Strudwick, 3L Mess, H.M.S. Galatea, deploying Far East, May. Drafted H.M.S. Neptune, June. Will swap for any Plymouth shore base.
 RO1(G) J. S. Buttle, H.M.S. Euryalus, drafted Commcen, Gibraltar, August, accompanied or unaccompanied. Will swap for any Leander or shore base.
 AB(M) C. Hughes, Fraser Gun Range, Eastney, Portsmouth (telephone 22351 ext.

6446) drafted H.M.S. Phoebe, May, Devonport. Will swap for any Portsmouth ship.
 AB(R) W. Edwards, 3M Port Mess, H.M.S. Sirius, drafted FOSNI, H.M.S. Cochrane, May. Will swap for any Portsmouth base or ship refitting.
 MEM(L) J. B. Duncan, 4/6 Mess, H.M.S. Tartar, drafted H.M.S. Kirkliston refitting Chatham until August. Will swap for any minesweeper or shore base Rosyth.
 LMEM(M) R. Tipping, H.M.S. Intrepid, Portsmouth. Will swap for any Devonport ship.
 AB(M) R. Castro, Recess, H.M.S. Nelson, drafted H.M.S. Phoebe, Plymouth, May. Will swap for any seagoing Portsmouth GMD.
 LMEM (L) C. D. Roberts, 3E Mess, H.M.S. Amazon, drafted Portsmouth FMG Static. Will swap for any shore draft Plymouth or any Devonport refit ship.
 PO(S) T. Pordage (manual), PO's Mess, H.M.S. Vernon, drafted H.M.S. Andromeda (CAIAS) Plymouth. Will swap for any Portsmouth ship.
 LRO(G) Lusted, H.M.S. Bronington, drafted Northwood (STF 345 PV billet), July 1. Will swap for Southwick or Whitehall, Telephone Chatham Dockyard ext. 3417.
 AB(S) C. Anderson, Seaman's Section, H.M.S. Vernon, will swap for any ship deploying this year.
 MEM(M) (AMC) Standing, H.M.S. Arethusa, Devonport, refit, May - December. Will

swap for any seagoing ship.
 LWEM(O) M. Fieldsen, 3M Port Mess, H.M.S. Argonaut, Deploying Mediterranean, autumn; long deployment early 1981. Will swap for any Plymouth seagoing ship not due long deployment.
 WEM(N) J. Devine, PO's Mess, H.M.S. Collingwood, drafted H.M.S. Penelope, September, refitting Plymouth until June, 1981. Will swap for any Rosyth ship.
 CY K. R. Oakden, Senior Rates' Mess, H.M.S. Warrior, drafted H.M.S. Mercury. Will swap for anything outside Portsmouth Command.
 ALMEM(M) P. B. Chase, 3M Mess, H.M.S. Berwick, drafted H.M.S. Nelson, June, H.M.S. Bulwark, August. Will swap for any Type 42, B2 or 22, or any frigate.
 AB(M) T. Wise, SG1 Mess, H.M.S. Hermes, due Portsmouth refit. Will swap for any Devonport or Chatham Leander, deploying or home waters.
 MEM(M) (A.M.C.) J. Cox, Harbour Training Ships, Gosport, Hants, drafted H.M.S. Dido, July, Plymouth. Will swap for any Portsmouth ship.
 AB(R) Charlesworth, H.M.S. Forest Moor, Darley, Harrogate, drafted H.M.S. Berwick, July. Will swap for any manual ship deploying.
 LWREN(RO) S. Hounsham, Main Signal Office, H.M.S. Centurion (ext. 2333). Drafted H.M.S. Rooke, Gibraltar, September.

FILMS FOR THE FLEET

10 out of 10 for Bo

Who said perfection was impossible? Blake Edwards, director of the new romantic comedy "10" thinks he's found the flawless beauty in screen debutante Bo Derek — and who are we to argue?

Blake's "10" has enjoyed success in America, making its British star, cuddly Dudley Moore, a new transatlantic cult figure. And as our picture shows, Bo's made quite a splash, too.

She plays the perfect beauty, the desire of a successful composer (Dudley Moore) who is contemplating the onset of middle age with as much relish as he would an overdose of health salts.

Unattainable

In his turmoil he takes off in pursuit of the unattainable, relegating his liaison with girl no. 1 (Julie Andrews) to cold storage while he attempts to pay court to Bo. And he is undaunted by the fact that she's on honeymoon.

Written and co-produced by Edwards, "10" has been ordered by the Royal Naval Film Corporation and will be shown on Service screens soon.

Meanwhile, films released by the Corporation this month are:

The Jericho Mile (AA) — Peter Strauss, Richard Lawson. Sport escapism as a murderer serving a life term runs to keep his sanity in prison, and ends up with a chance to take part in the Olympics. ITC. No. 706.

The Appledumpling Gang (U) — Bill Bixby, Susan Clark. Incredible Hulk Bixby has the tables turned on him in this film. He plays an unlucky gambler who finds himself the unwilling guardian of three, small, destructive children. Walt Disney. No. 707.

Fast Charlie — The Moonbeam Rider (A) — David Carradine, Brenda

Vaccaro. Carradine takes to the road again, this time as a motorcyclist in a 1919 race from St Louis to San Francisco. CIC. No. 708.

The House on Garibaldi Street (A) — Topol, Nick Mancuso, Janet Suzman, Martin Balsam. Based on the true story of the search for and capture of Nazi war criminal Adolf Eichmann in Brazil in 1960. ITC. No. 709.

Avalanche Express (A) — Robert Shaw, Lee Marvin, Linda Evans. One of Shaw's last films before his death. Set on the Atlantic Express across Europe, the adventure follows the efforts by U.S. security forces to bring a KGB defector safely to the West. 20th Century Fox. No. 710.

Freaky Friday (U) — Jodie Foster, Barbara Harris, John Austin. A version of the old story "Vice Versa" about a father and son exchanging bodies, the original film starring Anthony Newley in the late Forties. Now the tale is brought up to date — and takes a sex change, with Jodie Foster playing the daughter and Barbara Harris the mother. Walt Disney. No. 710.

Topsyturvy

The In-Laws (A) — Peter Falk, Alan Arkin. A zany story of an easy-going dentist whose life becomes a topsyturvy blend of international adventure and high-speed danger when he is tricked into helping a CIA agent. Columbia-EMI-Warner. No. 712.

Bear Island (A) — Donald Sutherland, Vanessa Redgrave, Richard Widmark. A team of U.N. scientists discover a U-boat with a cargo of gold bullion in Bear Island in the Arctic. Columbia-EMI-Warner. No. 713.



MILES ABOVE THE REST

Television presenter Gillian Miles is head and shoulders above the rest as far as the crew of H.M.S. Swiftsure is concerned. The men of the nuclear-powered Fleet submarine adopted Gillian, giving her a rousing reception

at the Royal Fleet Club, Plymouth — and presenting her with a ship's crest. Gillian has won the hearts and minds of the sailors with her presentation of B.B.C.'s regional magazine programme "Spotlight."

Picture: PO(Phot) Mick Cunningham

ORKNEY AIDS BIRDS

Fishery protection ship H.M.S. Orkney took a trip that was partly for the birds. On board for a week's patrol off the Orkneys and Shetlands was ornithologist Mr. Mark Tasker, one of four biologists appointed by the Nature Conservancy Council to survey the distribution of seabirds around the British Isles.

Aim of the project is to produce an atlas of the seabirds of the North Sea so that the N.C.C. can advise the Government on its reaction to oil spills.

Valiant piper

H.M.S. Valiant was piped over the sea to Scotland when she left Chatham Naval Base for trials and work-up at Faslane.

Sixteen-year-old Peter McDonald played his bagpipes on the casing as the nuclear-powered Fleet submarine slipped out of the base which has been her home for the past two years. Her major refit was completed there early this year.

Churchill visit

Slides of H.M.S. Churchill's test firing of Sub Harpoon were among those shown to children of three Nottinghamshire schools when Lieut. Mike Browning and other members of the crew of the nuclear-powered boat visited Erewash borough.

Reduced . . .

The current five-year commission for Royal Marines officers has been reduced to four years. The first trainees to enter on this new commission will join in September.

Tournament total

The 1979 Royal Tournament raised £25,000 for various Service charities. Since the Tournament began in 1880 the total donated to Service charities is £1,137,500.

Nimrod sortie

A four-hour sortie in a Nimrod aircraft awaited the Flag Officer Scotland and Northern Ireland, Vice-Admiral T. E. H. Baird, when he visited R.A.F. Kinloss. Accompanied by the Commander Northern Maritime Air Region, Air-Vice Marshal P. E. Bairsto, Vice-Admiral Baird was on board to see the aircraft carry out an oil-rig patrol, fishery patrol and surveillance of a Soviet vessel.

Transplant etched on the MEM-ory!

DRAFTY'S CORNER

Much has been written about EBD — Engineering Branch Development — and I do not intend to repeat it. Nevertheless, EBD has changed the way some of you are drafted and this I should like to explain.

When EBD-Day came, approximately 16,690 men changed their titles and later their badges, and in H.M.S. Centurion we wondered if the computer would blow a fuse. Fortunately it didn't! The WE drafting desks reorganized themselves and we settled down to let the new set-up run itself in, as was announced in our article in November.

Success

This was only a temporary arrangement, however, and we knew that sooner or later we would have to make the surgical incision and transplant the "L"s from the WE to the ME drafting organisation. I can now report that this operation has been successfully completed and both patients are doing fine.

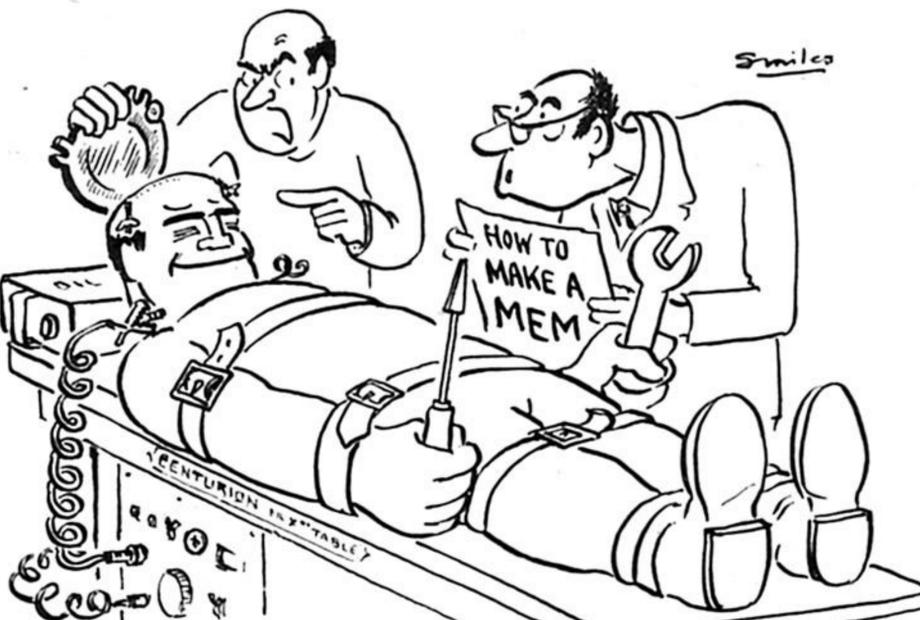
So what difference does this make to those who fully transferred to ME? The answer to this in terms of drafting is not a lot!

Transferees will receive only five months' notice of sea draft rather than nine months'. Previously this notice had been extended because of the number of PJTs necessary for WD & OCs. So the "L"s will come into line with the remainder of the Drafting Division.

Questions

Other aspects of drafting will gradually move into line with the other ME categories, for example, the working of the Mechanician Qualifying Course roster and drafting to training billets.

Following the introduction of EBD a number of questions



"You forgot the MEM-brain!"

have arisen which I will attempt to answer as briefly as possible.

Q: I understand the MQC roster has been changed. Does this mean I will go on course earlier?

A: The basis of selection for "L"s is now in line with the "M"s. Men passed for petty officer are placed on the roster above those passed for leading hand in order of basic date of passing. So if you want an early MQC, get on and pass PPE for petty officer.

Incidentally, POMEM(L)s and LMEM(L)s will be required to state, before the start of MQC, whether they are

volunteers for cross training to full ME charge. (i.e. candidates for MEMN EL.) There will be an induction course before MQC for those who volunteer.

Q: I am an MEM2 in my first sea job after completing training at Sultan. I want to stay on in my ship, but understand I have to be relieved when I have completed 18 months. Can I request to stay on board for longer?

A: Yes, you can request on a Form C240, but your chances are not good at present. There is a waiting list of MEMs, particularly MEM(M)s, to go to sea for

their first sea job and they must have their turn.

Exceptionally some MEM(L)s could qualify for extension of their sea draft in order to take PPE for leading rate in accordance with FETI 32/79. The numbers who need this facility will be much reduced by the start of the Specially Selected MEM(L) course in Sultan.

Q: I am awaiting a first sea draft. How much longer must I wait?

A: There is a temporary bottleneck of ex Part II MEM(M)s who have not got a sea draft owing to good recruiting numbers this year. Although the training estab-

lishments have been able to cope with increased numbers, ships cannot be expanded in the same way. In that context, did you know that about 1,000 MEM(M)s are entered every year? Of these, about 500 become LMEM(M)s; 150 become POMEM(M)s; 35 become CMEM(M)s; 20 become chief mechanics; and 20 become FCPOs. The prospects for advancement look very good indeed.

Quota

Q: How are MEAs / MEMNs selected for service in submarines?

A: The numbers required for service in submarines are known as the Submarine Quota. Each branch is told the numbers they are required to produce in order to meet the Submarine Quota.

Volunteers are accepted at any time, even during training. Any shortfall is made up from the top of the Sea Roster or from ratings due to a balance of sea service.

These non-volunteers are selected entirely at random and may include men qualified in Steam / Gas / ICE / Adhull, etc.

Men excluded are those over the age of 35, those not having two years to serve if on CS engagement or eighteen months if on LS engagement, those qualified charge and those non-volunteers who have previously served in submarines.

Incidentally, readers may be interested to know that of all those non-volunteers drafted into the Submarine Service, 95 per cent. elect to stay when given the opportunity to return to General Service.

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Steady as she goes!

Improved observation from ships, helicopters and hovercraft is provided by use of Steadyscopes, says British Aerospace Dynamics in announcing a "substantial" order for Type GS907 for the Royal Navy.

A hand-held gyro-stabilised sight, it is designed to eliminate difficulty in maintaining a clear view when using binoculars from a moving object, as well as overcoming the problem of blurred image caused by vibration or hand tremor.

Steadyscopes are now in service in 15 countries in addition to the U.K. Resembling conventional binoculars, it is a monocular instrument with two eyepieces, one of which is blanked off.

Stabilisation of the image is achieved by a gimbal-mounted mirror which is controlled by battery-driven gyroscope.

The Steadyscope ordered for the Royal Navy has a magnification of x7 and a field of view of 7.4 degrees. Weight including battery, is 2kg.

MAKES A CHANGE . . .



Engineering branch changes resulted in this "switch" of duties between officers serving in the frigate H.M.S. Plymouth during her Chatham refit. Lieut. Jim Holder (left), the mechanical engineer officer, receives a replica of an

avometer on becoming responsible for the ship's heavy electrics, while Lieut. Ray Drake, the weapons electrical officer, is given a brass wheel spanner for use in the magazines on taking charge of explosives on board.

Londonderry's air of distinction

Life in the Eighties will be a continual series of trials for the frigate H.M.S. Londonderry — as a test bed for the Navy's future equipment.

The Londonderry's new, secret life began in September when she emerged from a four-year refit at Rosyth, a transformed ship.

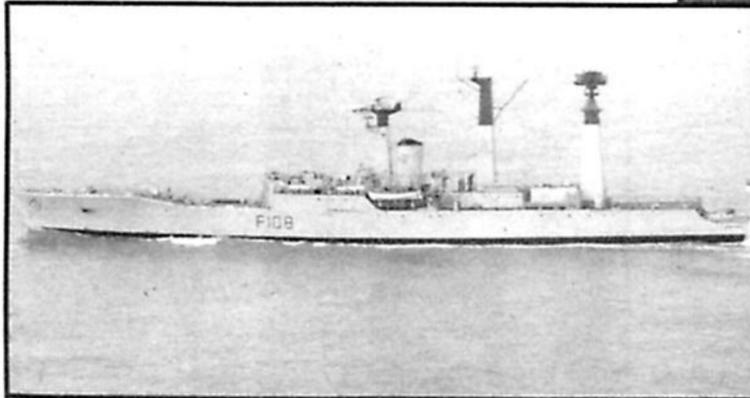
Her pleasing, Rothesay-class lines had been necessarily marred by the addition of two tower-like masts. Her armament had been removed and replaced by experimental gear; her hangar had disappeared and the space fitted with bed plates to accommodate portable cabins which increase her trials capabilities. There is also a base for a removable mast.

Scientists

A new flight deck has been constructed over what was the mortar well and the compartments underneath house, among other things, accommodation for scientific personnel.

The refit has meant that accommodation standards have been improved for the ship's company: although the messdecks area remains almost the same, the complement has been reduced, allowing the fitting out of recreation areas for each mess with senior rates enjoying separate recreation and sleeping compartments.

H.M.S. Londonderry, under the command, of Lieut.-Cdr. H.



The ungainly new masts "grown" by H.M.S. Londonderry set her apart from all other Royal Navy ships. Right: an aerial shot of the Portsmouth-based frigate.

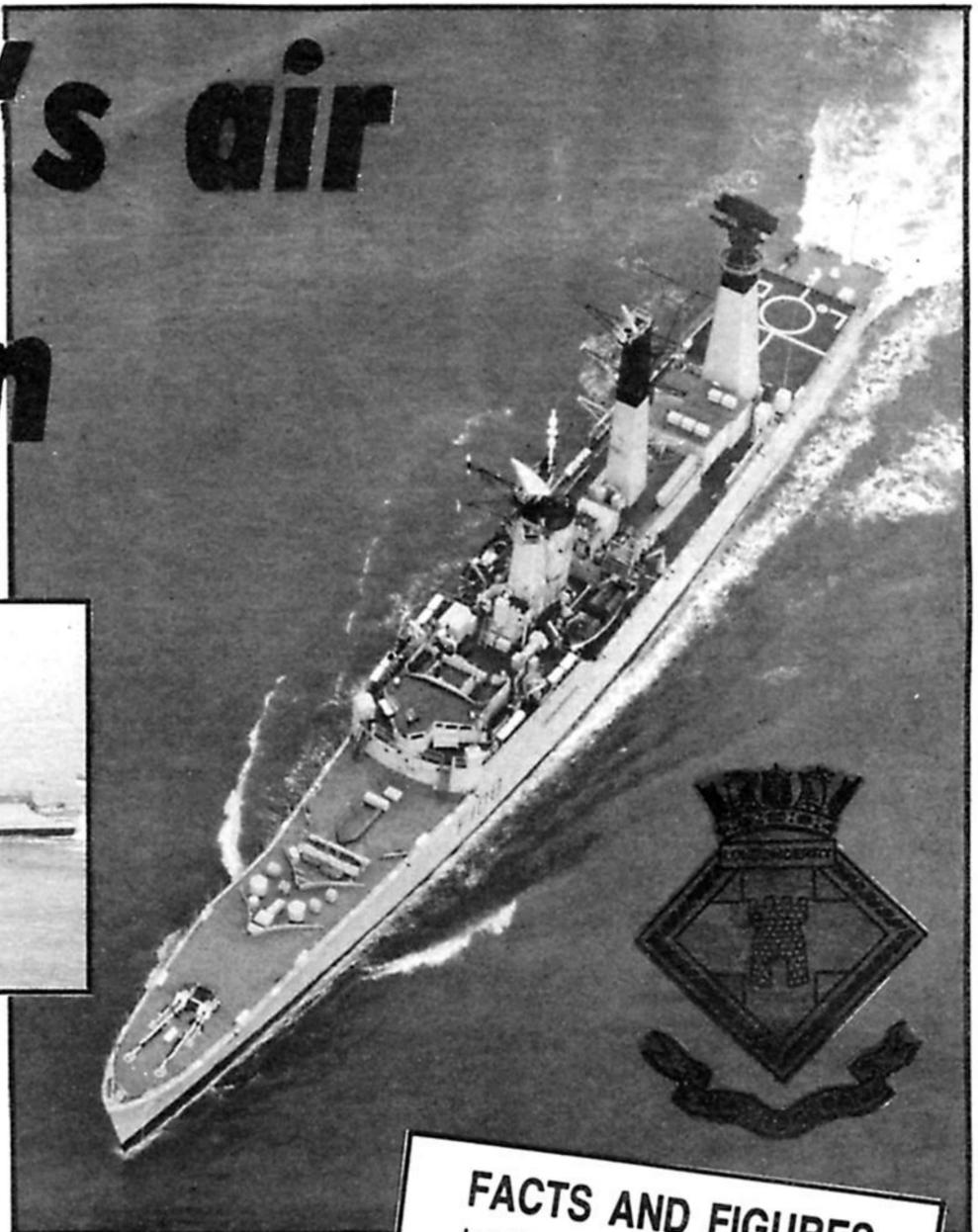
A. E. Powlett, completed her post-refit trials and her operational sea training before an extensive and taxing programme of Fleet trials, including visits to Hull and Le Havre.

Berlin visit

More foreign deployments are ahead for the Portsmouth-based ship — and already many of the ship's company have had a run ashore to a place not normally visited by sailors.

The frigate's long-standing link with the Royal Irish Rangers brought an invitation for 40 Londonderrys to visit the 1st Battalion of the regiment, stationed in Berlin. The trip included a sample of night life in the Western sector and a contrasting coach tour into the east of the city.

H.M.S. Londonderry was launched in 1958 by Viscountess Brookeborough, wife of the then Prime Minister of Northern Ire-



FACTS AND FIGURES

Length: 370ft. Beam: 41ft. Displacement: 2,800 tons. Draught: 13ft. 6in. Propulsion: Experimental. Armament: None. Complement: 170. Builders: J. Samuel White and Co. Ltd., Cowes. Purpose: Trials ship for the Admiralty Surface Weapons Establishment.

land. Until 1967 the ship served at home, in the West Indies and in the Far East.

She completed her first major refit in 1969, re-commissioning as a Chatham ship and again seeing extensive service abroad.

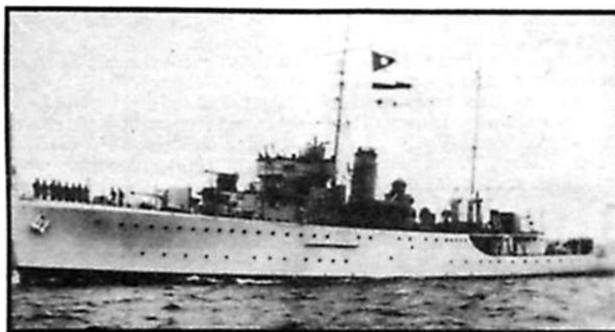
The Atlantic shepherd

Although the name Londonderry in Royal Navy service dates only from the 1930s, the ship has a string of Battle Honours, won in the gruelling struggle to keep Britain's sea lanes open.

From the beginning to the end of the Second World War the Grimsby-class sloop H.M.S. Londonderry was a constant escort in the Atlantic, the North Sea, the Channel and off North Africa.

Air attack

Completed in 1935, she was serving in the South Atlantic when war broke out and took part in many North Atlantic and West Africa convoy operations. While escorting an East Coast



The first H.M.S. Londonderry.

convoy in 1940 she shot down one of a number of German aircraft attacking shipping in the Thames Estuary.

She survived the wolf packs on

the transatlantic run to take part in the 1942 landing in North Africa. But in 1943 her luck almost ran out: she was escorting an Atlantic convoy when, on

February 3, she became the first victim of a German acoustic torpedo.

Almost miraculously no one was injured and, despite having her stern blown off, the ship managed to reach home for repairs.

D-Day

She was back in service by the end of the year and, in the following June, was loaned by the Western Approaches Command to take part in the D-Day landings.

Her Battle Honours are: Atlantic 1939-45, North Sea 1940, North Africa 1942-43, Normandy 1944 and English Channel 1944-45. She was scrapped in 1946.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HR, price 12p 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.

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(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, Coronina (mod), Coronina (pre-mod), Courageous, Coventry, Cumberland, Cygnit, Dainty, Dampier, Danae, Daring, Darlington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, File (pre-mod), File (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 (pre-mod), Intrepid (1979), 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, Londonderry (mod), 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, Omeida, 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 (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell, Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scyllia, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valliant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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LETTERS TO THE EDITOR

Take the strain until '82

As H.M.S. Apollo is currently in Gibraltar and her commanding officer is unlikely to meet the deadline for a reply to MEA(M)1 Murray in time for the April Navy News, I hope he will not mind me writing on his behalf.

As Captain of the Fleet the buck stops on my desk, and I think it would be useful to CPO Murray if I gave the background to the decision to reinstate bunks in H.M.S. Apollo.

A small number of ships are in the same position and have been running for some years about seven junior rates bunks short of the number allowed in the original design.

This was sanctioned by C-in-C. Fleet in easier times to allow senior rates to extend into junior rate accommodation and so improve their recreational areas.

Retention

As we all know, present recruitment is necessarily high to ensure the leading hands and senior rates of tomorrow, and MOD has decided that the total "designed" capacity of junior rate accommodation in the Fleet must be taken up. The undesirable alternative is to allow waiting times ashore after initial training to extend even further.

In something as finite as a ship, one man's apparent gain is bound to be seen as another man's loss, and in reverting to former habitability standards the senior rates in the Apollo are now more cramped than I would like them to be.

My principal concerns are personnel and retention, and I very much hope that such measures are short term. Meanwhile, we are exploring all further means of getting our young men to sea, but I can assure CPO Murray that this will not be at the expense of recreational spaces

Floating hotels

I can assure Mr. A. S. Grieve and Mr. Randall L. Hamlet that in the warships in which I served between 1924-58 the messing was pretty good.

In submarines we had to "do our own thing" and a little less comfortably than in what were called by our small ship brethren the floating hotels — the battleships.

H.M.S. Nelson 1927 even had a billiard table for chiefs and POs! — George E. Bradley, Ex-Ch. Elec., London W6.

allowed in the original design of ships.

I hope all those affected will bear with us over the next year or two of the recruiting bulge, and I am pleased to see that self-help has made things a bit easier in the Apollo. — R. W. F. Gerken, Captain, R.N.

Cramped 42s

Having served in a progression of newer vessels entering the Fleet, I would endorse the comments made by MEA(M)1 E. C. Murray, of H.M.S. Apollo (March).

While allowing for the fact that different classes of ship afford higher or lower standards

of accommodation, I would point out that plastic and pastel shades are not the answer.

We appreciate that advances in technology and capabilities of our ships demand a greater share of our available space. Unfortunately, there is a general downward trend in standards.

Type 21s

The Type 42 is an example. Senior rates have cabins, but generally throughout space is at a premium. Dare I say, 19 inches between bunks without a mattress is a bit tight in a surface ship? Admittedly, this is not the minimum standard, but relevant nonetheless.

Naval constructors could take note of the Type 21 design. They have been the subject of speculation in the media recently, but are possibly the best accommodation we have ever had in the Royal Navy.

Personnel will tolerate only so much discomfort, and this must be partly to blame for the current manning problem — J. K. Fawcett, MEMN1(P), H.M.S. Exeter, Wallsend.

Tight ships

Having read the letters from Commodore J. A. B. Thomas (February) and MEA Murray, may I expand on the subject of ship design?

No one should expect superior accommodation in a warship. The actual habitability of most messes in older ships is due to the work and ingenuity of the members.

What one should expect in newer ships is more thought going into planning how best to make use of the space available. In this there is something lacking.

I have recently been working in a Type 42 and was astounded to find the chiefs eating in the recreation space, while the petty officers have a dining hall and the junior rates one as well. The heads, instead of being adjacent, were down one deck and then either right forward or back aft.

Lathe

Getting away from the accommodation, here are some other points which as a maintainer I noticed. In the machine shop the bench grinder is situated so near to a bulkhead to make the left-hand wheel virtually useless for grinding drills or lathe tools. The most expensive lathe which is fitted is sited fore and aft, so in a rolling sea there is the danger of the user falling on to it.

The Type 21s have had a knocking just lately, but from what I have seen of them, their layout beats a 42 hands down. Is there something to be learned from that? — R. Broniman, MEMN1(L), Fleet Maintenance Group, Portsmouth.



A glimpse of stocking from Wren WTR(G) Dawn Young who complained about their relatively high cost. Her advice to sailors who would like to see more black stockings on parade: "Get dripping to your Naafi representative."

Picture: Wren Jill Purves

Dawn is stocking it to the Naafi . . .

Reading the report (March issue) about various Naafi canteens and shops, I fully agree with the "drip" mentioned over the price of black tights.

The amusing part is the statement "Ban Tights. Happiness is a Wren in black stockings" (which, may I add, most of us live up to).

But — and it is a big but — if any of you ogling men would care to check the price of stockings in the Naafi shops, you will find that it is almost double that of tights (60-odd pence).

Baggy

As you can imagine, going through two pairs a week through various hazards, such as desks, chairs, furniture (matelots?), can soon take a large chunk — if not all — out of your K.U.A.

So the message is, lads, if you want to see all the Wrens in black stockings, get dripping to your Naafi representative to bring the price down for us poor Jennies.

By the way, I am not sure the practice of selling stockings in slops still goes on, but if you see the saggy, baggy state the slops' stockings get into you would understand why we buy Naafi! — DAWN L. YOUNG, Wren Writer(G), H.M.S. Daedalus.

Just for starters . . .

Re your delightful photograph of LWren Jill Cook starting a Swordfish at Yeovilton single-handed . . . In 703 Squadron, based at Arbroath in 1943, it was part of the joining routine to swing single-handed.

On the lucky swinger reaching the desired revs he/she was required to leap back to the cockpit and make contact. This then started the engine.

Did LWren Cook do this procedure and in the rig photographed? I know at least three Wren Mechs who did, one being the Duchess — A. Baron, Foxhill, Bath.

Kipling and 'The Trade'

The story about Rudyard Kipling in February's Navy News is interesting.

Kipling had a very soft spot for the Submarine Service — "The Trade" as they called themselves then. He wrote many stories of submarines and small ships, particularly the Patrol Service, which were published in a little book after the Great War.

I'm searching my attic fran-

tically for my copy, but I imagine there must be one at Blockhouse. — B. Wainwright, Cdr (retd.), Chalfont St Peter, Bucks.

Thanks for help

On behalf of the central fund-raising committee of the Wessex Bodyscan Appeal, I write to thank every reader who responded to my letter (January), either by cash donations or sending hundreds of packets of picture postcards and used stamps.

Readers will realise the impossibility of replying to everyone, so again a big thank you.

Please continue to save not only the above, but ring-pulls too. — Jean M. Storey, Gosport-Portsmouth fundraiser, Wessex Bodyscan Appeal, 5 Monckton Road, Alverstoke, Gosport.

Never say die!

I was interested in the story (February) of the closure of the Glasgow and District Naval Association club at Woodside Place. I left from nearby to join the Navy in 1924.

Joe comes clean

While I was serving in H.M.S. Wakeful (F159) in 1966 we visited Jersey. One day when the sea was rough a tug boat took us from the ship to shore.

On the way back the 11 p.m. boat had two badges of Jersey on the funnel. I took one off and took it with me to Malta as one of my souvenirs. Until now I have never told anybody but I think it's about time to say where the badge went.

With best wishes to all the ship's company of the Wakeful, especially to Commander Joel. — JOE GRIMA, Ex-LSTD, Malta Port Division.

However, that's not the story. We of Torbay branch R.N.A. suffered a similar fate — no funds, no premises. But, because of a handful of members, we are now on the way up again. Part of the thanks can be given to the unselfishness of members sharing cars, etc. and the company in Paignton who allow us premises for our monthly meetings. I do enjoy these meetings and the social events. Anybody wanna join?

So I say to Ex-Colour Sgt. Calder "Have a go." There's always a way for any marine I ever knew. — A. McCandless, Ex-AB, Chelston, Torquay.

Focus on goodwill

After many years of ophthalmic missionary work I became involved in nursing (and some of my patients are old Navy men).

I would be grateful if any readers, when they need to discard old spectacles, would care to send them to me, without cases. I will see that they are refurbished and graded so that they can be prescribed for people overseas who cannot afford to buy.

In 32 years British and Overseas Optical Missions have sent abroad to our former colonies over a million-and-a-half pairs, plus equipment. Our aim is to promote goodwill.

Anyone visiting Accra will find a welcome at Mission H.Q. if they will drop a line first to BOOMS, PO Box 10524, Accra North, Ghana. — A. Fremlin-Bailey, British and Overseas Optical Missions, 65B Sandy Lane, Church Crookham, Hants.

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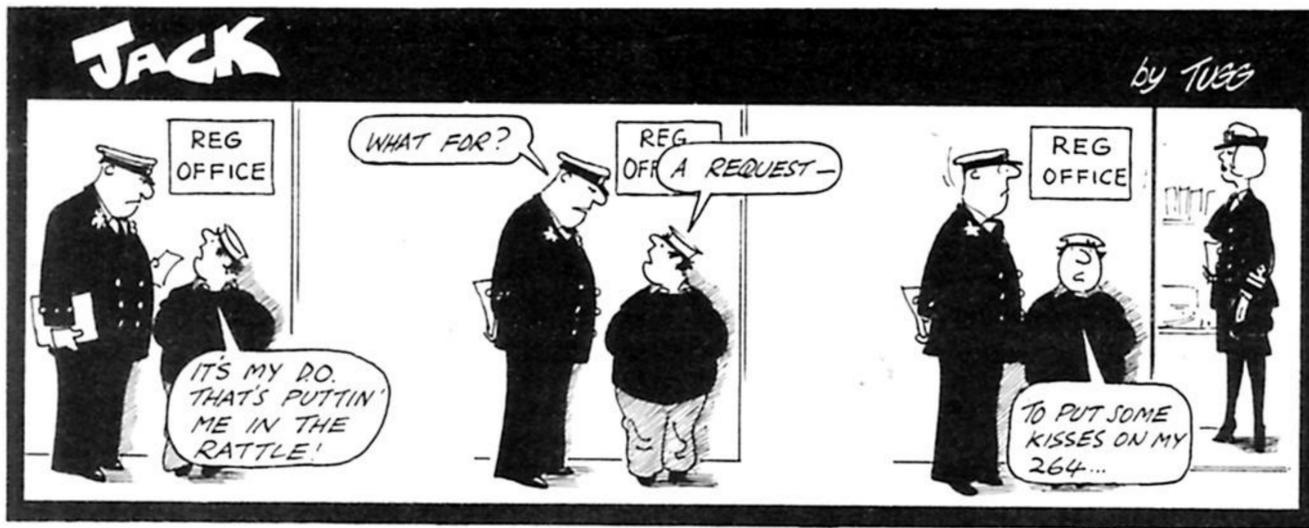
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Those green ships were no joke . . . !

With reference to the letter from Ex-AB (March), I joined the brand-new destroyer H.M.S. Alamein as a national serviceman in May, 1948, and she was definitely painted a very light shade of green.

I don't know about the anti-radar part of it, but the buzz was that it was experimental and that it could not be painted by the ship's company but had to be washed down daily in harbour.

She retained this livery during acceptance and work-up trials at Portland and Cromarty Firth. However, on joining the 4th Destroyer Flotilla in late September, 1948, we were ordered to revert to the normal grey, apparently to fall in line with the rest of the flotilla. — H. V. Ashworth, Norden, Rochdale, Lancs.

indeed I have myself. It saddens us that once again a Sea Cadet unit loses a real live warship. — P. Bartlett, Lieut-Cdr (SCC) R.N.R. Commanding officer, T.S. Mohawk, Dagenham and Romford.

River Plate shield

I have recently come into possession of a small pressed metal shield bearing the following wording: "13th December 1939 — South Atlantic Squadron — Commemorating Destruction of Graf Spee — H.M.S. Exeter, H.M.S. Ajax, H.M.S. Achilles."

I should be interested to learn when, and to whom, these items were presented. — R. G. Mason, Lieut-Cdr (S.C.C.) R.N.R. Dulwich Unit, Sea Cadet Corps.

Chieftain

The destroyer H.M.S. Chieftain, a unit of the 1st Destroyer Flotilla, was painted in a new formula plastic paint, the colour of which was close to eau-de-nil. This was some time during the period mentioned, possibly in 1949, and the idea was to test the durability of the paint on a warship.

As far as I can remember, the ship was painted in Marsalokk and, when completed, she steamed round to the destroyer anchorage in Sliema. It definitely looked green — I was in the Cheviot at the time and remember the surprise it caused.

It didn't last, however. The C-in-C. didn't like the colour and the ship was repainted light grey afterwards. — L. C. Jordan, Southsea.

Remember

this film?

Are there any movie buffs out there? Very early in the Second World War there was a film entitled "Sailors Three" starring Tommy Trinder, and Claude Hulbert, to name but two.

I would like to know: Which Leander-class cruiser was featured? Which cruiser played the part of the German cruiser? Where was it filmed so early in the war when the Luftwaffe was so evident? And where can I obtain a copy of the record (or tape) of the song featured, "All Over the Place"? — John E. Sandison, Regina, Sask., Canada.

Mohawk

pride

Regarding the item (February) about H.M.S. Mohawk paying off into the standby squadron at Chatham and the continued use of the name T.S. Mohawk by Blackburn Sea Cadet unit, could I point out that my unit — Dagenham and Romford — is also T.S. Mohawk, a name which we are proud to carry.

During our liaison with H.M.S. Mohawk, cadets of my unit went on various training exercises from Portland, one cadet visiting America and several travelling from Malta, as

Beset from

all sides

There were many unique experiences during naval operations in the world wars, but I wonder how many remember this one:

A flotilla of Royal Navy warships was attacked simultaneously by the R.A.F. and by German guns, with the result that some of the ships were sunk and there were many casualties. Where and when did it happen? — E. R. Wadge, Ex-Chief Shipwright, Torpoint, Cornwall.

Navy's blue Danube

With reference to recent letters regarding the "farthest inland in Europe," Royal Navy ships have been farther than Basle.

In the years following the First World War there was a squadron on the Danube, consisting of three Insect-class river gunboats — the Aphis, Glowworm and Ladybird. These entered the Danube via the Black Sea and spent the summers cruising between Budapest, Belgrade, Bratislava and Vienna.

When the river iced over, the ships wintered at Budapest. Vienna, by the way, is 1,240 miles from the Black Sea coast. — Timothy J. Hudson, Lincoln.

Regarding the "highest and farthest" claims, it was all done quite a while ago. In 1954 a flotilla of MLs and TRVs from the R.N. Rhine Squadron visited Basle, the first ships to visit Switzerland. — R. Smith, Ex-Ch.M(E), Gillingham, Kent.

ASSISTANCE TO AUTHORS

Mr. Alan Coles, of Ridgeside, Jubilee Road, Totnes, Devon, who has been commissioned to write a history of H.M.S. Hood, would like to hear from any officer or rating who served in her between 1920-41.

Mr. R.A. Ruegg, of Flat 2, 27 Eryls Road, Eastbourne, is researching the history of H.M.S. Rochester, sloop-escort vessel of 1932-51, and would be grateful to contact men who served in her, particularly those in her while she was a convoy escort.

Unhappy lot of the single

May I add another letter about the plight of single men in the forlorn belief that, as with the Chinese water torture, someone will crack? A brief description of the single man may help so he may be recognized and pitied.

He is the one who turns to on board with the duty watch on Saturday and Sunday mornings every week-end. He volunteers — or is detailed — for duty watch over Christmas leave periods. The one without a family welfare pack about a wife who cannot be left alone, he is always available for draft, often to non-preference areas.

He is the one who does not mind working late or over the week-end to fix a snag. The taxman's best friend.

Do you know this man? Is he in your mess? Then buy the poor chap a pint or can of beer, for there is a man who is discriminated against far more than any woman.

Lowest rates

He gets only four warrants a year and no separation allowance, although everyone is separated from someone. He gets the lowest possible rates of lodgings allowance and always stays on board when leave for natives is piped.

But there is more. The greatest anathema to the Navy is the single man who wants to live out. He gets no help with house purchase loan, no removal expenses, disturbance allowance, storage charges, rent allowance or home to duty expenses.

Before a plaintive cry of "extra commitments" is heard, please think that the single man may be committed to supporting aged parents, ex-wife (wives), widowed mother, child(ren), invalid relatives, mistresses(es).

Equal pay for equal work is the strident cry of the Equal Opportunities Commission. Can no one hear the small voice at the back asking about the single man? — P. C. J. Whitwood CPO (single and living out), H.M.S. Excellent.

Anomaly

It is with much regret that I shall soon be leaving the Royal Navy and entering civilian life, with all that it entails. Having served 16 years, I have a lot to lose: pension, gratuity and, most of all, companionship.

The reason? The anomaly of life in the Service for the single man. I am single and a house owner — the worst combination imaginable.

The other week I received from Drafty the news that I was to be sent to the Supply School at Chatham for instructional duties, which is probably one of the most rewarding jobs. But I simply cannot afford to pay the increasing charges levied against me for food and accommodation as well as a mortgage.

I live in London, and could quite easily commute from Chatham. But will the Navy help me with home to duty expenses? No. The reason? I am single and choose to live in my own house.

Why shouldn't the single man be encouraged to purchase his own house? Heaven knows, the cost of property is going up by the week. The sooner this curious and unjust distinction is removed, the sooner the "brain drain" will slow down. — F. J. de Mengel, POCK, H.M.S. Berwick.

It is known that much thought has been going into ways and means of helping the single man. Perhaps there will be results in time to influence the correspondent. — Editor.

Ditty box

coincidence

I served in the wartime Ark Royal and lost my ditty box when she went down.

When I came out on pension in 1946 I looked around in junk shops and last year I spotted one and bought it for £3.50 and would you believe it, it had belonged to my uncle who had served in the First World War. — E. W. Gibbens, Ex-POSTD, Ramsgate, Kent.

Triumph

statue

I was interested in the letter from Ex-POAM(L) John Chapman (January) about H.M.S. Triumph, which I commissioned in 1946 and did the trip to Kronstadt in Russia.

We used to have a big bronze

OPEN UP TO PUNK ROCK

Why the ban on punk rock in the Service?

One reason given is the lyrics, but some popular disco records are very suggestive and should have a similar ban placed on them.

A more precise description of what is classified as punk rock would be appreciated. Blondie, for example, comes under the punk heading and is acceptable on naval bases, yet groups like Ian Dury and the Clash come in the same category but are not acceptable.

This is not to say we want to dye our hair, etc. — all we want is a right to hear the music we enjoy most when we go out at night. — H.M.S. SHEFFIELD matelot.

statue of the discus thrower on the quarter deck. I wonder if anyone knows what became of it? — F. Kelley, Ex-Gunner's yeoman, Crawley, Sussex.

Press-up

pin-ups

Your PTI of days gone by Was rarely easy on the eye — Though packing clout, there's little doubt His looks were nowt to shout about, And when, in some contortion tense, We caught his curt command "Commence!" We knew no quarter would be granted As through those gruesome jerks we panted.

Each stressful stretch and painful bend With which he forced us to contend We'd struggle bravely to complete — And then the brute would bawl "Repeat!"

How oft in tortured posture prone When every move provoked a moan, We'd yearn in subjugated fashion For 'Clubs' to cultivate compassion . . . !

So much for that departed scene, And now I learn, with envy green, That modern matelots — lucky guys! — Are trained by women PTIs In lieu of what we once endured The new recruit is now allured By damsel coaxing him to cope With box-horse, wall-bars, climbing rope — A girl who'll praise his tries pathetic To show some enterprise athletic.

Where we deplored an ordeal grim, I see Jack now adores his Gym And though this sort of thing sounds great For me it's forty years too late.

Bernard Campion

DEBUT OF WHITE WEBBING

Pictures you publish of naval guards are of particular interest to me as I was partly responsible for the introduction of white webbing gear.

I was a gunner's mate of the Barrack guard at Devonport from 1935-37 when the captain of the gunnery school (Capt. A. R. Hammick) suggested that some colour other than the rather drab khaki might improve the appearance of the guard.

I took four sets of equipment and paraded four of my guardsmen in the various colours. They were inspected by the Commodore, captain of the gunnery school and other senior officers who all agreed that white was certainly much the smarter and that we should now adopt this colour. Later it was accepted as standard.

When Customs officers appeared at the

barracks gates just before libertymen were to march out, it was the duty of the Corporal of the Guard to report to the Officer of the Watch "Fog in the Channel" and this message was relayed throughout the barracks by telephone.

No one was ever caught smuggling out of barracks while I was there. — Bill West, T/Cd Gunner (Retd.), Slough, Berks.

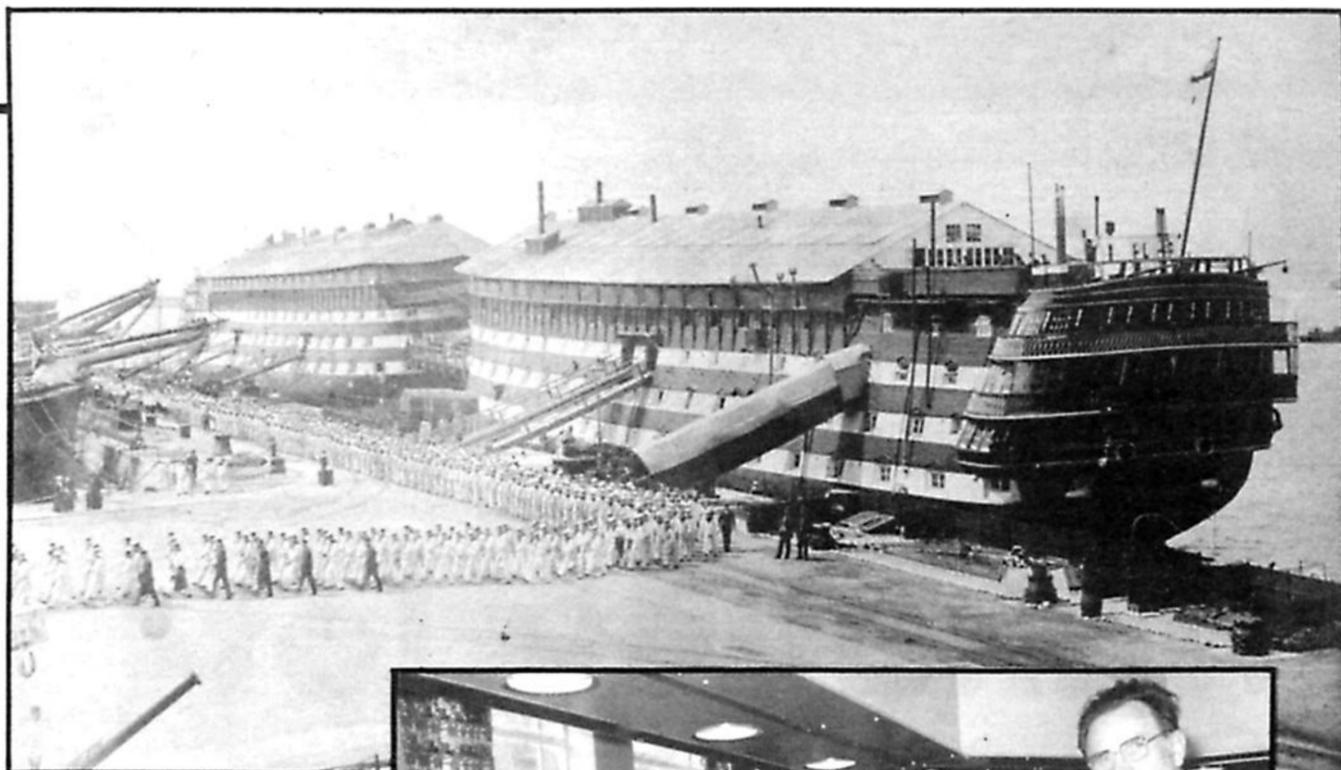
Here's to the march of progress

The progress from the incredible hulks of the Edwardian Navy to the comfort of one of the newest messes is well worth celebrating . . .

At the turn of the century 4,000 sailors were housed in the ill-ventilated hulks shown above which formed the General Depot, H.M.S. Duke of Wellington in Portsmouth Dockyard. The ratings are pictured marching on September 30, 1903, to the new Portsmouth Naval Barracks, reported at the time to be "the best in the country". If the sailors then had seen the Commodore of

H.M.S. Nelson, Commodore W. E. C. Perkins, drawing the first pint in the comfortable setting of the new Warrant Officers' and CPOs Mess, they would not have believed their eyes. With the Commodore is FCPO Martin Hedington (centre), the Mess President and FCPO Frank Tuohy, the bar manager. The happy faces on the other side of the bar reflect the fact that 1977 bar prices prevailed on the opening day.

The historic picture was supplied by Lieut.-Cdr. A. W. Farnley R.N. (Retd.), and the new picture taken by PO (Phot.) Len Cobbett.



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Cornwell painting back in Raleigh

One of the Royal Navy's most famous paintings — of Boy (1st class) John Cornwell V.C. — has been unveiled at H.M.S. Raleigh after complete restoration.

APPOINTMENTS

Four promotions to flag rank are announced among the latest appointments.

Capt. G. M. K. Brewer, until recently commanding officer of H.M.S. Bulwark, is to be promoted rear-admiral on July 7 and to be Flag Officer Medway and Port Admiral Chatham in August.

Capt. J. H. Carlill, who has been Commodore H.M.S. Drake, is to be promoted rear-admiral on July 7 and to be Admiral President Royal Naval College Greenwich that month.

Capt. P. G. Hammersley, captain of R.N. Engineering

College Manadon (Thunderer), becomes Chief Staff Officer (Engineering) to Commander-in-Chief Fleet in June in the acting rank of rear-admiral. He is to be promoted to flag rank on July 7.

SEA TRAINING

Another promotion to rear-admiral on July 7 will be that of Capt. D. M. Eckersley-Maslin, who becomes Flag Officer Sea Training in September.

Rear-Admiral D. O'Hara, Chief Staff Officer (Engineering) to CINCFLEET, is to be Director of Post Design (Ships) in June.

Other appointments announced recently include:

Capt. G. S. Coumbe. For duty with DGW(N) as DSWS. April 23. (To serve as commodore).

Capt. A. A. Waugh. Tamar in command and as Captain-in-Charge Hong Kong and OHM June 20.

Capt. T. M. Bevan. Ajax in command and as Capt. FB. July 7.

Capt. A. A. Lockyer. Sultan in command. August 14.

Capt. A. M. G. Pearson. Broadsword in command. June 2.

Capt. G. G. W. Marsh. Thunder in command. June 2.

Cdr. M. B. Casement. Gurkha April 9 and in command.

Cdr. P. A. C. Wheen. Wilton in command March 14 1980 and as Senior Officer 2nd MCM Sqn. in contr.

Cdr. A. R. Peters. Amazon in command. April 15.

Lieut.-Cdr. D. A. Nicholson. Kirkliston October 14 and in command.

Lieut. A. R. Coley. Cochrane June 17 for Alert in command.

Lieut. J. Bywater. Cuxton July 15 and in command.

Atlantic commodore

Commodore David Armytage, R.N., was taking command of the Standing Naval Force Atlantic at Charleston, South Carolina, at the end of March. He succeeds Capt. G. Carter, U.S.N., and will hold the post for a year, his first flagship being H.M.S. Juno.

OBITUARY

J. R. Hawkes. CPO (Careers Advisory Service). Southampton Careers Office. March 8.

Sir William Mallalieu. Journalist and former Navy Minister. Author of "Very Ordinary Seaman," describing Second World War experiences in R.N. on Arctic convoys.

K. J. White. Ex-CPOPTI. Served 22 years. Died March 1, aged 52.

The painting, by Frank O'Salisbury, was unveiled by JS Christopher Gardner who, as well as being the same age and specialisation as Cornwell, was born only a few miles from his birthplace at Leyton, Essex.

REDEDICATION

The ceremony was part of a rededication service at the Church of St Paul in Raleigh, conducted by the Chaplain of the Fleet, the Ven. B. A. O'Ferrall. The restoration was carried out by Mrs. Joyce Woolley of Lyminster, Sussex, under the directions of the R.N. Trophy Centre, Portsmouth.

Sixteen-year-old John Cornwell won the V.C. posthumously. Although mortally wounded, he manned a gun single-handed on board H.M.S. Chester at the Battle of Jutland.

Seawolf trials

Missile flight trials of the lightweight Seawolf VM40 naval anti-missile guidance system at the Aberporth range before representatives of the Royal Navy and Royal Netherlands Navy concentrated on the threat posed by very low-level anti-ship missiles. Medium and high altitude targets were also included in the exercise.



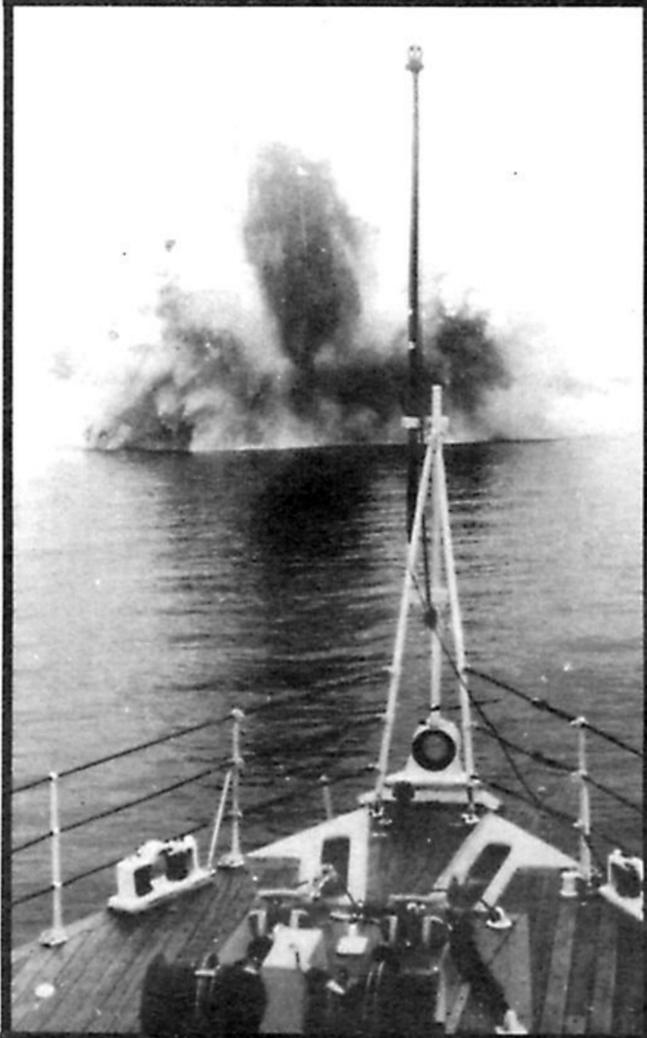
ADMIRAL MEETS A FORTY-NINER

It's not often that a motor-cycle enthusiast is given the chance to get his hands on a 1949 Sunbeam SS machine — even if he is Commander-in-Chief Naval Home Command. Admiral Sir Richard Clayton weighed up this two-wheel beauty when he visited the motor-cycle club at H.M.S. Caledonia during his inspection of the Scottish establishment.

Watching Admiral Clayton compare the Sunbeam's weight with that of his own CX 500 Honda is the vintage machine's proud owner — and club organizer — Lieut. Paul Apps.

The C-in-C. watched a motor-cycle training session being given with the help of police instructors from nearby Kirkcaldy. Besides safe riding and maintenance courses, the club offers week-end runs, maintenance garage facilities and useful liaison with the local police.

MINE, I THINK!



A mine hunting exercise suddenly turned into the real thing for H.M.S. Bildeston, leader of NATO's mine countermeasures squadron, Standing Naval Force Channel.

While she was operating in Kirkcaldy Bay in the Firth of Forth, she discovered an eight foot long, 2,000lb. German mine from the Second World War.

It was safely exploded, the happy end to the encounter being recorded in this photograph taken by the ship's first lieutenant, Lieut. Brian Boxall-Hunt.

Bulwark's welcome

H.M.S. Bulwark was treated to a feast of Philadelphia hospitality before returning to Portsmouth at the end of her short deployment across the Atlantic.

Storm force winds and mountainous seas had given the carrier a rough ride during Exercise Safe Pass, for which she left Mayport, Florida, on February 22.

The weather dominated the exercise, in which the Bulwark participated in company with ships of the U.S., Canadian and Royal Navies and the Standing Naval Force Atlantic.

by the Delaware Valley Pipe and Drum Band.

This was just a prelude to the hospitality that was in store. Many organizations visited the carrier during her stay and although snow curtailed some activities, trips were operated to New York and Washington as well as sightseeing tours of Philadelphia itself.

The Bulwark was due back in Portsmouth on March 31.

One feature of the Bulwark since her new commanding officer, Capt. P. J. Symons, joined her is that she has Fleet Air Arm observers in every rank from captain to sub-lieutenant.

Besides Capt. Symons they are Cdr. Mike Howitt, executive officer; Lieut.-Cdr. Peter Moulding, operation officer; Lieut. Theo Balance, deputy operations officer; and Lieut. Andy Underwood and Sub-Lieut. Tom Cunningham of 826 Naval Air Squadron.

It's oil clear!

A Royal Navy bomb-disposal team has given Sullom Voe oil terminal a clean bill of health following reports that there might have been wartime bombs on the seabed close to the loading jetties.

No trace of explosives could be found during an exhaustive search by divers under the command of Lieut.-Cdr. John Belchamber, Staff Mine Clearance and Diving Officer in Scotland.

The team was dispatched following a report from a former airman that a Second World War bomb-carrying flying boat sank at her moorings in what is now the huge Shetland terminal.

GORILLAS

Despite the buffeting, replenishments at sea took place several times and on the last occasion before entering Philadelphia the line was fired by Lieut. Eric Greetham, who is leaving the ship after spending six years serving in her during his 30 years in the Navy.

Lieut. Greetham, whose gunners' party is known as "Greetham's Gorillas," will join H.M.S. Collingwood.

As other exercise ships headed for Halifax, Nova Scotia, the Bulwark and R.F.A. Resource were welcomed into Philadelphia

Ruben's so Active!

Eighty-year-old communications veteran Mr. Ruben Rodgers is still taking an active part in Portsmouth naval organisations, so it was particularly appropriate that he should visit the frigate H.M.S. Active, during her brief stay at the base.

Mr. Rodgers, a former petty officer telegraphist, served for more than 40 years, retiring as a civilian at Fort Southwick in 1968. He was presented with a photograph of the Active by modern-day 'POTEL' — RS Colin Drewitt.

Sultan mace

The shipwright's workshop at H.M.S. Sultan is producing a wooden mace for Gosport Council to present to its twin town of Royan, France, next month.



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ALLIANCE SET-BACK

Work on hauling out the museum submarine H.M.S. Alliance suffered a set-back when one of the concrete piles intended to support her sank a foot into the mud at Gosport.

Docking of the 35-year-old boat, last of the Second World War A-class to serve in the Royal Navy, proceeded smoothly at first. But in the evening, as she was being jacked up towards her

final position at the submarine museum in H.M.S. Dolphin, one of the eight piles was found not to be bearing its share of the load.

Plans are being laid to solve the problem and the museum trustees are holding to the date of her opening to the public — July 10.

More than £400,000 was raised in under a year to pay for the haul-out operation, plus support services for the submarine and the building of a new museum at a later date.



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TWO PAGES FOR

Singapore 'Fix It' for Russell

Jim certainly fixed it splendidly for Russell Smith after the 14-year-old boy wrote to the TV programme in the hope of making a return trip to the Singapore he left as a baby.

It took more than two years to come about but proved a marvellous family trip well worth the wait. And it was a holiday which included a reunion with the amah who had not seen Russell since he was a baby of nine months.

Long wait

With Russell on the Far East trip went sister Sarah (13) and father MEA(H)1 "Jock" Smith, who is serving in H.M.S. Neptune in an Extended Service billet as chief in charge of the rigging workshop. CPO Smith, his wife Sheila, and Russell and Sarah live at Drumfork Road, Colgrain, Helensburgh.

The children were born in Singapore when

their father was serving there with the Navy, and Russell had always wanted the chance to go back.

Two-and-a-half years ago he made his request to "Jim'll Fix It," and in early February this year the Smiths heard from the B.B.C. that the trip was a possibility.

Raffles Hotel

Letters and phone calls followed, with the happy outcome that Russell, Sarah and their father flew out for a week at the expense of the Singapore Tourist Association and Singapore Airlines.

First part of the trip was a visit to the B.B.C. Television Centre before they went on to Singapore with a camera crew.

They were met at the airport by representatives of the Tourist Association and taken to the famous Raffles Hotel. First full day in Singapore was spent sightseeing. Then came two full days of filming, including trishaw and cable car rides and visits to a temple, lagoon and fort.

Back at the hotel, Russell had a joyful reunion



Russell, Sarah and CPO 'Jock' Smith with some of the souvenirs they picked up during Russell's 'Jim'll Fix It' trip to Singapore.

Picture: LA(Phot) Nigel Gordon

with his amah, Goh Keng Leng, whose last words when the Smiths left Singapore in 1966 were that she would never see him again.

Goh and her daughter were booked in at the Raffles Hotel for the occasion and accompanied the Smiths for the rest of their stay. Said Russell: "It was great to see her and go round the shops and markets with her."

The farewell was, of course, sad, but CPO Smith said he hoped that the whole family would be able to return to Singapore in a few years time.

At the time of writing the Smiths had not been told when the programme would be screened, but were planning to travel to London for it and the presentation of "Jim'll Fix It" badges.

Liaison plea for Wives Association

The Defence Secretary, Mr. Francis Pym, was asked in the Commons whether he would take any action to improve communications between the Forces Wives' Association and the Ministry of Defence.

The questioner, Mr. Stephen Ross (Isle of Wight), suggested an office and paid secretary who could deal promptly with problems.

The Minister said it would not be appropriate to provide this kind of support from public funds for an independent organisation.

FREE RAIL TRAVEL

He said that if the association had any particular difficulty in communicating with the MOD he would be glad to have this investigated.

In a recent announcement the association said it was concerned over the number of Service people who had met difficulties in using special free rail travel offers in conjunction with travel warrants.

The association had written to British Rail who replied they had decided that "as a special case Persil vouchers will be accepted for use with ordinary returns obtained with Forces warrants."



Letting problems get you down!

Some of the strong feelings and suggestions of a naval wife concerning the conditions she found when the family returned to their home, which had been let while her husband was on draft, were mentioned in our February issue.

Others perhaps have considered translating their strong feelings into action. No doubt there are quite a few who, having run into letting problems of one kind or another, have been tempted towards something dramatically effective.

But it is not to be advocated, and its disadvantages can include a court appearance, as shown by a recently-reported case.

BROOMSTICK

A court in Devon was told how a Royal Marine and his wife, armed with a broomstick, raided their home to evict two women tenants.

He told the court that he had agreed to let the house at £90 a month, that £450 was owing and that the house had been turned into a slum which took a week to clean.

The couple pleaded guilty in a case, brought by the district council, for unlawful eviction. They were conditionally discharged.

The Marine said he thought that under the agreement they were allowed to take occupation of the house immediately if no rent was paid. He said he now realised he was wrong.

So those who may be tempted, have a care . . .

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Baby cheque-up

After the great care and attention which baby Gareth Mills received in Freedom Fields Hospital, Plymouth, after his premature birth last year, his parents felt they would like to help the hospital's Special Baby Care Unit in some way.

The result was that PO Gareth Mills of H.M.S. Berwick, went on a month-long sponsored slim to raise money for the unit. During that time he lost 16lbs. and, with the help of shipmates, raised £165.

Here young Gareth, in the arms of mother Carol, has a hand on the cheque as it is received on behalf of the unit by Nursing Officer Jones. The money will go into a fund to provide equipment, including ventilators and monitoring systems.

Picture: PO(Phot) Mick Cunningham

FAMILIES

'Hooe loos' double in price

Former naval married quarters in the Plymouth area which were sold last year for an average of less than £7,000 each are now finding their way on to the market at prices of about £15,000.

Eighty-two quarters on an estate at

Hooe, no longer required by MOD, were sold by auction to a development company for £550,000 after they had been turned down by Plymouth City Council.

The bungalows, known for their distinctive white brick and which attracted the name locally of the "Hooe

loos," have suffered from condensation problems. The property company has said that a variety of costly work will be involved on the homes, but the amount has not been disclosed.

Plymouth Sutton M.P. Mr. Alan Clark is quoted as saying, "The MOD just sold these things as one lot to be rid of the

inconvenience and they did not consider the needs of the local home buyers."

He said that taxpayers' money was used to build them and part of it should have been given back in the form of cheap houses instead of someone else making a profit.

Eviction orders 'scandal'

It was a scandalous waste of public money that the Defence Department was forced to obtain orders to evict ex-Servicemen from married quarters before local authorities would rehouse them, said Mr. R. Mitchell, (Ichen, Southampton) in the Commons.

Army Minister Mr. Barney Hayhoe said many local authorities would only rehouse if eviction took place, but that these things were normally done in a way which caused little, if any, hardship for the individuals concerned.

He reminded M.P.s that the Government intended to introduce a scheme to sell surplus married quarters to Servicemen on preferential terms, broadly in line with those proposed for council tenants in the Housing Bill.

"We are also looking at other ways of helping Servicemen to buy their homes."

Fistful of money for Trust

Men and women serving in H.M.S. Pembroke have raised nearly £1,600 for the Nore Children's Trust by a variety of fund-raising activities.

When members of Kent and London Ex-Boxers' Association visited Pembroke last December they all signed a pair of white boxing gloves. The signatures included famous names from the 1930s, '40s and '50s, among them Albert Finch, who won the British middleweight championship from Dick Turpin and then lost it to Dick's brother Randy.

RAFFLE

When they were raffled in Pembroke, the gloves raised £145, which, is included in the total for the Nore Children's Trust.

The trust assists children whose fathers serve, or have served, in the Royal Navy or Royal Marines and normally helps those who have lost one or both parents, or where there are special circumstances. At present 13 girls and 21 boys are maintained at nine schools.

While the trust is supported by the Trafalgar Day Orphans Fund and King George's Fund for Sailors, it relies to a large extent on contributions from ships and establishments, and welfare funds.

We're ever so proud of you, dad!



LCA Steven Reeve, safe and sound with his wife Anita and son Scott at their Plymouth home. Steven, who made a vain but courageous attempt to save a drowning angler, holds a gold life-saving award and has completed the Navy first-aid course.

Picture: PO(Phot) Mick Cunningham

When one-year-old Scott Reeve grows up he'll be proud of his dad — especially after hearing how he risked his life in an attempt to save a drowning man.

LCA Steven Reeve jumped 50ft. into an icy sea at Rinscy Cove, Porthleven, Cornwall, in a vain bid to rescue an angler who had fallen in.

After recovering the body Steven was himself rescued by helicopter and taken to Treliiske Hospital, Truro. He was suffering

from hypothermia and put under intensive care.

Steven, of the Fleet Maintenance Base at Plymouth, was on leave and staying with his parents-in-law at Helston. While walking along the cliff-top with his brother-in-law and a friend on March 2, he heard people shouting that a man had fallen into the water.

He sent his brother-in-law to ring the Coastguard and made his way down the cliff, getting as close as possible before jumping into the swirling gully. He

reached the angler and brought him to shallower water near a cave entrance where he applied mouth-to-mouth resuscitation.

Meanwhile a helicopter from 771 Squadron at the R.N. air station Culdrose arrived and the angler was winched up. He was found to be dead on arrival at hospital.

Back at the gully, Steven was by now freezing in water which was at times up to his waist. He was being pushed farther into deep water by the tide and it became a race against time to save him.

New campaign for N-Trust

Moves are afoot to try to persuade more people to join the N-Trust insurance scheme, introduced for the Navy in 1976 but which has not received the support originally hoped for.

A new publicity drive has been launched for the scheme, which is sponsored by the Admiralty Board. The Board regards N-Trust as a worthwhile insurance package of great benefit to the dependants of members who die on or off duty.

Information now available shows that the dependants of eight members, aged between 29 and 51, who died from causes ranging from cancer to drowning, will benefit by between £6,000 and £64,000 over periods from eight to 30 years.

INCOME

In two typical cases dependants receive a guaranteed income of £93 a month for 30 years, or £124 a month for 11 years, with a four per cent annual increase to ease the effects of inflation.

During the time that the eight died, 194 officers and ratings died, without N-Trust cover, 74 of them in road accidents. "For a modest premium they too could have provided substantial benefits for their dependants," says the new plea to the Navy.

The publicity drive includes a tape-slide package, together with other material for presenters, and this is available through Naval Stores channels. Posters will also be appearing.

Details can be found in DCI (RN) 227.

Scouts on parade

Members of the 1st Naples (British) Cub Scouts, the sons of serving personnel, attended the annual inspection of uniforms at the American Naval Support Activity.

Their leaders — including Akela, Bagheera, Chil and Raksha — are members of the WRNS serving in Naples who change out of their blue and into scouting green every Tuesday.

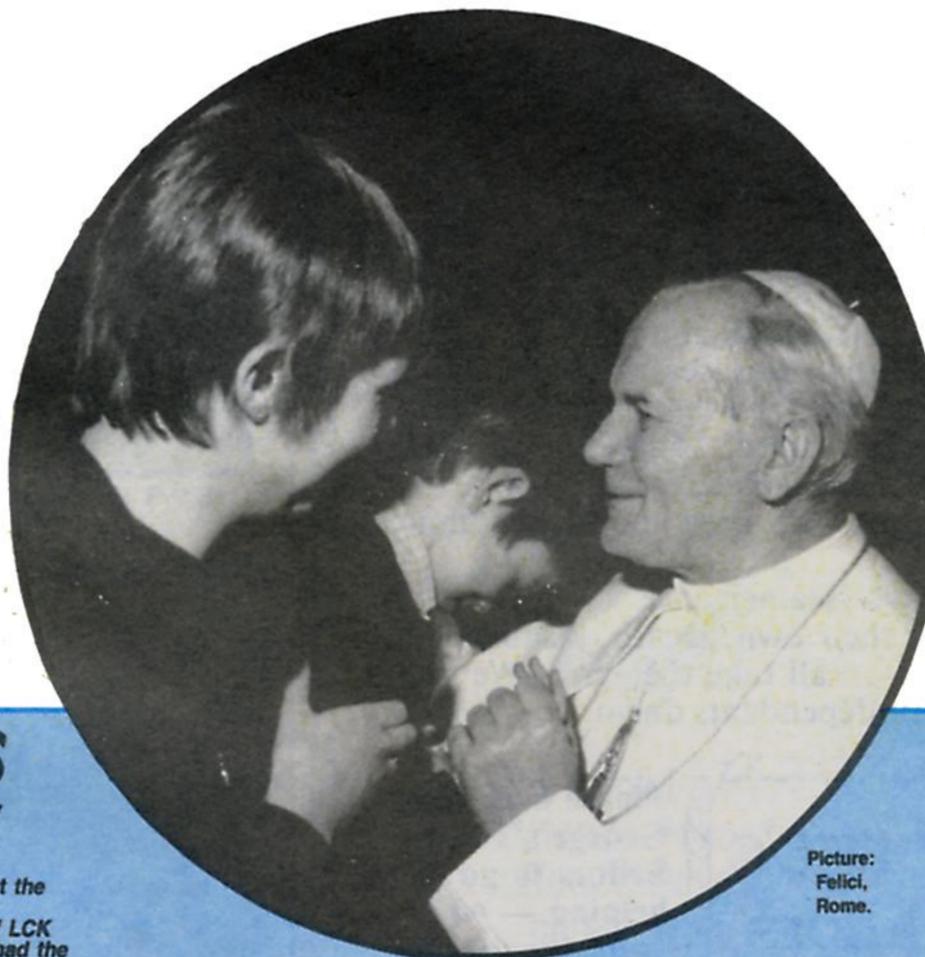
DANNY'S BIG DAY

The day that Danny shyly met the Pope... It was a moment to treasure as Mrs. Cole, wife of LCK Cole, and young son Danny had the opportunity to talk to the Pope during a private audience in the Vatican.

Together with members of their families, POSTD Manners, LSTD

Williams and LCK Cole, currently serving on the staff of Vice-Admiral Sir Lancelot Bell Davies in Rome,

attended the private audience. The admiral is Commandant of the NATO Defence College in Rome.



Picture: Felici, Rome.

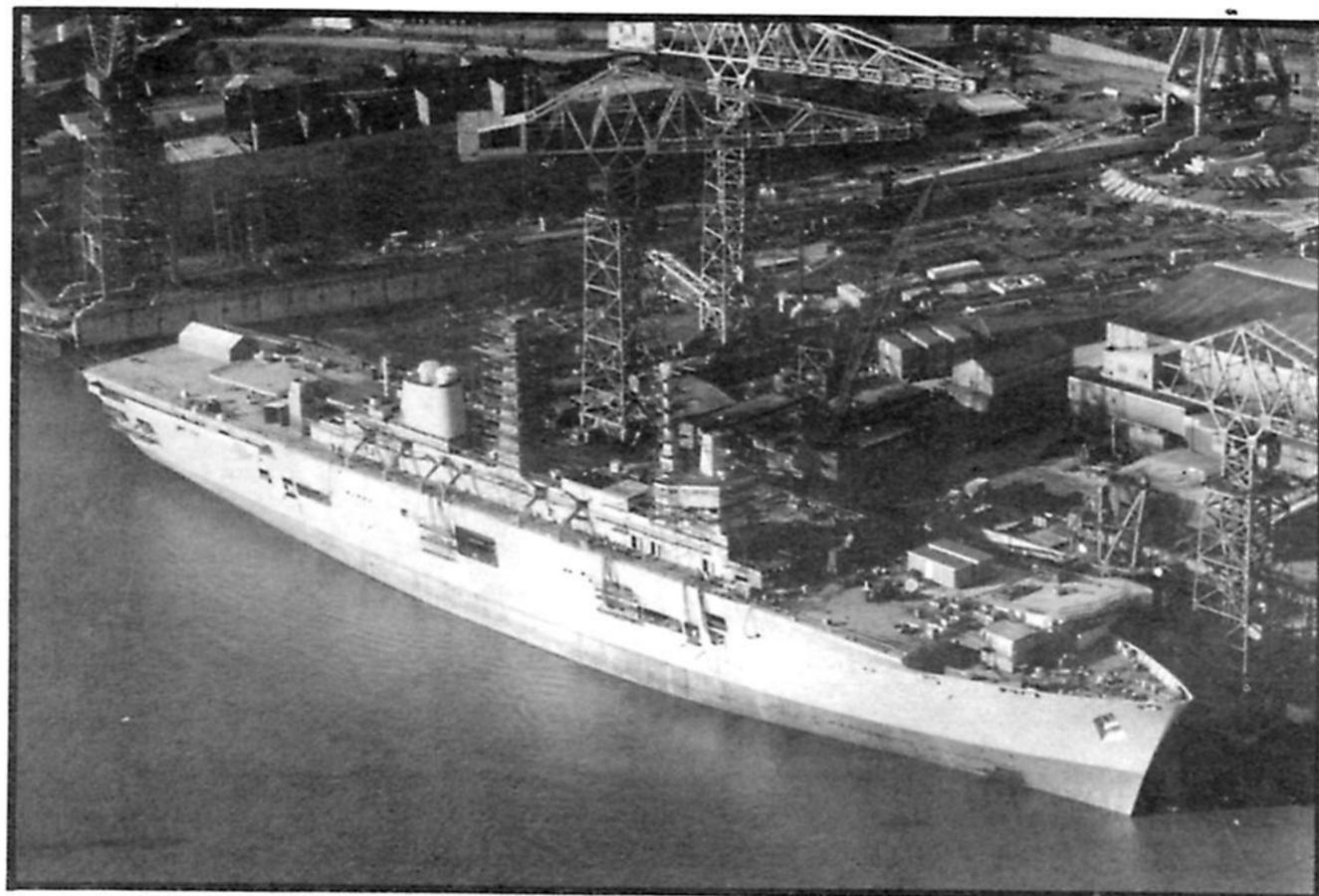
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THINKING BIG FOR



Invincible takes the lead

In a Service which rightly thrives on superlatives, the "big baby" of the Fleet is already claiming an impressive series of records.

In world terms, H.M.S. Invincible is being heralded as:—

- FIRST ship with a ski ramp. Her seven-degree slope will greatly improve Sea Harrier performance. Others of the class will have a greater-angled ramp.
- FIRST warship with "scissors" lift — allowing aircraft to load on three sides of the hangar.
- LARGEST warship propelled by gas turbines.

for the passage of hostile submarines to and from the Atlantic, or they may directly support convoys carrying vital reinforcements or supplies to Western Europe.

Sensors

The Invincible is capable of operating as a flagship and is fitted with a variety of sensors providing the information for the group commander to control forces over a wide area and for the ship to deploy and control her weapons and aircraft.

These sensors include a complex of modern radars, sonars, and electronic warfare equipment.

The second and third ships of the class — *Illustrious* and *Ark Royal* — were both ordered from Swan Hunter, Tyneside.

The *Illustrious* is being fitted out in preparation for contractors' sea trials and all three are expected to be operationally by the mid-1980s.

NEXT IN LINE . . .

Looking like a floating building site, H.M.S. *Illustrious* takes shape at Swan Hunter's Tyne yards. She is seen here from H.M.S. *Hydra*'s Wasp helicopter — while in the background the third of the class, H.M.S. *Ark Royal*, makes progress towards her launch date.

Meanwhile, H.M.S. *Brazen*, the Royal Navy's fourth all-missile Type 22 frigate, has been launched at Scotstoun by Mrs. Francis Pym, wife of the Defence Secretary. The Yarrow-built *Brazen* is the seventh ship to bear the name and will be based at Devonport on completion.

Days earlier the ninth Type 42 destroyer, H.M.S. *Nottingham*, went down the slipway at the Woolston, Southampton yard of Vosper Thornycroft (U.K.).

Meanwhile two more Type 42s are progressing towards acceptance: H.M.S. *Exeter* has carried out successful sea trials off the Tyne and H.M.S. *Southampton*'s completion is due at Woolston at the end of the year.

Over £530,000 needed

to support seafarers and their dependants

Last year, KGFS distributed almost £530,000 to specialist Charities supporting seafarers (the Royal Navy, the Royal Marines, the Merchant seamen, the Fishermen) who are in need, together with their children, families and dependants.

To allow for inflation, we need to provide much more this year.

Usually, these brave seamen are in difficulties through no fault of their own. Death, disablement, age, chronic illness . . . all take their toll. We must not let them and their dependants down.

King George's Fund for Sailors

1 Chesham Street, London SW1X 8NF.
THE FUND FOR CHARITIES THAT SUPPORT SEAFARERS IN NEED & THEIR FAMILIES

Please help King George's Fund for Sailors to go on helping — with your donations, covenants, legacies.



H.M.S. *Exeter* leaves Swan Hunter's Neptune Yard at Wallsend-on-Tyne for the first time for successful sea trials off the Tyne.

Picture: Swan Hunter Shipbuilders Ltd.



H.M.S. *Nottingham* just after her launch from the Woolston, Southampton, yard of Vosper Thornycroft (U.K.) Ltd.

Picture: Vosper Thornycroft Ltd.

TOMORROW



Above: H.M.S. Invincible edges out of Barrow - in - Furness, where she was built by Vickers. Right: On sea trials.



STYLISH

Carrier of a new era

continued from Page 1

Between now and then the ship will have her two, 18½-ton propellers changed in dry-dock at Portsmouth (there had been a vibration problem), and most of her complement of 903 will have joined.

She will spend her early days in Channel area trials which will test her equipment and machinery. Work-up will be followed by further trials and she is expected to become fully operational, with her five Sea Harriers and nine Sea Kings embarked, by the summer of next year.

The history of the anti-submarine carrier dates back to the 1960s when a number of studies were conducted into a range of possible options for a ship of this type.

CAPABILITIES

The design is characterised by four major military capabilities — command and control; anti-submarine warfare; defence against aircraft and missile attack; and surface strike.

It was in April, 1973 that the Invincible was ordered as a "through-deck cruiser" from Vickers. She was laid down in July, 1973, launched by the Queen at Barrow on May 3, 1977, and started contractors' sea trials in April of last year.

The launch was 230 years to the day after the capture of L'Invincible from the French by Admiral Anson off Finisterre. In August of that year, 1747, the 74-gun vessel was registered on the Navy List as the Royal Navy's first H.M.S. Invincible. The present ship is the sixth.



**Accepted
with
thanks**

Left: Watched by representatives of the builders and the media and members of the ship's company in the carrier's hangar, Capt. Michael Livesay, commanding officer of H.M.S. Invincible, signs the agreement accepting her from Vickers Shipbuilding Group Ltd.

Picture: CPO C. S. Dalby.

*Exit heads, enter
the hairdresser*

You can't please 'em all. Comments from sailors about the 1980s-style of living on board the Invincible as she celebrated her first day in service ranged from "Magnificent!" to a head-shaking, tut-tutting "Huh! The modern Navy!"

The first was referring to the excellent accommodation, in which officers and Fleet chiefs have single cabins and junior rates are limited to not more than 18 per mess — with separate recreation area.

The second was offering a wry comment on the latest shipboard terminology, in which heads have become "W.C.s" and the barber the "hairdresser".

On the whole conditions have received a huge "thumbs-up" from the ship's company, with tidiness, comfort and cleanliness the watchwords.

One feature in the sick bay, which is equipped to cottage hospital standards, are the bunkside headphone plugs to enable patients to tune in to the ship's piped music — therapy which has worked to good effect in hospital radio systems ashore.

But cleanliness is not necessarily next to godliness in some old hands' books.

They're complaining (tongue-in-cheek, no doubt) that the boxing-in of overhead pipes and cables means there's nowhere for them to hang their socks to dry.

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HELPING HANDS

Kent loses race, but wins £1,500

Sailors from H.M.S. Kent went on a marathon run ashore to beat their own ship from London to Hull — and “won” £1,533.86 in sponsorship money.

It was a mammoth, last effort by the Kent on behalf of Hessewood Seamen's Orphanage at Hull, with which the ship has close links.

This month the guided missile destroyer leaves the open sea to become Fleet training ship at Portsmouth. So it was a gala event when the team of ten relay runners left the ship at London, wished bon voyage by leggy models Elizabeth Burwood and Denise Perry.

The Kent, with the handicap of some North Sea exercising en route, arrived at Hull three days later to find the intrepid runners waiting for her.

Following her Hull visit, the destroyer called in on Chatham to say goodbye to her county before her last seagoing task as flagship during Exercise Springtrain in the Mediterranean.

Her last couple of months of active service have also been marked by visits from the Duch-

ess of Kent, the Duke of Norfolk, Lord Hutchinson, and three MPs — Messrs. Robert Atkins, Tom Cox and Anthony Buck.

Volunteers from H.M.S. Daedalus and the Institute of Naval Medicine are doing their good deed for the Guides of Bishop's Waltham, by helping to repair and restore the Guides' headquarters.

The hut was in danger of being pulled down and the project of restoring it abandoned when the Guides could not find £2,000 needed to meet repair and building costs.

Now, thanks to the Navy's help, the Guides are no longer in danger of being made homeless. All going well they should be holding a hut-warming this summer.

Helping the elderly has been the concern of the Wrens and

Running from beauty!

When a sailor meets up with pro-Navy lovelies like Elizabeth Burwood and Denise Perry, usually the last thing in his mind is to run a mile. But with a spot of model encouragement from Elizabeth and Denise, anything's possible — as this relay team from H.M.S. Kent found when they ran from London to Hull to raise more than £1,500 for an orphanage. With the runners, led by the captain's secretary, Lieut. Jeff Blackett, is the commanding officer of the Kent, Capt. John Gunning.

Picture: PO(Phot) Roger Smart.



Royal National Lifeboat Institution.

Capt. Colin Farley-Sutton and CPO Shaun Roscoe presented a cheque for £300 on behalf of H.M.S. VULCAN towards the building of a pavilion for the Disabled Children's Pony Riding Club.

The money was raised by the Wardroom and CPOs' Messes from the proceeds of a ball organised by Coxn Roscoe last October in aid of the Year of the Child.

Wren trainees serving in H.M.S. Pembroke. By various sponsored events they have raised £100 for Help the Aged.

To raise money for the Sunderland Association for Spina Bifida, seven sailors from H.M.S. Arrow ran in relays from Plymouth to Sunderland, a distance of 430 miles. Since commissioning in Sunderland three years ago, the crew of the

Arrow have made several contributions to local charities.

A concert by the Weymouth Minstrel Group, "The March Airs," held in the naval cinema in H.M.S. Osprey, raised £140 for the King George's Fund for Sailors.

Sailors in H.M.S. MERCURY have donated almost £300 towards the national Lord Mountbatten Lifeboat Appeal Fund. The donation, from the Mercury Club, was received by Capt. John Stevens, chairman of the Petersfield branch of the

Pedal power nets £200



End of a 200-mile cycle ride for LPT Bill Adams (left) and LS Paul Baker of H.M.S. Falmouth, who raised £200 for Falmouth General Hospital. See story in next page.

Nellie's shell evokes a spirited apology

A naval shell which exploded near Nellie Munro as she was collecting cockles on a Scottish beach has had gentler reverberations — 11 years after the event.

On behalf of the Navy, the Rosyth-based fishery protection ship H.M.S. Shavington took Nellie a bouquet of carnations and a bottle of whisky after hearing her story via a retired naval captain. He had heard the tale while holidaying at her home.

Nellie (54) was on the beach at Durness, Sutherland in 1969 when a shell which had missed its target landed beside her. She was hit in the thigh by a piece of the shell and was in hospital for two weeks.

Sealion scrapbook

Seven-year-olds from Lee Primary School have delighted the crew of H.M.S. Sealion with the presentation of a scrapbook of their visit to the submarine. Mrs. Janet Ramsey's class toured the patrol submarine at its H.M.S. Dolphin base — and

then recorded the events in the 22-page book, packed with drawings, paintings, essays and poems.

Oberon's boys

Twelve school leavers played the part of crewmen when they spent a night at sea in the submarine H.M.S. Oberon. The boys were selected from about 50 who replied to invitations sent out from H.M.S. Dolphin. They were treated as part of the crew, carrying out duties and keeping watch.

Mercury appeal

H.M.S. Mercury is appealing to "old communicators" to fill in gaps in the establishment's historical library. The collection of old signal books and related publications, from 1900 to the present day, would be enhanced by old notebooks and so on. Donations should be sent to Lieut.-Cdr. P. J. Stemberge R.N., H.M.S. Mercury, Petersfield, Hants. GU32 1HE.

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Sail in with blooming Customs approval!

You can still bring a small bunch of cut flowers into the country — and you don't even need a phytosanitary certificate! That's as long as the blooms come from Europe or the Mediterranean, and don't happen to be gladioli from Malta.

Without that unfragrant-sounding certificate you will also be able to bring back a couple of kilograms of apples, pears or lemons from the same areas.

These are some of the juicy facts from a new plant health import/export order which comes into effect on May 1.

JUICY FACTS

Under the present rules, travellers have been able to import small amounts of plants and planting material by completing Customs Form C809B. This is to be withdrawn and replaced by a concession permitting small amounts of material to be brought in privately from Europe and the Med. without the need of a phytosanitary (i.e. plant health) certificate.

Outside that area, a ban on uncertified privately-imported material will be made.

ELM DISEASE

Past experience in many parts of the world shows that introduction of a new pest or disease to a country can be disastrous. An obvious example is the accidental introduction of the dreaded Dutch elm disease to Britain from North America.

H.M. Customs will "detain" any plant or plant material (including bulbs, fruit and vegetables) when a certificate is needed and does not accompany the material. It has to be issued by inspectors in the country where the plants were grown.

'DETAINEE' PLANT

But all good rules have exceptions and for the Europe-Med. area the concession includes the flowers and fruit mentioned earlier, also two kilos of plant material (for example bulbs and corms). There are no restrictions on flower seeds.

In the concession, too, are five plants or parts of plants, except

chrysanthemum, apple, cherry, pear, plum and their ornamental species intended for planting or propagation.

FORGET SPUDS

But if you're thinking of spuds or forest trees, forget it, because there is no concession (and that includes bonsai trees or ornamental varieties).

There are also rules about licences for plants collected from the wild for importation; about wild plants needing conservation licences; and about bringing in live insects.

More details of the new rules are available from the Ministry of Agriculture, Fisheries and Food (Plant Health Admin. Unit), Eagle House, 90-96 Cannon Street, London, EC4N 6HT.



BOLD BATTLEAXE

H.M.S. Battleaxe heads boldly towards her commissioning at Devonport on March 28. This picture was taken as the new Type 22 all-missile frigate was completing her first three weeks at sea under the White Ensign.

Milestone during this period included her first deck landing and her first replenishment at sea, carried out abeam and astern with R.F.A. Gold Rover.

LYNX LANDING

The deck landing was carried out by a Lynx helicopter of 702 Naval Air Squadron from Yeovilton piloted by Lieut.-Cdr. Geoff Gadsdon and Observer Lieut. Bob Burrows. Flight Deck Officer was the ship's Supply Officer, Lieut. Noel Preston-Jones.

Informal Tartars in Barnet

Men from the newly-refitted frigate H.M.S. Tartar paid an informal visit to the London borough of Barnet last month, following a brief call on Gibraltar and Tangier.

The Tartar, which completed a two-year refit at Portsmouth at the beginning of February, was adopted by Barnet soon after her commissioning in 1962.

While berthed in the Pool of London the ship was visited by the Mayor of Barnet, as well as school parties and members of the local Sea Cadet unit, T.S. Tartar.

Falmouth bids last farewell

The people of Falmouth said their last farewell to H.M.S. Falmouth when the frigate paid her final visit to the town before leaving the active Fleet later this year.

The Rothesay-class ship was in port for five days, during which she presented a commemorative bench to the town, took part in many activities and opened to the public. A march through the town by a guard of honour was followed by a civic service at the parish church.

CYCLE MARATHON

During her stay the Falmouth was rejoined by two members of her company who had cycled 200 miles from Bristol, the ship's last port of call.

The sponsored marathon, by LPT Bill Adams and LS Paul Baker, raised £200 for the children's ward of Falmouth General Hospital. Three sailors started the ride but, because of defects, one bicycle had to be cannibalised for replacement parts.



H.M.S. Falmouth enters Falmouth for the last time before going into reserve.



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GET WISE ON DCI's

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

First rescue your man, then fill in a form

Information about "man overboard" incidents is needed by the Survival Medicine Department of the Institute of Naval Medicine in order to study the adequacy of present recovery methods, lifejackets, upper deck clothing, etc.

Details of such incidents are limited, and often dispersed between medical records, ships' logs, and board of inquiry reports.

It has been decided that commanding officers of ships which experience a man overboard incident are to complete a questionnaire to help in the I.N.M. research.

DCI (RN) 112

☆ Drink

Excessive drinking is to be discouraged by all possible means. Irresponsible use of alcohol causes distress in many naval families and is not compatible with operational efficiency. Current action on sensible control of drinking is outlined in the announcement, as reported in last month's Navy News.

One further point to be borne in mind is that anyone suffering from serious alcohol problems who refuses to undergo treatment, or who fails to help himself, will be discharged from the Service before any question of invaliding arises.

DCI(RN) 114

☆ Maintenance

A rating who finds himself with a court order for maintenance may in future apply to his commanding officer for permission to meet his obligations by making his own financial arrangements, instead of by compulsory allotment from his pay account.

However, if he then fails to comply with the court order, his commanding officer will investigate the circumstances and decide whether it is necessary to institute the compulsory allotment process.

DCI (RN) 130

☆ Sports news

"Lack of knowledge of the structure and financing of sport in the Navy" has led to the issue of two official announcements, explaining the present position and giving the background to the Admiralty Board's decision to introduce a voluntary sports subscription. The subject was given extensive coverage in the March issue of Navy News.

DCI (RN) 152 and 153



OASIS IN A DESERT OF PAPER

Computer technology is to be applied in H.M. ships with the aim of reducing the clerical workload on ships' staffs and improving management control.

To set this in motion the Admiralty Board have approved an automatic data processing project to be known as OASIS (Onboard ADP Support in Ships).

Priority is being given to the development of a user-orientated system for handling stock accounting and stock control. This will be the

first phase undertaken by the OASIS team and is expected to take about three years to design, test and install before being progressively introduced throughout the Navy ashore and afloat. Development of systems for other areas of activity will follow the stores task.

DCI (RN) 93

BUY A REAL PIECE OF H.M.S. ARK ROYAL OR H.M.S. EAGLE



An extended range of items bearing specially commissioned medallions cast in metal taken from H.M.S. ARK ROYAL and H.M.S. EAGLE are now available. The photograph shows 'ARK' items, the EAGLE items have a "Spread Eagle" medallion.

PRICES FOR BOTH SHIPS

Replica 2/8 Rum Measure £4.30 (p&p 40p)
Decorative 1 Pint Copper Tankard £6.90 (p&p 40p)
Decorative 1/2 Pint Copper Tankard £4.90 (p&p 40p)
2 1/2 in. Handbell £3.20 (p&p 30p) Paper Knife £2.50 (p&p 30p)
3 in. Handbell £4.90 (p&p 40p) Ash Tray £1.90 (p&p 30p)



The now renowned Marine Artist Robert Taylor has added a magnificent full colour print of H.M.S. KELLY to his range of low cost naval prints; he painted the ship several times and the picture chosen for "H.M.S. KELLY," at £4.95, joins the "H.M.S. ARK ROYAL" print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p

Robert Taylor's ship paintings are particularly striking and if you have an "ARK" print then the new "KELLY" print makes an excellent pair.

A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).



Make postal orders and cheques payable to: TRESWAY LTD. and address orders to: TRESWAY LTD., RIDGE END, STANTAWAY HILL, TORQUAY

Book up for a Scottish summer

Volunteers from suitably qualified and recommended ratings are being called for to form the ship's company at the 1980 Cadet Summer Camp to be held at Garelochhead.

The camp, which provides a base for naval and expedition training afloat and ashore for CCF(RN) and SCC Cadets, boys and girls, is planned to run between July 21 and August 23 but the ship's company will be required from July 7 to August 30, approximately.

Volunteers who are suitable for detached duty, have enthusiasm for youth work, are recommended and can be spared without relief should apply as soon as possible to their commanding officers.

Selected volunteers will be expected to apply themselves to a seven-day-a-week commitment for the whole period, but ample opportunity will be given for the ship's company to join the various exped and other activities of the camp.

It sounds a tough assignment, but there are perks which may include attendance of teenage members of your family if you wish.

DCI (RN) 166

☆ No entries

For the second year in succession there have been no entries for the Shadwell Testimonial. It is pointed out that "hydrographic notes and lines of ocean soundings may be submitted for this award provided they are comprehensive."

DCI (RN) 81

☆ Baggage

New rates have been announced for the movement of unaccompanied baggage in excess of entitlement.

DCI (RN) J106

Drop in on a course

"Beginners welcome" may sound unusual in relation to coaching courses, but opportunities are available in the widely-ranging 1980/81 programme.

For instance, complete novices are particularly encouraged to enrol for the golfing courses at Southwick Park, while the really adventurous may like to have a go at parachuting (no previous experience necessary).

Although some courses are only for nominated sportsmen, coaching and officiating places are open to those whose interest far outweighs playing ability. The extent of the programme will probably surprise those who have never studied one before.

DCI (RN) 92

☆ Take care

The health hazard caused by the use of asbestos-bearing materials has been given a great deal of publicity, resulting in the introduction of new products which greatly reduce the dangers.

However, asbestos-bearing materials still exist in Royal Navy ships and establishments, including brake and clutch linings, certain jointing



"I'd say below para for the course!"

materials, washers, filters and gaskets.

Sprayed asbestos which has been protected with a sealant is not usually harmful, but precautions must be taken when stripping or cutting in such a way as to cause dust.

All personnel, especially engineering, should be fully aware of the dangers, and of the precautions which are necessary to safeguard health.

DCI (RN) 109

☆ Arrow wins

The Sopwith Pup Trophy for 1979 has been awarded to H.M.S. Arrow, the ship's flight having achieved the highest standard of readiness of any ship's flight.

H.M.S. Sirius came a close second, with H.M.S. Endurance a strong contender. Both are commended for maintaining a consistently high standard throughout the year.

DCI (RN) 155

☆ Top cats

The Australia Shield for 1979 has been awarded to the embarked flights of 702 Naval Air Squadron.

"Throughout the year," says the official announcement, "the Lynx flights have consistently produced good results with a new aircraft, and performed their operational tasks in an impressive manner."

DCI (RN) 154

☆ Refunds

For naval personnel and families undertaking authorised private travel from the U.K. to overseas stations, a new method has been introduced for the payment of refunds.

DCI (RN) 94

Take cover if you lend a helping hand...

The Navy has a big heart in undertaking sponsored activities in aid of charity, but among the matters which participants should bear in mind is that they cannot be classed as "on duty". Consideration should therefore be given to some form of insurance.

Anyone contemplating organizing a form of sponsored activity for charity should make a special point of reading the full announcement — DCI (RN) 98.



"Why don't you belt up?"

☆ Salvage awards

For services to the fishing vessel Saint Lucien on May 25, 1978, a salvage award has been made to H.M.S. Soberton.

DCI (RN) 116

H.M.S. Lindisfarne has received a salvage award for services to the motor fishing vessel Margaret Hamilton on July 3 and 4, 1979.

DCI (RN) 132

☆ Price review

Issuing prices of items in the officers' clothing range have been reviewed "in the light of current costs." The changes came into effect from April 1, 1980.

In the case of ratings, revised prices will not come into force until July 31, 1980 (a month later than the date previously announced).

DCI (RN) 144

☆ Check!

The Royal Navy chess championships for 1980 will be held at H.M.S. Collingwood from April 28 to May 2 inclusive.

☆ Wrist strap

Masters - at - arms are to be allowed to wear their anodised metal branch badges on a white leather wrist strap above the right cuff of the heavy wool jersey, instead of attaching the badge direct to the sleeve.

Similar arrangements apply to regulating chief wrens.

DCI (RN) 117

☆ Belfast radio

The Royal Naval Amateur Radio Society will be operating an exhibition station on board H.M.S. Belfast from Friday April 4 to Sunday April 13, 1980.

☆ Boat loans

The Royal Naval Sailing Association sponsors a scheme under which interest-free loans are available to help younger members to buy their own boats for participation in first class national and international dinghy events.

In certain circumstances assistance is offered with the expenses of overseas events.

DCI (RN) 37

☆ Neglect

Loss or damage by neglect to Service equipment can lead to charges being levied against individuals, and an attempt is being made to introduce a level of charges applicable to all Services.

Although procedures are being revised, there is no change in the rules which allow commanding officers discretion in adjusting charges.

DCI (RN) J 123



"You realise you'll have to pay the full rate book value...!"

R-r-ruff justice!

Every dog has his day — but for one four-legged defaulter in H.M.S. Osprey it was a day best forgotten.

The unprovoked biting of a civilian brought yellow labrador Shandy under the firm hand of naval discipline — and he was called before the establishment's executive officer, Cdr. Ninian Stewart, for justice to be done.

Shandy's dog handler and friend, REM Stuart Lynes, and divisional officer FCPO Raymond Taylor put up a strong case for the defence, but in the end the charge was proven and the defaulter given one day's K-nines (confined to the doghouse).

The leniency of the sentence reflected Shandy's previous good conduct and



the fact that he seemed heartily sorry for his action, making it up with his victim on their next meeting.

● Shandy gets his just deserts, meted out by Cdr. Ninian Stewart, with MAA Roger Fitzpatrick. REM Stuart Lynes and FCPO Raymond Taylor appear for the defence.

Museum to launch Mountbatten appeal

A Mountbatten Memorial Hall appeal is to be launched soon by the Fleet Air Arm Museum in a bid to pay off quickly the outstanding debt on its ambitious building project.

The building is now complete, resulting in three fine exhibition halls which provide an extra 60,000 square feet of display area. All three new halls, including the Mountbatten Memorial, will be fully open to the public from Easter.

About £220,000 is still owed on this final phase of the development. The first two phases of the project have already been paid for.



● Left: A replica 1923 Fairey Flycatcher, the Fleet Air Arm Museum's latest acquisition, is pictured taxi-ing to its new home. The Flycatcher, owned by Mr. John Fairey, son of Sir Richard Fairey, was flown to R.N. air station Yeovilton by Mr. Viv Bellamy.

URGENT

Speedy settlement of the debt is particularly urgent because of the crippling burden of interest rates. The new appeal, based on the last of the new exhibition halls to be completed, will aim at industry, the Services, well-wishers, and the museum's many supporters.

Completion of the project in only five years — and in a difficult financial climate — has been a major achievement, and has resulted in a fitting tribute to the magnificent history of the Royal Naval Air Service and the Fleet Air Arm Museum.

Despite last year's poor summer and the effects on tourism of petrol shortages, attendances at the museum at R.N. air station Yeovilton totalled nearly 226,000, just 27,000 down on the previous year.

A promising start has been reported this year, and it is hoped the upward trend of the four years 1975-78 will be resumed.

With new space available, the museum now boasts a re-organised and much improved display of aircraft and specialist exhibitions to follow the Five Ark Royals, First Deck Landing, Warneford V.C. and other special attractions now on show.

SPIRIT LIVES ON

Memory of the Fleet Air Arm's crippling blow to Mussolini's warships in Taranto harbour lives on in the name of the new Naval Air Command Yacht.

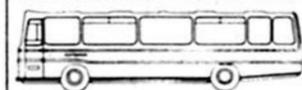
"Spirit of Taranto" was the winning entry in a competition held within the F.A.A. to give a name to the six-berth yacht built by Rogers of Lymington. Cost of the 32ft. craft has been met by grants from the Nuffield Trust, the Sailors Fund, the Fleet Amenities Fund and the Portsmouth Yacht Replacement Scheme.

Commissioning took place at the Hornet Naval Yacht Club, when the yacht was named by Mrs. Rosemary Anson, wife of Rear-Admiral E. R. Anson, Flag Officer Naval Air Command.

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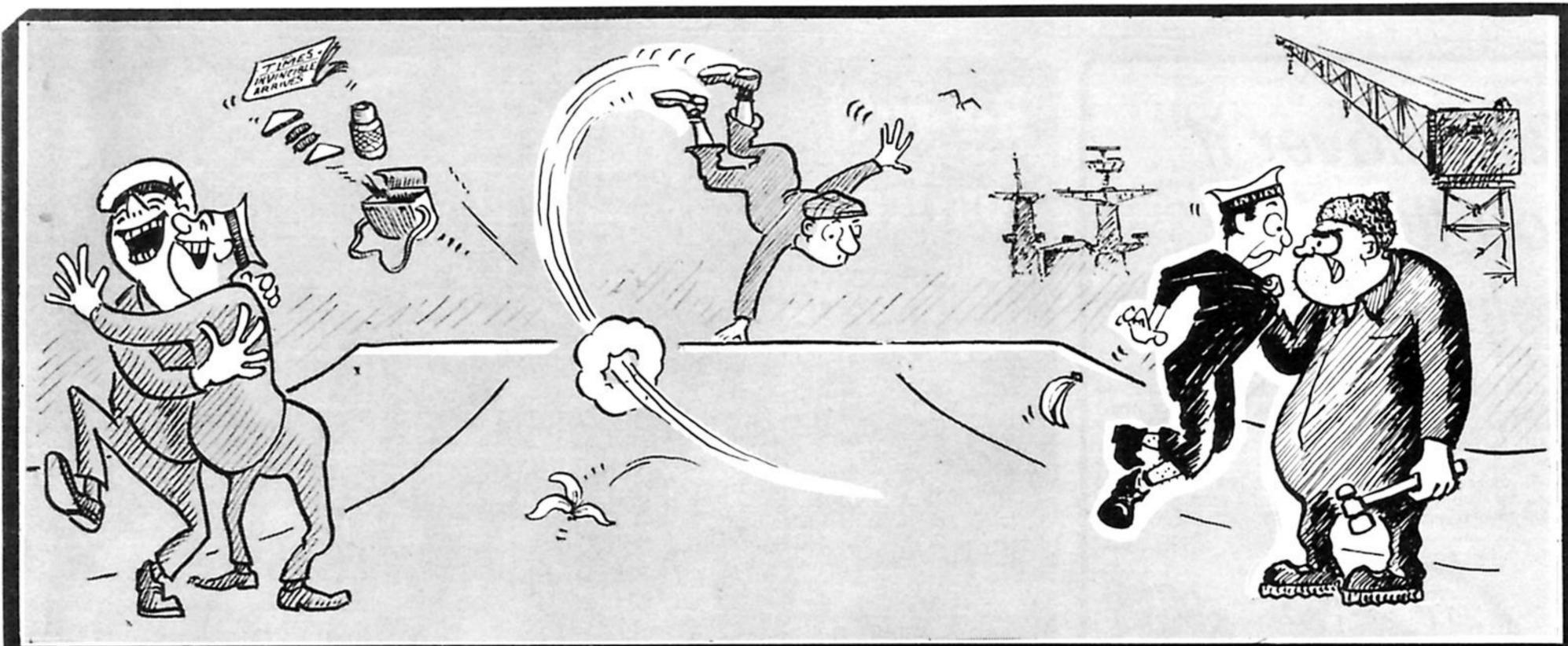


Travel Warrants individual or in bulk accepted on these Services

Newcastle Upon Tyne	£14 30	£8 35	Wolverhampton	£8 45	£4 95
Sunderland	£13 85	£8 15	Birmingham	£8 15	£4 80
Middlesborough	£13 10	£7 70	Covertry	£7 15	£4 20
Stockton-on-Tees	£13 10	£7 70	Warwick	£6 65	£3 90
Whitby	£13 85	£8 15	Barbury	£5 65	£3 30
Scarborough	£13 40	£7 85	Oxford	£4 70	£2 75
Wetherby	£12 45	£7 30	Reading	£4 20	£2 50
Hull	£11 75	£6 80	Worcester	£8 15	£4 80
Goole	£10 80	£6 35	Gloucester	£6 65	£3 90
Doncaster	£10 10	£5 95	Cirencester	£5 85	£3 30
Leeds	£12 10	£7 10	Swindon	£5 15	£3 05
Bradford	£11 75	£6 90	Marlborough	£4 70	£2 75
Huddersfield	£11 45	£6 70	Plymouth	£9 15	£5 35
Sheffield	£10 80	£6 35	Newton Abbot	£8 15	£4 80
Chesterfield	£10 10	£5 95	Exeter	£7 15	£4 20
Nottingham	£9 45	£5 55	Easton	£4 70	£2 75
Leicester	£8 45	£4 95	Portland	£4 70	£2 75
Northampton	£7 15	£4 20	Weymouth	£4 70	£2 75
Blackpool	£12 45	£7 30	Dorchester	£4 70	£2 75
Manchester	£11 10	£6 50	Wimborne	£4 70	£2 75
Warrington	£11 10	£6 50	Swansea	£9 15	£5 35
Liverpool	£11 10	£6 50	Cardiff	£8 15	£4 80
Birkenhead	£11 10	£6 50	Newport	£7 65	£4 50
Chester	£10 80	£6 35	Bristol	£5 65	£3 30
Newcastle Under Lyme	£9 45	£5 55	Bath	£5 15	£3 05
Stafford	£9 15	£5 35	Salisbury	£3 20	£1 85
Preston	£11 75	£6 90	London	£4 95	£2 90

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

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Smiles

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NEWSVIEW

The day of reckoning is at hand

With the Budget astern and a pay award on the near horizon, the men and women of the Services find themselves in the midst of their own particular salary season. (Although in today's inflationary atmosphere it seems impossible to escape financial tribulation at any time).

Following the restoration of Service pay to full comparability last year — carried out in two "bites" but all of it effective from the start of that pay year — the rumblings of discontent which had echoed on behalf of the Services quite naturally faded away.

But times, prices — and other people's pay — move on. With another day of reckoning at hand, the Services again look for their rightful dues as they recall pledges that their pay would be maintained at the levels of their counterparts.

Not only is the straight percentage aspect of the award awaited with interest but the recommendations, too, on all the other aspects which comprise an AFPRB report.

Is the level of the X factor now adequate and fair? What will happen to food and accommodation charges? Will there be changes in the rewards for committal to service?

Naval recruiting has been perking up; retention, as anticipated, is proving the more intractable problem. No one pretends pay is everything, but it has to be maintained at its proper level if all else is to have a fair chance.

China again on visiting list

After a long absence, the Navy's off again to China — albeit a fleeting visit. Improved relations at diplomatic, political and trade levels have led to an invitation to British warships. So it looks like Shanghai in September for some members of this year's Royal Navy deployment to the Far East.

It's stuff to stir the memories of the dads and grandads, the generations of matelots of river gunboat and China Fleet days. (Although not so diplomatic, perhaps to dwell on the famous Amethyst incident of post-war years).

For today's sailors a new, faraway name added to the visiting list of a busy deployment can only be good news. It's nicely in line with last year's have-more-fun "order" in helping to spice naval life.

21

Living on a daily "diet" of conditions of service is the group of men who travel the world visiting ships and establishments to pass on the latest word, explain MOD Policy and absorb the reactions of the men and women who comprise the Royal Navy.

This month the Second Sea Lord's Personnel Liaison Team, getting its breath back after a busy tour of ships and establishments in the Portsmouth area, celebrates its 21st birthday.

Within MOD the team, which is directly accountable to the Second Sea Lord, has freedom of access to anyone, naval or civilian, in any way concerned with conditions of service.

Some of what they must say, especially in times of financial or manpower shortages, may not be what people would like to hear — and this applies just as much on return to MOD as it does when visiting the Fleet.

But for the most part a visit from the PLT is welcomed as a chance to get up to date with the maze of new developments and improvements in conditions of service in the pipeline.

Ideas welcomed

Inevitably, some improvements are modified, delayed and sometimes even cancelled before they reach the Fleet, but the PLT prefers — and is encouraged — to talk freely, even if changes

have to be made later, rather than merely reflect officially-published information.

Ideas and opinions from the Fleet are welcomed by the team during visits to ships and establishments and its members always try to answer questions objectively at the time. If this is not possible — and no one can be a walking encyclopaedia — the team tries to get an answer, either by telephoning their rear link in MOD or on their return to the office. In this case they send a written reply to their questioner through the commanding officer.

When the team started 21 years ago it consisted of a lieutenant-commander and chief petty officer (first incumbents were Lieut.-Cdr. J. G. Roe and Chief Communications Yeoman G. Andrews.) Then, as now, their function was to visit ships and establishments explaining MOD policy on a wide range of subjects on service conditions. What has changed, besides the composition of the team, is method of functioning and terms of reference.

The PLT now consists of a lieutenant-commander and a fleet chief petty officer (currently Lieut.-Cdr. M. W. Dismore and FCMEMN(P) B. W. O. Spake), who are supported in MOD by the staff FCPO to the Second Sea Lord (Fleet Chief Writer I. McDowall), who also acts as the PLT rear link.

Cycle reduced

Specialisation / branch of the team members is considered immaterial, although it is desirable for the "travelling" FCPO to have served at sea recently.

Because of the reduction in the size of the Fleet, the two-yearly cycle of tours has been reduced to 20 months. Presentations lasting about three hours are now given to audiences of officers and ratings, with the team members talking alternately on their respective subjects. This is followed by a question period.

Discussion usually extends into the lunch hour in the team members' respective messes and, when time permits, the team is available to see individuals or groups to discuss questions more informally in depth.

The widening of terms of reference has enabled the team to talk on matters concerning officers (except for promotions and appointments), and audiences consist of R.N. and WRNS officers, senior rates and leading hands of messes.

The team makes it clear that the object of their presentations is not to short-circuit normal channels. In providing background information on service conditions, recent decisions and future aims, they see themselves as supporting the Divisional system and not usurping it, enabling personnel with Divisional duties to be better able to discharge their responsibilities for keeping ratings properly informed.

YOUR ROVING HOTLINE TO THE TOP...

SPORTING GESTURE!



Sign here, sir! The Second Sea Lord's Personnel Liaison Team, whose work is outlined on this page, were among members of his personal staff who watched as the Admiral became first to sign on the dotted line on the C41 Voluntary Sports Subscription form. Witnesses as Admiral Sir

Desmond Cassidi set an example were, from the left, his secretary, Capt. James Carine; members of the PLT — Lieut.-Cdr. Martin Dismore, FC MEA Brian Spake and FCWTR Ian McDowall — and his personal assistant, Second Officer Chris Dyer.

New-look Argonaut back in fighting trim...

H.M.S. Argonaut recommissioned on March 22, emerging from her long refit as an all-missile frigate. It is believed to be the first recommissioning ceremony to be held in the new refit sheds at Devonport.

Principal guest was the Flag Officer Plymouth, Vice-Admiral Sir Peter Berger. The Argonaut's links with South Pembrokeshire District brought the Chairman of the district council, Councillor Alan Edwards, and the Mayors of Tenby and Pembroke, Councillors Michael Folland and Brian Phillips.

The service and divisions were held alongside to the music of the band of the Flag Officer

Plymouth, the commissioning cake being cut on the flight deck by Mrs Romy Baker — wife of the ship's commanding officer, Capt. Charles Baker — and JRO Stephen Biggins.

Exocets

The service was conducted by the Chaplain of the Fleet, the Ven. Basil O'Ferrall. It was his last engagement for the Navy.

H.M.S. Argonaut, leader of the Seventh Frigate Squadron, has had her 4.5-in. guns replaced



by Exocet missiles. She is also armed with Seacat missiles, torpedoes and a Lynx helicopter.

She will continue sea trials before proceeding to work-up at Portland in the summer.

BRUSH WITH THE NAVY

Helping this little Vietnamese girl to brush-up on dental hygiene is Wren Anne Rowlett of the Royal Navy's School of Dental Training at H.M.S. Nelson.

Four dental hygienists, led by Surgn. Cdr. E. J. Grant (officer-in-charge at the school), gave the message about dental care to about 20 children and 20 adults from Vietnam, temporarily at Sunshine House, Ockenden Venture Home, Gosport.

Tooth decay is a problem among the refugees, largely because of the change in their diet since coming to Britain.

... with bumper bundle of joy

Youngest participants in H.M.S. Argonaut's big day on March 22 were Donovan Kent and Erica Louise Nicholls, both aged one month.

They were among a "bumper bundle" of six children of ship's company members who were christened on board by Navy chaplain the Rev. Mike Wishart after the ship's cake-cutting ceremony.

Donovan is the son of SA D. J. Kent and Erica Louise the daughter of LMEM E. P. Nicholls.

The four other children, with their father's names, are four-year-old Lisa, daughter of POMEM M. O'Carroll; nine-month-old Neil, son of LMEM K. V. Crosby; two-year-old Kathryn, daughter of LSTD T. K. Shaw; and 15-month-old Philip John, son of MEM G. P. Butcher.

New block in Daedalus

Part of the first phase of modernisation of H.M.S. Daedalus was "commissioned" when the Second Sea Lord, Admiral Sir Desmond Cassidi, officially opened a new accommodation block for junior rates.

The new building, to be known as Keppel Block, comprises three blocks built on two floors and houses 150 sailors in four-berth cabins.

Princess in Cyprus

The R.N. liaison officer in Cyprus, Cdr. Paul Madge, provided the Senior Service presence when Princess Anne visited the Sovereign Bases in the island. Between periodic ship visits Cdr. Madge doubles as the deputy head of the British Forces Joint Intelligence Staff in Cyprus.

Monumental feat by Hermes men

H.M.S. Hermes returned to Portsmouth on March 21 after making a monumental success of her visit to the Bermudas.

Her sailors brought their brawn and brains to the aid of the Bermuda National Trust by moving a 15ft. stone monument from the rocky slopes of one

island to a military cemetery on another.

Piece by piece, men from the aircraft carrier moved the memorial commemorating 34

men of the 2nd Battalion, 2nd Queen's Regiment, who died during a yellow fever epidemic in 1864. Hot work, especially as some of the stones weighed 400 lbs.

Help for the island came, too, from the Hermes's consort, R.F.A. Lyness. She transported 20 tons of earthquake relief supplies to Bermuda's "neighbours," the Azores.

23,000 VISITORS

Bermudans had contributed nearly 60,000 dollars worth of food and clothing to the Azores earthquake appeal, but had problems of transporting the stores until the Lyness arrived. She dropped them off at Ponto Delgada on her way to the Mediterranean.

The visit was not all hard work and sweat: on a musical note the Royal Marines band from the aircraft carrier gave a performance in the town square of St George's before the ships left.

During previous visits to New Orleans, Pensacola and Fort Lauderdale, more than 23,000 Americans toured the ship and inspected a departmental display by the Royal Marines on board.

32 SCHOOLIES

The carrier clocked up another impressive figure on passage from Fort Lauderdale to Bermuda — she had no fewer than 32 schoolie officers on board. Her regular complement of instructor officers was reinforced by an additional three to help with the unusually high training load, plus 25 recently joined officers under training from Britannia Royal Naval College, Dartmouth.

Now H.M.S. Hermes will go into refit at Portsmouth for the addition of a ski-ramp to her flight deck. When she emerges in her altered form she will be equipped with Sea Harriers.



Putting their backs into moving one of the heavier stones of the Bermuda memorial are (from left) ABs Ivor Dunnell, Les Hammett, Jerry Morrissey and NAM Fred Parriera.

Picture: LA 'Mac' McKenzie

HAPIS LANDING FOR U.S. NAVY

America's version of the Sea Harrier, the AV-8A, has completed a successful week-long evaluation of a new British landing system installed on board H.M.S. Hermes.

The aircraft, with a team from the U.S.N. Test Centre at Patuxent River, embarked in the Hermes during her deployment in the Western Atlantic. There they evaluated the Horizontal Approach path Indicators (HAPIS), a visual approach aid designed to assist the operation of the Sea Harrier.

The U.S. Marine Corps Harrier completed 55 approaches by day and night during the Hermes's passage from Pensacola to Fort Lauderdale. The test team's evaluation will enable the U.S. Navy to incorporate features of the system in their own landing aids.

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The Duke of Edinburgh takes a keen interest in ski equipment during his visit to 45 Commando at Elvergaurdmoen.

Picture: PO(Phot) Peter Spry

You'll sleep like a slug!

Secret of a good night's sleep out in Norway's snow-covered mountains is to turn into a green slug!

Royal Marines of L Coy, 42 Commando, showed a Navy News reporter how it's done when he visited them in the Skorgedale mountains near Andalsnes.

Just make a shelter — in the snow or above it — zip yourself and your worldly possessions into your green issue sleeping bag, and huddle up against the "green slug" next to you.

Only the bravest nose is exposed to the elements.

MEMORABLE

Our reporter spent a memorable night with L Coy, first of all being annihilated by M Coy in a night ambush, and later sharing a tent with Sgt. Bill Ollis, Cpl. Terry Rose, and Marines George Miller and Keith Tupman.

Also there for the night was Surgn. Lieut.-Cdr. Gordon Stallard, R.N.R., from Harrogate.

● Only casualty of the night ambush — which ended in a no-score draw — was company commander Capt. John Watkins's Volvo BV202. It shed a track on the way back to camp, forcing our reporter to enjoy on the spectacle of a star-lit Arctic night in the mountains.



WO2 Sam Lockhead and Sgt. Derek Pulford of the Brigade Air Squadron cope with a tricky problem; how to camouflage their Scout helicopter in the open. It is virtually impossible to cover the rotors at short notice.

Picture: PO(Phot) Peter Holdgate



A new Sea King Mark 4 helicopter on trial in northern Norway approaches men of 45 Commando for a landing.

Picture: PO(Phot) Stuart Wood.

Those colourful red and white "Ski Marines" stickers which crop up about this time of year conceal an interesting military gamble by the Royal Marines.

To ski or not to ski was a question that had to be resolved when the Corps first began its regular winter deployments to Norway. Despite widespread misgivings, the Royals chose to ski.

Up to 1974 popular opinion held that the snow shoe was more practical; that it was a mistake to expect troops to ski into battle when most of them hardly saw snow from one Norwegian deployment to another.

But the Royals made their decision work. By returning to Norway every January they improved the technique of those who had been before, and "blooded" a fresh batch of novices every year.

Progress of the beginners is quite startling — and at least some of the credit for that is put down to the fun factor. Week-ends spent at Norwegian ski

Fun, sun and

resorts supplement a gruelling three-week Arctic Warfare Training course designed to make each man able to ski and competent to survive in conditions that range from holiday sunshine to body-numbing minus 40C.

Teaching infantrymen to ski is pointless unless they can do it burdened by the tools of their trade.

Those "tools" — rifles, machine guns, ammunition, radios, camping gear, spare kit and rations — can add up to a mighty burden. The basic pack weighs about 60lb., and essential extras normally add at least 30lb. to that.

Falls are frequent. An already difficult

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... Or how the

Heavyweight v. lightweight is not a contest which would be allowed in many boxing rings. In pugilistic terms, however, it is one which would have to be settled — one way or the other — if the Soviet Union ever threatened NATO's northern flank through Norway.

Wearing NATO's colours, representing the lightweight division, would be the mountain and Arctic warfare element of 3 Commando Brigade Royal Marines, who are on short notice to reinforce Norway's own army.

To extend the boxing analogy, Royal Marines' tactics could loosely be summed up in Mohammed Ali's famous fighting call: "Float like a butterfly, sting like a bee!"

REDUCING THE ODDS

The Royal Marines, lightly equipped and with no armoured units of their own, would be in the opposite corner to an enemy very heavy in armour, artillery and air support. Unfair contest?

Since early January, 3 Commando Brigade, including 42 Commando and 45 Commando, has been training in Norway for just such a match. And belief is strong that Royal Marines' expertise and mobility would reduce the odds in what looks on paper to be a very one-sided contest.

Nearly three-quarters of Norway is mountainous, and movement of armour and troop carriers would to a large extent be channelled on to existing roads. Winter conditions would further restrict mobility, and ensure that most "contact" would be along established lines of communication.

Surprise tactics would be very much the name of the Royal Marines game. Ambushes, pre-laid traps, destroyed bridges would be used to harry the advancing enemy.

The Royal Marines, with their helicopters, landing craft and ski training, would rely heavily on mobility — and on the efficiency of their battery of modern anti-tank weapons, including the wire-guided Milan missile.

BUYING TIME

Outnumbered and outgunned (three to one according to NATO estimates) the Royal Marines and their allies would be involved in a short-term defensive operation, fighting to buy time for their reinforcements — and the politicians.

This picture of battle pre-supposes that the Royals could get to Norway in time to be effective. 3 Commando Brigade is on notice for rapid deployment there.

Norway has a vital strategic importance to the Royal Navy in what would be a very much naval-orientated theatre of war. A conquered Norway would give the Soviet Northern and Baltic submarine fleets an open door to the Atlantic, free from surveillance and interference.

PEOPLE IN THE NEWS

Back from the bush

Arriving home after the rigours of the Rhodesian bush are LMAs JOHN TAYLOR (left) and MALCOLM CLARK, both of the Royal Naval Hospital, Plymouth. John and Malcolm are up in the air over a spot of leave coming their way after nine weeks with the Navy medical team in the ceasefire assembly camps. They were sent to help Patriotic Front guerrillas but, owing to the starvation of medical aid caused by the war, they found that 80 per cent of their cases were civilians.

● Lieut.-Cdr. ROBERT WHALLEY has been awarded the James Clayton Prize by the Institution of Mechanical Engineers for his paper on the design of automatic controls for power and process machinery. He is the author of numerous technical papers and holds the Royal Navy's Defence Fellowship for 1979-80.



CCY GERRY KING leaves the Royal Yacht Britannia after serving onboard for 19 years. As well as running the tactical signalling department, he was responsible for the provision and flying of all flags and personal standards, and his numerous interests included being secretary of the ship's welfare committee, the ship's tailor, and the ship's schoolmaster.

Picture: LA(Phot) Gordon Ford

Hockey-playing brothers CPO BERNARD HALLS (left) and PO JULIAN HALLS got in some practice on H.M.S. Newcastle's deck when Bernard's ship visited Rosyth. Julian is attached to the office of the Flag Officer Scotland and Northern Ireland at Rosyth. Both brothers have played hockey for the Navy at Under-21 level.



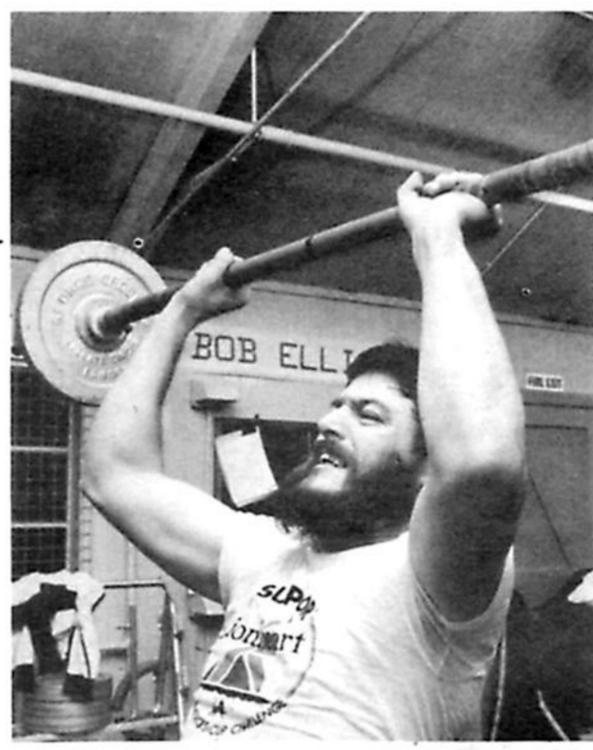
Lionhearted Tommo

Right — Getting into shape for Lionheart's challenge for the America's Cup is LAM(AE) DAVID THOMPSON, who is serving in H.M.S. Daedalus.

Tommo is pictured working out in the R.N. Athletic Club weights room at Pitt Street, Portsmouth, where ex-CPO Bob Ellis is helping local members of the Lionheart crew with their fitness training.

In August Lionheart races against Swedish, French and Australian challengers to earn the right to meet the American defender at Newport, Rhode Island, in September.

Two other members of the Lionheart squad have Royal Navy connections: IAN HIMMENS works in H.M.S. Vernon, and EDWARD DANBY works in Portsmouth Dockyard.



'Sonder Colditz Appel'

Thirteen naval and three Royal Marines officers were among the 114 Colditz veterans who attended a reunion at the Imperial War Museum, London, on March 7.

The "Sonder Appel," which marked the 35th anniversary of the release of officers of all nationalities from Colditz, was organized by Lieut.-Cdr. Mike Moran, R.N. (retd.). Guest of honour was Baroness Airey of Abingdon, wife of the late Airey Neave, the first man to escape from the fortress.

Naval veterans present were Lieut.-Cdr. Moran, Lieut. Bob Barnes, Lieut.-Cdr. John Crisp, Capt. Tommy Catlow, Lieut. John Davies, Lieut. Charles Elwell, Lieut. Willie Elstob, Lieut. John Hoggard, Capt. Mike Harvey, Lieut. Dusty Miller, Lieut.-Cdr. Billie Stephens, Lieut. Micky Wynn and Lieut.-Cdr. Geoff Wardle.

The three Royal Marines were Major Hugh Bruce, Major Darby Courtice and Lieut.-Col. David Hunter.

Lieut.-Cdr. Moran, who spent a year contacting veterans all over the world for the reunion, was a prisoner in Colditz from 1942 until the end of the war.



"Captain Kautious" turned out to be a superhero! for LWren (Photo) CATHERINE KELLY, who entered him in a flight safety poster competition in H.M.S. Daedalus. The superhuman zapped in to win first prize of £10 for Catherine, and now goes on to the Flight Safety Centre at R.N. air station Yeovilton to be considered for printing.

Double first for Haslar

Haslar, the Royal Naval hospital at Gosport, has become the first R.N. hospital to have a first lieutenant. He is Lieut.-Cdr. IAN LATIMER (right), a qualified physiotherapist. He is also the first Medical Branch officer to become a first lieutenant of any R.N. establishment.



PEN-PALS

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

Details of the applicants are as follows:
 Lyn (21), single, 5ft. 6in., brown hair, hazel eyes, Bristol.
 Debra (17), single, 5ft. 3in., brown hair, brown eyes, West Norwood, London.
 Sylvia (38), divorced, 5ft. 2in., brown hair, blue eyes, one daughter, Tiverton, Devon.
 Edith (48), divorced, 5ft., fair hair, grey eyes, Monkwearmouth, Sunderland.
 Jane (16), 5ft. 3in., brown hair, brown eyes, Bristol.

Julie (17), single, 5ft. 7in., fair hair, green eyes, Erith, Kent.
 Carolyn (19), single, 5ft. 4in., fair hair, blue eyes, Okehampton, Devon.
 Gillian (24), divorced, 5ft., blonde hair, blue eyes, one son (two), Stoke-on-Trent.
 Margaret (29), divorced, 5ft. 2in., blonde hair, blue eyes, two children, Grimsby.
 Sandra (16), 5ft. 5in., brown hair, green eyes, Grimsby.
 Jennifer (16), black hair, brown eyes, Anerley, London.
 Julie (17), single, 5ft. 3in., brown hair, blue eyes, Grimsby.
 Agnes (17), single, 5ft. 6in., brown hair, blue eyes, Ayr, Scotland.
 Angela (20), single, 5ft. 2in., grey eyes, Southsea, Hants.
 Tina (18), single, 5ft. 4in., blonde hair, green eyes, Rushden, Northants.
 Lynn (16), 5ft. 4in., brown hair, grey-green eyes, New Milton, Hants.
 Jill (23), single, 5ft., brown hair, brown eyes, Rossendale, Lancs.
 Susie (31), single, 5ft., brown hair, brown eyes, Plymouth, Devon.
 Phyllipa (17), single, 5ft. 5in., brown hair, grey-blue eyes, Manchester.

Peggy (31), single, 5ft. 4in., brown hair, blue eyes, Rochester, Kent.
 Tina (17), single, 5ft. 3in., auburn hair, brown eyes, Nottingham.
 Rhonda (17), single, 5ft. 6in., ginger hair, blue eyes, Helston, Cornwall.
 Nina (19), single, 5ft. 8in., brown hair, brown eyes, St Austell, Cornwall.
 Sue (18), single, 5ft. 6in., blonde hair, brown eyes, Harrow Weald, Mddx.
 Debbie (18), single, 5ft. 6in., brown hair, blue eyes, Harrow Weald, Mddx.
 Pam (40), divorced, 5ft. 4in., brown hair, blue eyes, Walthamstow, London.
 Jenny (24), single, fair hair, brown eyes, Catford, London.
 Theresa (18), single, 5ft. 3in., brown hair, brown eyes, Walthamstow, London.
 Gwendoline (42), divorced, 5ft. 4in., brown hair, blue eyes, three sons, Gloucester.
 Rhys (16), 5ft. 2in., blonde hair, hazel eyes, San Francisco, U.S.A.
 Lisa (22), single, 4ft. 11in., brown hair, green eyes, Waikou, New Zealand.
 Christine (31), single, 5ft. 4in., dark hair, Ellesmere Port, South Wirral.
 Carol (16), 5ft. 4in., blonde hair, brown eyes, Gloucester.

Tracy (15), 5ft. 2in., brown hair, blue eyes, Stourport-on-Severn, Worcs.
 Carol (24), single, 5ft. 6in., brown hair, brown eyes, Blackwood, Gwent.
 Julie (16), 5ft., brown hair, green eyes, Stourport-on-Severn, Worcs.
 Sue (21), single, 5ft. 4in., brown hair, blue eyes, Heanor, Derbyshire.
 Jackie (41), divorced, 5ft. 6in., brown hair, green eyes, London.
 Elaine (18), single, 5ft. 1in., brown hair, blue eyes, Horley, Surrey.
 Miss L (20), single, 5ft. 3in., brown hair, blue eyes, Gillingham, Kent.
 Lisa (24), single, 5ft. 6in., blonde hair, green eyes, Hounslow, Mddx.
 Jacqueline (17), single, 5ft. 3in., blonde hair, blue eyes, Salford, Lancs.
 Julie (17), single, 5ft. 4in., brown hair, blue eyes, Stoke-on-Trent, Staffs.
 Joanne (16), 5ft. 6in., fair hair, green eyes, Leicester.
 Yvonne (35), divorced, 5ft. 4in., blonde hair, blue eyes, Shropshire.
 Barbara (17), single, 5ft. 6in., brown hair, brown eyes, Southampton.
 Sharon (19), single, 5ft. 6in., fair hair, blue eyes, West Norwood, London.

Janet (24), single, 5ft. 6in., brown hair, brown eyes, Peckham, London.
 Elizabeth (19), single, 5ft. 4in., brown hair, green eyes, Scarborough, N. Yorks.
 Rachel (26), divorced, 5ft. 6in., fair hair, blue eyes, two sons, Hawkhurst, Kent.
 Andree (24), divorced, 5ft. 5in., blonde hair, blue eyes, one child, Havant, Hants.
 Sheila (27), divorced, 5ft. 2in., brown hair, blue eyes, two children, Portsmouth.
 Margaret (42), divorced, 5ft. 2in., fair hair, blue eyes, Edinburgh.
 Lin (23), single, 5ft. 6in., blonde hair, green eyes, Weymouth, Dorset.
 Maureen (17), single, 5ft., brown hair, brown eyes, Johannesburg, S. Africa.
 Diane (16), 5ft. 2in., blonde hair, blue eyes, Leeds.
 Mrs. J. (36), divorced, fair hair, Acomb, York.
 Karen (18), single, 5ft. 3in., brown hair, brown eyes, Rushden, Northants.
 Trisha (23), single, 5ft. 5in., brown hair, brown eyes, Tipton, W. Midlands.
 Sandra (20), single, 5ft. 4in., black hair, green eyes, Lytham, Lancs.

Striking out for world unity

Buying a book at £5.95 has to be more than a contribution to a worthy cause, but there should be no disappointment about "TOGETHER UNAFRAID" by Colonel Lionel Gregory, published by Robert Hale.

Because the book is based on "furthering the cause of unity in the Commonwealth and peace in the world" the words may send potential readers reaching for "Men Only," a reaction which is not due to lack of sympathy with an idea, but because of cynicism created by decades of dashed hopes.

In this case there is no air of falsity. The author is a remarkable man, whose achievements are an inspiration to all who realise that the world must live together or die together. Sooner rather than later.

He started the annual Ten Tors Expedition on Dartmoor a trial of endurance well known to Royal Navy people, and then embarked upon Commonwealth Expeditions — the tenth of which is now being organised.

Comex 10 will be the longest train ride in history, from September to December 1980, with 6,000 young people

from all over the Commonwealth on board. Sponsors and support are needed.

Says Prince Philip: "The Commonwealth is still the most remarkable exercise in human relations on a world scale mankind has ever witnessed. The young people who have discovered this aspect of the Commonwealth through their membership of Comex can play an important part in its future development."

"Together Unafraid" is an interesting book, in its own right. The cause should be worth a lot more than its price, to everyone.

Wolves
— in
sheep's
clothing

"One of the last great adventure stories" is the description applied by author Paul Schmalenbach to the activities of German commerce raiders in two world wars.

The raiders, or auxiliary cruisers, were converted merchantmen carrying disguised armament of guns, torpedoes and mines. They harried defenceless merchant vessels in the legitimate war necessity of increasing the chances of victory by denying your enemy the lifeline of his supplies.

They struck terror on trade routes. Coming upon a merchantman, a raider would put a shot across her bows, force her to stop, take off the crew, and either seize the vessel as a prize or send it to the bottom. It was not always as bloodless as that.

CHIVALRY

If the raider happened upon a protective warship, the roles were reversed. Many found a watery grave.

It is doubtful whether the participants on either side saw the operations as having any similarity with climbing Everest or finding the source of the Nile, but that is not to deny the existence of the finest human qualities.

It was an unpleasant business causing much suffering, but also involving courage and dedication to duty. Contrary to propaganda at the time, there was a high degree of chivalry which forged respect and even lasting friendships between opponents.

AUTHORITATIVE

An account of this aspect of the wars at sea is told by Herr Schmalenbach in "German Raiders — A History of Auxiliary Cruisers of the German Navy 1895 to 1945" published by Patrick Stephens (price £8.95).

The carefully-researched work comes from an authoritative pen — that of a former gunnery officer of the cruiser Prinz Eugen, who has collated a vast amount of detail about the men, ships, armament, methods and battles.

BOOKS

STRINGBAG SCOURGE!

Affection for a war implement may sound incongruous, but there is no doubting the sentiment associated with that ugly duckling of warplanes, the Swordfish "Stringbags" of the Royal Navy.

Obsolete, slow and vulnerable they were almost a comic turn in the Second World War, but the reaction among the enemy was by no means always a sneering grin.

Primarily they were used because other aircraft were in short supply or non-existent, but in their rambling way they were strongly built and forgiving to the ham-handed, and ended with a record of achievement which could never have been anticipated.

Their story is not only of the machines but of the men, whose skill and valour played an important part in the war at sea.

Malta

"Night Strike From Malta" by Kenneth Poolman, published by Jane's (price £7.95) is one of those books it is difficult to put down until the final page, recounting the deeds of 830 Squadron R.N. in the battle against Rommel's convoys reaching the African coast to support the Nazi thrust towards Egypt.

The men involved were an air

training squadron thrown into the front line in bomb-battered Malta, suffering heavy losses but gaining significant successes. They formed one of the dramas in the Stringbag epic.

PO pilots

On January 27, 1941 they successfully attacked a German convoy, their first torpedo strike against enemy ships at sea, but luck had been on their side in the absence of enemy fighter protection. It was obvious that daylight was no time for Swordfish, and thereafter they operated by night.

History was made by 830 Squadron in a curious way.

Two of their number were petty officer pilots, Charles Wines and Freddie Parr, but Their Lordships frowned on the use of PO pilots for active operations. The Dartmouth element of the squadron were equally dubious, and some sought to put them in their place.

However, this was war, and "Nelson's eye" reaction was a quality still prevailing in the Service. Wines became the first



and only R.N. petty officer ever to drop a torpedo in anger, but alas his aircraft was hit and he immediately became a prisoner-of-war of Vichy France. A fascinating story had ended at the beginning. When Rommel was defeated

in North Africa and Malta saved, 830 Squadron was disbanded.

However, in the words of its last commanding officer, "830 is one of those squadrons born to take care of trouble," and it was reformed again, taking part

in the Suez campaign.

It was a final irony that their targets on November 1, 1956 were the runways of Dekheila, which had been part of the squadron's background during its long campaign against Rommel's Libyan convoys.



PO Charles Wines as a prisoner of war and (left) with his first torpedo at Hal Far in March 1941. He rose to lieut.-cdr. and is now in H.M.S. Centurion.

Hospital School history

A short history of the Royal Hospital School until its move from Greenwich to Holbrook is expected to be available shortly.

The 200-page stiff-cover book, containing 40 photographs and ten maps, is being printed by Phillimore and Co., Ltd., of Chichester.

It is being undertaken under the auspices of the R.H.S. Old Boys' Association, with the limited profit going to the aid of the school.

The first edition, of 1,000 copies, will cost a maximum of £7.50. A copy can be reserved by forwarding £5 to Mr. C. W. Hall at 161, Stubbington Avenue, North End, Portsmouth, Hants PO2 0JH. Cheques should be made payable to The Greenwich Book Club and all monies forwarded will be acknowledged.

Sunset on Invincible

One of the horrors of the Battle of Jutland was the loss of the battle-cruiser Invincible, Rear-Admiral Hood's flagship, and of the 1,000 or so men aboard, only six survived.

To tell the story of the ship and its end is difficult in the absence of much personal testimony, but author Ronald Bassett has turned his imaginative skill to produce a novel based on the known facts.

THE GUNS OF EVENING, published by Macmillan (price £5.95) describes how the Invincible suddenly emerged from mist to be silhouetted against the setting sun. Only 8,000 yards away, the German ship Derfflinger made no mistake with a salvo.

Magazines erupted, the Invincible's back was broken. Bows and stern rose simultaneously as the vessel sank swiftly out of sight.

Such swift transition from life to mass death leaves little to discuss, except faults of design or handling, but Mr. Bassett has created four

fictitious characters upon which to base his narrative.

His Royal Navy service and writing skill ensure an authentic style. The tale is certainly earthy, including whoring, syphilis and even a spot of admitted incest.

MELODRAMA

And why not a spot of melodrama, as an admiral decides to shoot a young fellow who has given something unmentionable to his Dresden-china, blue-eyed, breath-taking niece? The little lady had, of course, been around, and our poor matelot was blameless.

Still he faced a revolver on an enemy beach, but a Turkish sniper saved him in the nick of time, and the Royal Navy had a vacancy for an admiral.

Those who admire Mr. Bassett's war novels will find his verve undiminished.

In-depth submarine study . . .

When America went to war following the Japanese attack on Pearl Harbour, the armed forces were woefully unprepared, but in one particular they were lucky.

They had produced a highly-effective submarine design just in time to go into mass production. No other nation could then beat the U.S. industrial machine, and the vessels which resulted were a major cause of bringing Japan to its knees.

"The Fleet Submarine in the U.S. Navy," by Commander John D. Alden, U.S.N., published by Arms and Armour (price £12.95) is a labour-of-love reference book written by an enthusiast.

WAR LOSSES

He points out that Japan's war losses included 686 warships and 2,346 merchantmen, more than half of the tonnage sunk being credited to U.S. submarines.

The bulk of the actions in the Second World War were carried out by long-range submarines of the so-called fleet type, and Cdr. Alden has researched the account of how the fleet submarine came to be developed, and ready when it was most needed.

Cdr. Alden's work is no story of Pacific battles, but a study in technicalities. He has tried to make it "reasonably comprehensible to the general reader as well as informative to the specialist."

Incidentally, the last fleet submarine was not scrapped until 1975, allowing the discussion then of matters which could not have been published before.

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 Full details may be obtained by writing to **The Headmaster, The Gordon Boys' School, West End, Woking, Surrey**

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 Prospectus: The Secretary, St John's College, Coolhurst, Horsham, Sussex. Telephone Horsham 2424.

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NEW ROCK RECORD!

Leander on patrol

There was never a Gibraltar Rock Race like this — and, as the competitors pose for a victory picture after the race, the clue to the difference in this year's event is staring you right in the face.

Included in the picture is the first recorded WRNS team to take part in the gruelling run — Second Officer Susan Brookes; LWrens Jan Dockerill, Melanie Smith and Christine Frey; and Wrens Sue Whanslaw and Helen Lennard.

The race winner, POWEM(R) John Tracy (standing fourth from left in second row) completed the course in 21min. 12sec. He was presented with the trophy by the commanding officer of H.M.S. Rooke, Cdr. Tony Harris.

In the R.N. Gibraltar squash final Cdr. Tom Le Marchand beat CPOST John Partington. They are both on the staff of the Governor.

Finally, the annual tug-of-war shield was presented to the senior ratings team by Capt. I. F. Grant, Chief Staff Officer to the Flag Officer Gibraltar.

Picture: LA(Phot) Colin Morgan



Leaving the sun of Lisbon and Gibraltar far behind, H.M.S. Leander heads out to patrol the dour North Sea this month after a spot of leave at Devonport.

Before the ship visited Portugal and the Rock, a curious coincidence awaited her when she berthed alongside H.M.S. Belfast during a visit to London.

AB(S) Alan Sweeney met up with his father, Mr. Thomas Sweeney, who works in the Belfast with Mr. John Arthur Gamble — a member of the company of H.M.S. Leander when she first commissioned in 1964.

PROMOTIONS TO CHIEF

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

REGULATING BRANCH

To CWRENREG — J. D. Brown (Nelson)

COMMUNICATIONS

To CRS — W. Marks (Captain MCM Sqn), A. E. Hancock (JWSS Shrovenham), P. W. Taylor (Bacchante), L. Chadwick (FOU Battery RA), D. Hiden (Berwick)

To CCY — A. J. Farnes (COMCEN Whitehall)

OPERATIONS (SEAMAN GROUP)

To CPO(OPS)(M) — A. S. Errington (Rhyl), J. A. Fraser (Falmouth), R. J. Gibbins (BRNC Dartmouth), R. C. Wightman (Bulwark), J. Sheldon (Rothesay), R. W. Trapnell (Cambridge), P. J. Hunter (Bristol)

To CPO(OPS)(R) — T. A. Gordon (Juno), G. A. Brunt (Excellent)

To CPO(OPS)(S) — S. J. Bird (Naiaid), L. I. Fieldhouse (Atax)

To CPO(MW) — J. Docherty (MOD DNMO)

To CPO(OPS)(S)(SM) — J. A. Mitchell (Dolphin), I. G. Ferrer (Dreadnought), J. H. Jones (Opossum)

To CPO(UW)(SM) — S. Valentine (Churchill)

To CWREN(R) — E. M. Palmer (Heron)

MARINE ENGINEERING

To CMEM(M) — R. G. Lewis (Dolphin), P. W. Flynn (Aurora), W. S. Cole (Neptune), F. R. Minchin (FMB Devonport), N. B. Chatterton (Torquay), R. M. French (Olympus), A. W. Parkes (Sirius), K. Compitus (FMG Rosyth), H. T. Wells (Orpheus), D. F. Beedie (Bacchante)

WEAPON ENGINEERING

To CWEM(R) — M. W. Bird (Active), M. G. Hallam (FOST)

FLEET AIR ARM

To CPOA(AH) — R. B. Powell (Seahawk), M. R. Debenham (Osprey)

To CEL(A) — M. L. Dickinson (820 NAS)

SUPPLY AND SECRETARIAT

To CPOWTR — D. F. Burton (Cochrane), J. W. Foster (MOD CDS)

To CWRENWTR(P) — V. A. Bell (RM Plymouth)

ARTIFICERS AND MECHANICIANS

To ACMEMN(ML) — P. Birch (Valiant)

To ACMEMN(EL) — C. Mason (Revenge), S. Poole (Valiant)

To ACMEMN(P) — L. R. Blackburn (Nelson)

To ACMEA(P) — T. I. Briggs (Olympus)

The following ratings have been selected for promotion to commissioned rank:

Acting sub-lieutenant E(WE): L. A. Alison, L. A. E. Appleton, S. Bennetts, F. W. T. Brazier, D. G. Brecken, P. R. Court, W. Dorset, R. K. Ellsworth, R. Ferguson, I. Forster, E. T. Haskell, E. D. Jackson, I. A. Macrae, P. J. Mills, J. R. Moughton, J. A. Nurser, H. J. Price, N. P. F. Skinner, P. Stephens, S. A. Ward, P. Woolin

Acting sub-lieutenant E(WESM): M. E. Arnold, P. R. Berton, P. A. Kirkpatrick, B. J. Mackay, P. McCaw, K. Todd

Acting sub-lieutenant (MESM) (EL): P. Hanley, V. R. J. Miles, D. G. Pritchard, C. S. Smith

No candidates were selected for promotion to acting sub-lieutenant E(ME) (L), E(ME) (EL), or E(MESM) (L). Full details in DCI (RN) 96

The following promotions to lieutenant-cdr. on the Supplementary List were made from March 1:

SEAMAN: R. J. Clarke, N. R. Anstis, E. C. Pashley, M. M. Hill, E. Fitzgerald, M. C. G. Holloway, G. G. Castle, J. W. Bates, H. J. Lomas, M. J. Callaghan, R. W. Bull, P. G. Goss, J. Beattie, C. J. Ives, N. J. Hennell, R. R. Stephenson

ENGINEERING: R. J. Anstee, H. C. Parker, D. K. L. Ball

POINTS LEADERS

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

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

The number following the points (or Basic Date) is the number of men who were advanced during February.

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, 2; LS(EW)LR(W) — Dry, 7; PO(M) — Dry, 2; LS(M) — Dry, 12; PO(R) — Int (9.1.80), 9; LS(R) — Dry, 14; PO(S) — Dry, 1; LS(S) — Dry, 9; PO(D) — Dry, 1; LS(D) — Dry, 2; PO(MW) — Dry, Nil; LS(MW) — Dry, Nil; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (10.10.78), 4; RPO — 285, 1; RS — 273, 3; LRO(G) — Dry, 25; CY — 96, 3; LRO(T) — Int (11.12.79), 8; PO(S)(SM) — Dry, 4; LS(S)(SM) — Dry, 2; PO(TS)(SM) — Dry, 3; LS(TS)(SM) — Dry, 3; RS(SM) — 133, Nil; LRO(SM) — Dry, 2; PO(UW)(SM) — Int (23.2.78), Nil; LS(UW)(SM) — Dry, Nil

POEM(M) — Dry, 11; LMEM(M) — Dry, 25; POMEM(L) — Dry, 3; LMEM(L) — Int (29.1.80), 7; POWEM(O) — Dry, 5; LWEM(O) — Int (13.2.80), 15; POWEM(R) — Dry, 4; LWEM(R) — Dry, 17; POWTR — Int (17.9.78), 2; LWTR — Dry, 10; POSA — 262, 2; LSA — Int (8.9.78), 9; POCA — Dry, 2

LCA — Int (2.10.78), 2; POCK — 507, 3; LCK — Int (10.3.78), 21; POSTD — 287, 3; LSTD — Int (4.12.78), 10; POMA — Int (17.10.78), 2; LMA — 82, 1; POAF/POAM(AE) — 200, 1; LAM(AE) — 66, 16; POEL(A) — 88, 10; LEM(A) — 66, 11; POREL(A) — Int (15.12.78), 8; LREM(A) — Int (30.6.78), 9; POEL(AW) — Dry, 2; LEM(AW) — Int (4.8.78), 3; POA(AH) — Int (26.5.79), 3; LA(AH) — Int (5.4.79), 7; POA(SE) — 636, 1; LA(SE) — Int (30.6.78), 1; POA(PHOT) 371, Nil; POA(MET) — 239, Nil; POACMN — Int (23.11.78), 5

ES BILLETS

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

Captain SM1: MEA(P1) (periscope maintainer). H.M.S. Centurion (SPAREDEX Project): CWEA/WEA1 (ADC/AD); CMEA/MEA1 (EL) (SM). H.M.S. Daedalus AES: AA(AE)1; CREL(A). H.M.S. Daedalus MARTSU: AA(AE)1 (4). H.M.S. Sultan: POMEM(M). H.M.S. Vernon: CPO(OPS)(S). H.M.S. Dryad: CPO(OPS)(EW). FMB Devonport SMU: MEA1/2 (periscope maintainer). BRNC Dartmouth: CPO(D). FOST (FMG Portland): WEA/OEA1; WEA/REA1; WEA/CEA1. H.M.S. Pembroke: WEA1. H.M.S. Neptune NT: MEA(P1) (6); WEA/CEA1(SM); WEA1/OEA1 (SM); WEA/REA1(SM). H.M.S. Nelson: CMEA(P). ACCHAN/EASTLANT: PO(R).

TAG reunion

The Telegraphist Air Gunners' Association memorial service and reunion to be held at the Fleet Air Arm Memorial, Lee-on-Solent, on Sunday, May 18 at 11.30 a.m. will be attended by Rear-Admiral E. R. Anson, Flag Officer Naval Air Command.

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H.M.S. Churchill (left) was the only ship of the name to win a Battle Honour. The other ship, H.M.S. Delight, was sunk by Stukas off Portland Bill in 1940.

Sunk — but not without trace

Some ships sink without trace and are destined to be forgotten — the memories of others live on — two such being the Second World War destroyers H.M. ships Churchill and Delight.

The four-stacker Churchill (ex U.S.S. Hernden which came to Britain under lend-lease), was sunk in 1945 while on loan to the Russian Navy. The picture here is a copy of an original displayed in the nuclear-powered submarine H.M.S. Churchill.

Signed

The original is signed, presumably by members of the ship's company, who the commanding officer of the submarine would like to hear from.

They are: STO1 N. Gardner; TCM T. Kennedy; QM C. W. Hughes; STO11 D. P. Robinson; CPOSTD G. Ritchie; LTO J. O. Hughes; YEOM W. L. West; AB Sid France; AS J. R. Dardo and J. C. Stephens.

Any of the above or any other members of the ship's company please get in touch.

H.M.S. Delight, which was dive-bombed by Stukas and sunk off Portland Bill on July 29, 1940, is a ship honoured by her survivors when they meet on July 5 at H.M.S. Nelson, for their third reunion. A big turn out is expected. For details contact: Mr. E. J. Horner, 21 Dando Road, Denmead, Hants, telephone Waterlooville 65458.

REUNIONS

The 13th reunion for those who served in H.M. ships *Beagle*, *Boadicea* and *Bulldog* 1939-45, will be held in London on Saturday May 10. For details contact: Mr. A. Back, 30 Cottenham Park Road, London SW20 0SA.

The second reunion of *Boy Arts*, who joined Anson Division 1936, will take place at Phoenix N.B.C.D. School, H.M.S. Excellent, Matapan Road, Portsmouth, on Friday May 9, at 19.45. Directions given at main gate, parking available. Devonport and Chatham members welcome.

With a view to holding a reunion, would members of the WRNS who joined H.M.S. *Dauntless* in July, 1974 as writers, education assistants, weapon analysts or photographers, please contact Mrs. Sue Kay (nee Giddings), 12 Sutton Road, Hull, N. Humberside.

Mr. Ronald Bell, 56 Highview Road, Ealing, London W13 would be pleased to be put in touch with any associations connected with the carrier H.M.S. *Courageous* and H.M.S. *Leander*, flagship of Admiral Sir Percy Noble in the late 1930s.

The 17th Destroyer Flotilla Association is holding its reunion on Saturday, May 3, in the Judges Lodgings, 29/29A Spa Road, Gloucester. Those interested contact Mr. D. Penrith, 7 Chestnut Avenue, Stonehouse, Gloucester GL10 2HW, telephone Stonehouse 3752.

Former members of H.M.S. *Wildfire*, Gillingham, Kent, may be interested to know that the *Wildfire Association* has been reformed. Members meet on the second Thursday of the month in H.M.S. *Wildfire*. For details contact Mr. D. Brinkman, 10 Blean Road, Gillingham, Kent.

OBITUARY

Shipmate Fred Greatorex, member Wythenshawe, December 9.

Shipmate Bill Knott, treasurer Peterborough, March 6, age 68.

Lieut.-Cdr. Lord Wilson of High Wray R.N. (Retd.), president Kendal, February 24.

Shipmate M. E. Hollingworth, Birkenhead, February, age 82.

Contest of the highest standard

"Oh to be in England, now that April's here," wrote the poet Browning — a sentiment echoed in the stalwart hearts of those competing this month for the titles of national and deputy standard bearers of the Royal Naval Association.

This biennial Olympic, which inspires a singular pride and competitiveness, will take place on April 12, at the Royal Fleet Club, Portland Naval Base. Masterminded by No. 4 Area, the morning's contest, open to maximum entries, will be for the newly donated Lilian Florence and Herbert Cups.

Challenging

The main event, which begins at 2 p.m., is the challenging contest for the Chester and Cunningham Cups, the results of which decides who holds the coveted titles of national and deputy standard bearers until 1982.

Shipmates keen to make it a week-end, can avail of generous terms offered by the Hotel for the Royal Navy, Greenhill, Weymouth. Early birds can enjoy a social evening on Friday at Weymouth's Anchor Club, which will be followed next night by an even bigger social event at the Fleet Club.

As we await the outcome, from Stockton comes news of the presentation of 13 trophies to the winners of their games competition — and news that thieves broke into the parish church and stole the 27-year-old branch ensign laid to rest in 1979.

Sad news from Ellesmere Port who regret to inform his many friends in visiting

BRANCH NEWS

ships of the death of Smokey Joe, anchor man in the boat race, and known to many a matelot.

Having strong links with their German shipmates, a party of 24 from Birmingham Central travelled to Hamburg to take part in the German Navy's Blue Nacht celebrations and reunion where they met Hans Zimmermann, of Bismarck fame, and

GIVEN THE BOOT...!

Shipmates of Doncaster made headline news recently when they objected to one of their visitors — a member of a rival team of darts and domino players — wearing his flat cap in their club.

After he finished his dominoes game he was allegedly ejected and told: "Don't return."

But such things are not taken lying down. Now the player's club — the Victoria Social at Arksey — is insisting that any visiting R.N.A. member should wear wellingtons.

They reckon it's a fair move — as Arksey is slap-bang in the middle of farming country.

This rum do of the Navy Club scuttling a "boarder" is giving a new edge to the darts and dominoes!

many others. The event is one of many planned by the branch, which holds its annual dinner on April 18. This will be followed by dances at the Nautical Club including a "Courageous" dance on September 13.

Purley's second annual dinner dance was such a success shipmates now look forward to the next one. Meanwhile their monthly socials at the Whyte Leaf British Legion are proving very enjoyable. At the branch annual meeting the following shipmates were elected officers: H. Hannabus (chairman); B. King (secretary).

At No 3 Area annual meeting held at the R.N. Club, Gosport the following shipmates were elected officers: Goodenough (Guildford) chairman; Haley (Bournemouth) vice-chairman; Miss K. Warrington (Brighton) secretary; Legge (Battle) treasurer.

Diaries

Bids for the 1981 R.N.A. diaries, masterminded by Shipmate J. Wilcock of Harrogate, are expected to be heavy this year. In view of the anticipated demand, only bids from branches will be accepted from Conference week-end in blocks of ten (up to a maximum of 20) at a cost of 65p each, delivered. Bids for advertising space are now being accepted and must be submitted before May 1.

From Sittingbourne comes a last-minute reminder to all standard bearers to muster at 1500 at H.M.S. Pembroke, for the laying-up of their old standard and the dedication of their new one. The service at 1530 will be followed by the march past after which light refreshments are available. There is a limited number of tickets for the dance in the evening of May 17, at Pembroke Club. Tickets are £3 including refreshments, so it will be a case of first come first served.

CALLING OLD SHIPMATES

Mr. A. C. Astley, 3 Dereham Road, Carveston, near Norwich NR9 4AD, is keen to contact shipmates of H.M. ships *Onion*, *Despatch* and *Curlew*, June-September 1922, particularly if they remember AB Oscar Pummell who served in these ships.

Mr. C. Sewell, ex-Ldg. Sig., 28 Crusoe Road, Mitcham, Surrey, wants to hear from any "ex-bunting" of the Emperor of India's first commission 1914-19.

Mr. Robert A. Clark, 30 Bidfield, Bristol, BS14 8TJ, is trying to get in touch with Mr. George Leonard Jefferson of Lowestoft, who was a boy seaman in H.M.S. *Ganges* 1939-40 and who served in H.M.S. *Dido* 1940-43.

Mr. P. J. Flood, 5 Cearns Court, Cearns Road, Oxtou, Birkenhead, Merseyside, is trying to trace ex-PO ERA William Clarke who, with Mr. Flood, were the only two survivors of H.M.S. *Itchen*, which sunk in the North Atlantic, Sept. 22, 1943. Mr. Clarke was last known to be living in Glasgow.

Mr. B. Heath, 41 Parsons Way, Wootton Bassett, near Swindon, Wilts, would like to hear from anyone who knew his father, AB Sidney Thomas (Bill) Heath, who joined the Navy on December 21, 1917 and served until October 1945 in H.M. ships *Impregnable*, *Renown*,

Vivacious, *Barham*, *Nelson*, *Wild Swan*, *Queen Elizabeth*, *Valiant* and in H.M.S. *Victory* and H.M.S. *Collingwood*.

Mr. Frank Dolan, 79 Hundred Acres Lane, Amersham, Bucks, would like to contact any of the other 22 survivors of H.M.S. *Calcutta*, sunk off Crete, June 1, 1941. He would also like to hear from Sam Pinner, or any other member of the company of H.M.S. *Chelmer* 1943-45.

Mr. James McFall, ex-Gunner(T), would be pleased to hear from any old shipmates who served in H.M. ships *Cardiff* 1931-33, and *Rochester* 1935-39.

Mr. G. Fagence, 13 Broadwater Gardens, Harefield, Middx, UB9 6AL, telephone Harefield 3658, would like to hear from his old comrades of 'H' Party, R.N. Commandos who served in Burma and Italy 1943, also shipmates of the *Scorcher*, *Thorough*, and the *Aleric* 1949-52 and *ML217* minesweeping 1948 from Queenborough.

Mr. J. P. Trend, 41 Grenfell Heights, Grand Falls, Newfoundland, A24 IW3, Canada, would like to hear from anyone who may have known his father, Lieut. Clifford Hind Trend who died in September 1942 when his ship H.M.S. *Somali* was torpedoed by U703.

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In helicopters, fixed-wing aircraft and hovercraft, the Aircrewman Branch is helping to keep the Navy flying in support of its ships, its men, and anyone in peril on the sea.

The moulding of an aircrewman begins at H.M.S. Daedalus, where selected volunteers from other non-technician branches undergo aptitude tests and medicals.

Following a further three weeks at R.N. air station Culdrose, they face a final selection board before going on to a 12-week basic flying course in the West Country.

On completion of the training, which embraces the essential tasks of air navigation and winching personnel from the sea, the aircrewman is awarded his "wings." Operational flying training follows in two specialist categories: sonar detection from a Sea King or missile aiming from a Wasp.

He may then be cross-trained to work with soldiers and Royal Marines in amphibious operations; to carry out search patterns for swimmers in distress or survivors of boats or ditched aircraft; and to fulfil the role of helicopter-borne diver, equipped with breathing apparatus to rescue people in distress or underwater.

Promotion

Later in his career the aircrewman may return to Culdrose to qualify for promotion to petty officer. After the ten-week course he becomes eligible for duties as communications aircrewman, flying in the passenger-carrying aircraft of 781 Naval Air Squadron, or as a hovercraft navigator with the R.N. Hovercraft Trials Unit at Lee-on-Solent.

With 781 Squadron the aircrewman ferries passengers throughout Britain and Western Europe, making regular visits to international airports such as Amsterdam, Copenhagen and Hamburg. Even the hovercraft get around — they are at present on anti-illegal immigrant patrols out of Hong Kong.

At sea, the aircrewman's job includes manning the accompanying R.F.A. flights, the Wasp flights in the survey ships and in the ice patrol ship H.M.S. Endurance.

In future the duties will expand even further, with the introduction of new systems

— especially in the anti-submarine role — and new generations of aircraft.

Apart from variety and job satisfaction, membership of the Aircrewman Branch has its advantages — not only financially, in the form of flying pay. Almost half the billets are for senior rates, so advancement can be rapid for the right person.

The basic flying training course is also the leading rates qualifying course, and an almost dry intermediate roster has been established for advancement to petty officer.

Vacancies

So an LACMN can expect promotion within about two years of his petty officer qualifying examination, and there are vacancies in every senior rate billet within the branch.

For selection for preliminary flying training, candidates must be:

- An able or leading rate of any non-technician branch.
- Aged 19-26 (must start flying training before 26th birthday).
- NAMET 4/4.
- Medically fit.
- Recommended by his commanding officer as having potential for leading rate.
- Provisionally selected by Aircrewman School.

In addition they must have:

- Passed the naval swimming test.
- 15 months seniority as able rate.
- Undertaken leading rates leadership course.
- At least three years to serve from completion of basic flying training.



The Sea King helicopter is the mainstay of the Royal Navy's airborne anti-submarine force. Here a Mk. 1 (ASW) shows its weapon-carrying capabilities.



Although it has been in service for more than 15 years, the Wasp HAS Mk. 1 helicopter still has a sting in its tail.



The Sea Devon, the Fleet Air Arm's "Lone Ranger," sets off on another fishery protection patrol.

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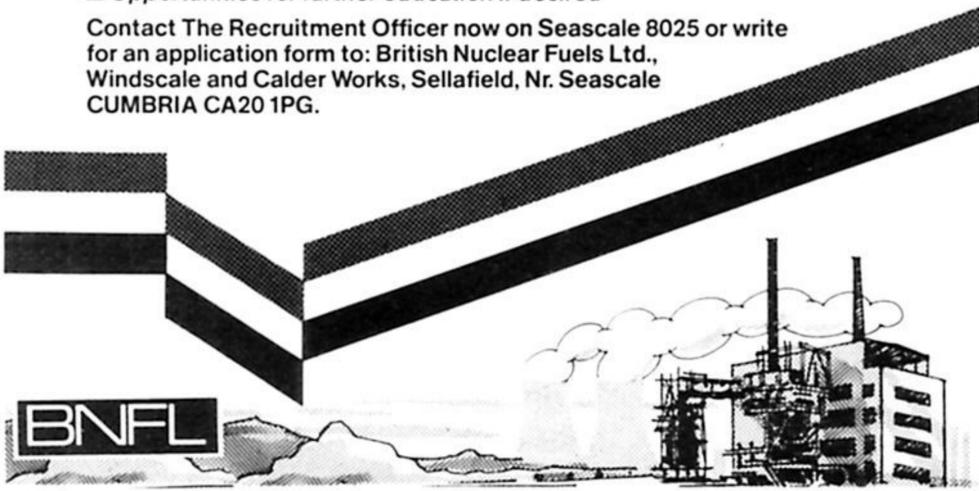
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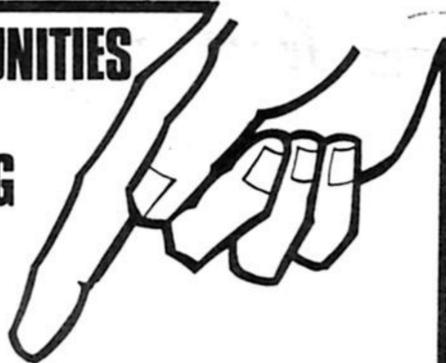
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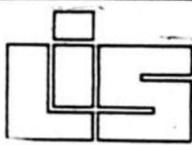
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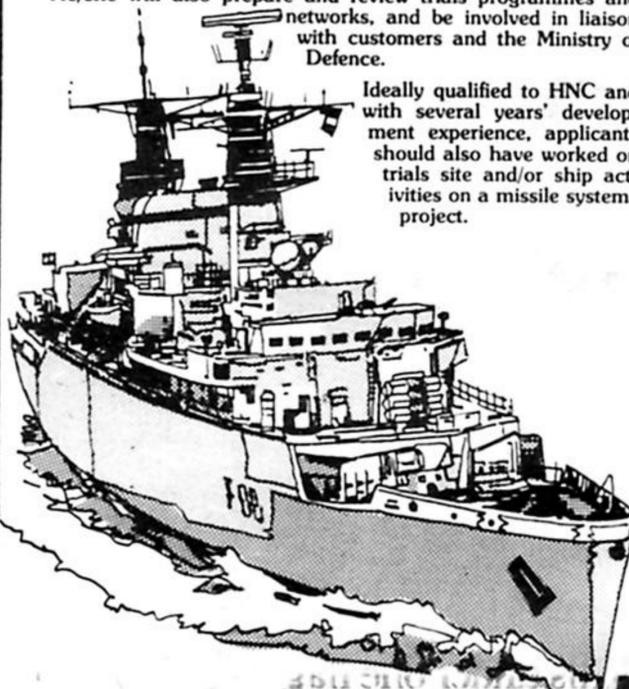
There are standards and absolute standards, and when it comes to equipment specifications the Royal Navy undoubtedly falls into the second category. Which is why we consider it a tribute to our standards that we have won a Ministry of Defence contract for the supply of Guided Missile Systems, worth several hundred million pounds.

To undertake the challenging work, we would be interested in talking to Naval personnel who are ending their engagements with the Royal Navy, and would be interested in working at our defence division at Great Baddow, near Chelmsford.

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To be responsible for the co-ordination of all our activities on fitted ships, particularly setting to work, trials and base support. He/she will also prepare and review trials programmes and networks, and be involved in liaison with customers and the Ministry of Defence.

Ideally qualified to HNC and with several years' development experience, applicants should also have worked on trials site and/or ship activities on a missile systems project.



Radar System Trials Engineer

To contribute to the production of system defining documentation, and be responsible for defining and writing performance and system proving trial specifications.

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Performance Evaluation Engineer

To prepare mathematical models, assess and report on simulated performance and produce specifications and subsequent assessment of validation trials.

Applicants should preferably hold a degree in Engineering or Applied Mathematics and have around eight years' experience in high technology engineering or processing, and:-

Radar Systems Engineers

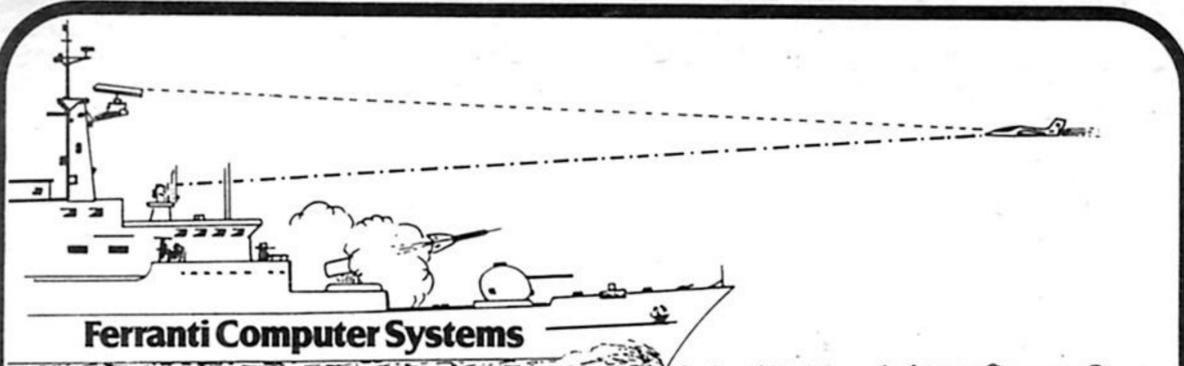
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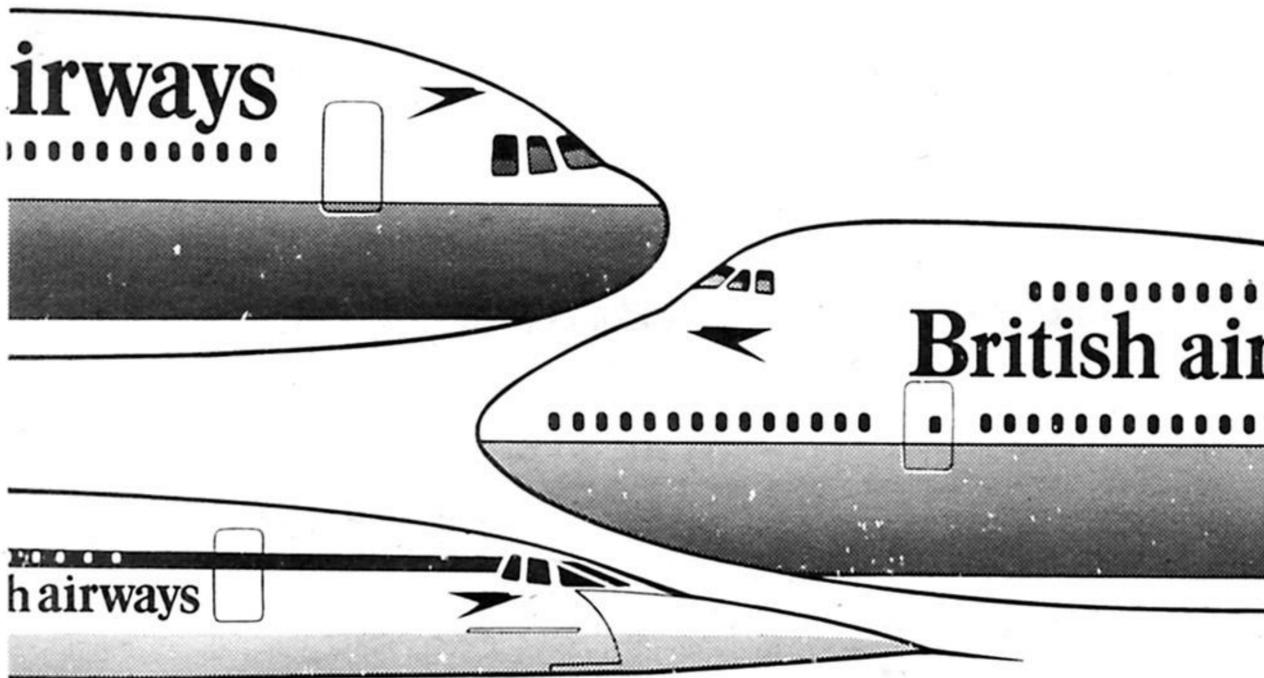
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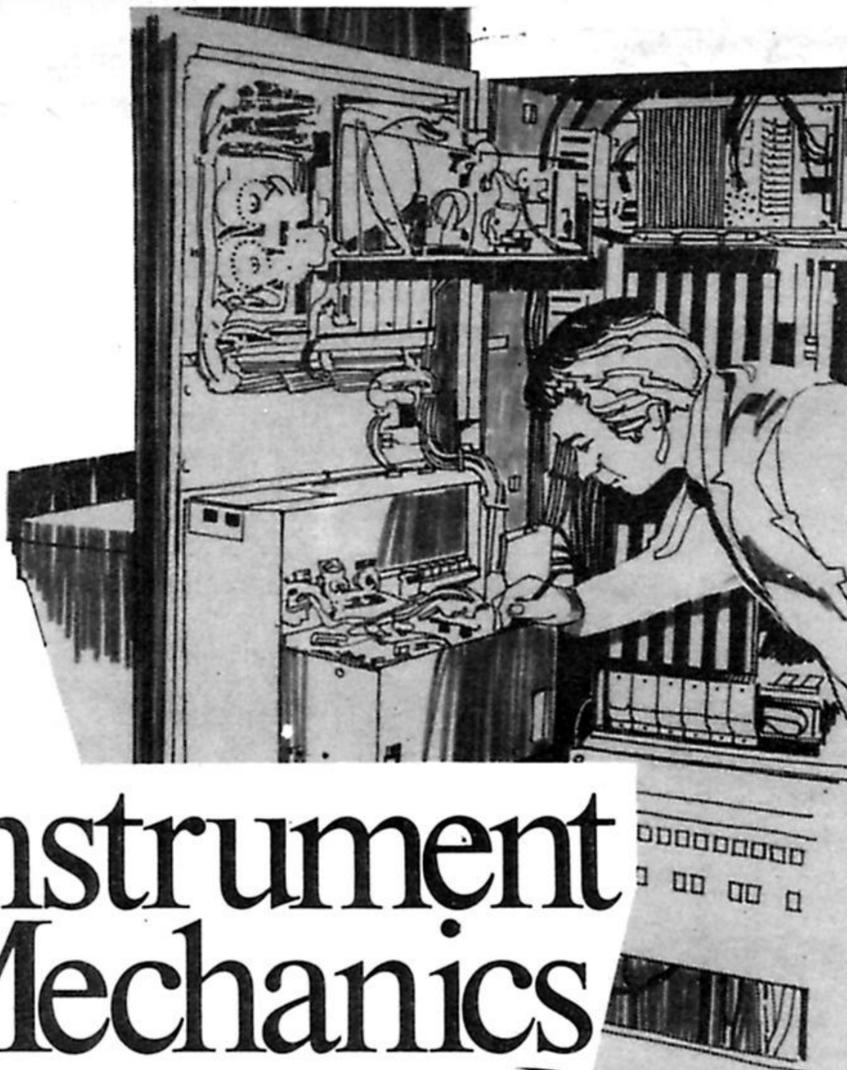
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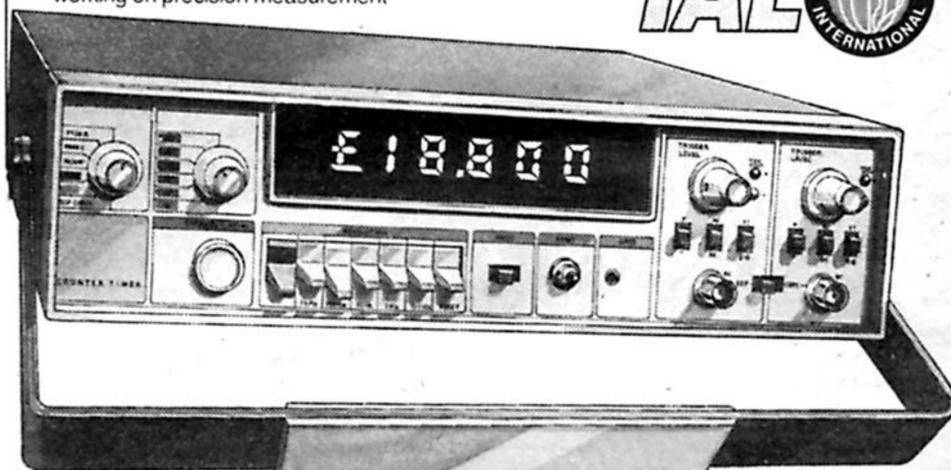
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HOCKEY

DOUBLE TRIUMPH

A tremendous double was achieved by the Royal Navy's hockey teams at the Inter-Service tournament as Navy News was going to press.

The juniors retained their championship, while the seniors won their first title since 1972 — and only their second since 1928.

A penalty stroke converted three minutes from full time by Lieut. Julian Baxter gave the Navy a nail-biting 1-0 win over the R.A.F. in the deciding match of the tournament. The Navy had already beaten the Army 4-2.

A full report will appear in next month's Navy News.



"Square ball!" was a familiar cry on the hockey field when LWPT Ethel McMahon was playing. So to mark her departure from the WRNS after the Inter-Service tournament, her team mates presented her with . . . a square ball. Team coach CPO Derek Smith is pictured making the presentation to Ethel, on his right.

Medway side in Bermuda

Medway Command hockey team finished runners up at an international festival in Bermuda last month, and provided the player of the tournament.

Medway got off to a fine start in the knock-out competition by beating Bermuda with an excellent goal by CPOPT John May.

FAVOURITES

Next game was against the favourites, Angels of Southgate. Medway's defence held firm, and the Navy side won the resulting penalty flick "decider" by seven goals to six.

Ironically, Medway missed a penalty flick in going down 1-2 in the final against Scottish side Kelburne.

CPOPT Arthur Buckle, the Medway captain, received the runners up trophy at the festival banquet, and CPOPT May was awarded the "most valuable player of the tournament" trophy.

Judo course

A top class judo course has been arranged for Royal Navy and Royal Marines personnel to raise the standard of the sport in the Service. The course, which is open to civilians, will be held at R.M. Poole from April 7 to 11.

Wrens share championship

A goalless draw against the WRAF at Portsmouth last month meant the R.N. Women's hockey team had to relinquish one hand on their Inter-Service championship trophy.

After winning the title outright for four consecutive years, the Wrens now share the 1980 honours with the WRAF. Each Service will hold the trophy for six months.

But the Wrens came so very close to their fifth outright success in a row.

Navy pressure produced a string of fine saves from the Air Force goalkeeper, who excelled herself early in the second half by saving a penalty flick taken by FCWren Dee Watkinson.

BEATEN 'KEEPER

In the final minutes of the game, the Wrens saw another goal-bound effort cleared off the line after it had beaten the 'keeper.

Although the Wrens had most of the play, the WRAF looked more dangerous on the break, and Navy goalkeeper POWren Lin

Alves had to make several vital saves.

FCWren Watkinson scored the only goal of the game against the WRAF, who were also beaten by the WRAF.

CWren Jane Walsh, the Wrens' captain, had an outstanding tournament, as did Wren Caroline Hill, who capped her first season with selection to the Combined

Services team. Wren Jan Lunney was also awarded a first Combined Services cap.

Four other members of the team — Dee Watkinson, Third Officer Vicki Campbell, POWPT Sylvia Johnson and LWren Sally Dale — added to their Combined services selections, giving the representative team a very strong naval flavour.

SPORT
Winter work pays off

Winter coaching sessions organized by Navy tennis coach Cdr. Alan Spruce in H.M.S. Daedalus paid off at the Inter-Services B championships held at R.A.F. Halton last month, writes Nick Lorimer.

Against strong opposition, the WRNS B team finished second, and the men's B third — a significant improvement on last year's complete wipe out of both teams.

Mid. Martin Craig McFeely played aggressively to win both his singles, and both teams won a rubber in the doubles. In general, teams were very evenly matched.

Four of the team, Lieut. Peter Holt, Sub-Lieut. David Marsh, Wren Liz Bates and Wren Jenny Fenton took part in a short U.S.A. tour at the end of January, greatly encouraged by the C-in-C. Fleet, Admiral Sir James Eberle, who set the pace by winning a needle doubles match against U.S.N. Admirals Heywood and Halcombe in Washington D.C.

MIDSHIPMEN

Principal opposition on the tour was the midshipmen at the U.S. Naval Academy, Annapolis. Although well beaten in the singles, the team fared better in the doubles and gained much match experience. The girls played against local female opponents,

Wrens second

LWren Judith Drew (H.M.S. Cochrane) was selected for the Combined Services table tennis team after the WRNS had been narrowly beaten into second place by the WRAF at the 1980 women's Inter-Service championships at Aldershot.

TENNIS

including one 13-year-old potential Tracey Austin!

The visitors also played a match against a local club-university faculty at one of the magnificent indoor tennis complexes so common in the States.

● Team trials for 1980 take place in H.M.S. Daedalus during the last weekend in April and first in May. Command standard players interested should contact Cdr. Alan Spruce (H.M.S. Daedalus ext 104) for details.

RUGBY GRAND DRAW

1 prize, Yamaha 125 cc motor cycle, Surgeon-Lieut. Wrigley, RNR, 26 Woodend Mews, West End, Southampton, (ticket No. 79325); 2, Sony 200 hi-fi system, WO1 Crossland, 13 Malvern Close, Spalding, Lincolnshire (33913); 3, Sony 14in. colour TV, R. Balch, 2 High View, Oakhanger, Bordon, Hampshire, (36972); 4, 12 bottles Appleton Jamaica rum, R. Adcock, RN College, Greenwich, London, (1277); 5, 12 bottles champagne, Cpl Mason, M Troop, 8 Sig P't, (17213); 12 bottles whiskey, Mrs. C. Matthews, Stewart Wrightson Limited, 1 Camomile Street, London, EC3, (2038); 7, 12 bottles port, Lieut. Doidge, LES Block, HMS Fisgard, Torpoint, Cornwall, (90855).

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SPORT

Time up on team of the Seventies?

Defeats against the Army and the R.A.F. gave the Royal Navy soccer team its first wooden spoon in the Inter - Services tournament for five years, writes Jack Sheppard.

During that time the Navy has won the championship three times, and it is significant that many of the players in this year's side took part in those mid-Seventies' successes.

Although all still have plenty to offer, it does appear that next season's selector will have to make an early start to search for players

BADMINTON

Army beaten again

One of the strongest and best prepared Navy badminton squads for years entered the Inter-Services tournament confident of success.

And although the very strong R.A.F. side once again proved too good for both Navy and Army, the R.N. players did achieve their best result against the soldiers.

The Navy beat the Army for only the second time, and by a record margin of nine matches to four. The R.A.F. match was lost 3-10.

Most successful doubles pair was LPT Peter Smale and Lieut. Geoff Rowlands (both of H.M.S. Collingwood), who won three matches, including the first ever victory by a Navy pair over the R.A.F.'s number one pairing.

WON TWO

WEA1 Richard Wiseman (Collingwood) and NSW Bob Dixon (Nelson), and Lieut. Rod Palmer (Daedalus) and Sub-Lieut. Wan (RNEC Manadon) each won two matches.

The Navy did have unprecedented success in the singles, with REA1 Ted Hill (Daedalus) winning three matches and losing only to the R.A.F. number one in a close three-ender.

GREAT LOSS

The WRNS have enjoyed a fair degree of success in recent years, although lacking strength in depth. The loss of Combined Services player Wren Caroline Cuernedew through injury was therefore a great loss.

Although WRAF and WRAC were left to fight out first place — WRNS losing to them 2-10 and 3-9 the top WRNS players fared exceptionally well. LWren Claire Wilkinson (Vernon) won both her singles, and with POWren Kate Owen (Mercury), three doubles.

LPT Smale, REA1 Hill, Lieut. Lindsay, Sub-Lieut. Wan, POWren Owen and LWren Wilkinson were subsequently chosen for Combined Services duty.

SOCCER

— and possibly inject some of the better Youth players into his squad.

The game against the Army at Aldershot was played in unpleasantly wet and windy conditions. The wind, in fact, had a decisive influence in the only goal of the game.

An Army corner swirled directly into the goal, completely deceiving CPOPT Mick Patterson (H.M.S. Temeraire), who had been recalled to the Navy goal at the age of 35 after an absence of three years.

WEM Kevin Maddock (H.M.S. Londonderry) twice went close to equalizing in the final stages of the game. The Navy were always more imaginative than the Army, but lacked the finish to convert their good work into goals. The soldiers, on the other hand, were more direct — and more likely to score.

Two down at half-time against the R.A.F., the Navy worked hard to get back into another game played in poor weather. Using their second-half wind advantage, the Navy had much more of the game and LPT Richard Reed (H.M.S. Aurora) began to create chances for his front runners. The chances went begging — and it was the R.A.F. who scored again to make it 3-0.

GIBRALTAR

LPT Reed, CEM Ian Rogers (H.M.S. Centurion) and Bugler John O'Connell (R.M. Eastney) were selected for the Combined Services side to play the F.A. at Garrison Stadium, Aldershot, on

April 9 (kick-off 1930) and for the three-match tour of Gibraltar the following week.

The Navy's final match before the Inter - Services was against a Pompey side which included several first team men. It resulted in a 3-1 win for the Service, with Ian Rogers, POPT John Gwyn (H.M.S. Osprey) and Kevin Maddock blasting in goals. Derek Showers replied for Pompey.

With the prize of a place in the final of the South West Counties competition at stake, the Navy met Cornwall at Victory Stadium on March 1, and lost to a goal made out of an error in the Navy defence.

● Medics triumph

R.N. Medical Services dominated their annual Chatham Tankard soccer match against the Royal Army Medical and Dental Corps, winning by two goals to one at Monckton Field, Alverstoke.

But for the woodwork, the Navy side might have won by a far wider margin. Man of the match was CPOMA John Allwood. MA John Manktelow scored both Navy goals.

● London double

H.M.S. London achieved a soccer double by winning both the U.S. Football League Division III championship and the League's Junior Challenge Cup.

London beat H.M.S. Daedalus, H.M.S. Dryad and H.M.S. Collingwood in their cup run, and defeated H.M.S. Excellent 2-0 in the final. STD George Longstaff and PO Brigham Young scored the goals.

FMG Portsmouth were runners-up in Division III.

WEST COUNTRY PAIR CLOSE GAP ON STARS

POPT Terry Osbourne and CPOPT Keith Cawley put in tremendous performances at R.A.F. Halton in the Inter - Services cross-country championships — but could not prevent the Navy trailing in third place.

Both men achieved their best results at this level, with Osbourne finishing seventh and Cawley 11th. Sgt. Chris Hazelwood was 14th.

The team championship was never in doubt as Welsh international Steve Jones led the R.A.F. to an easy win. Jones, ninth in the recent world championships, was always out in front and finished a long way in the clear.

But Osbourne and Cawley, two West Countrymen, battled it out with several other internationals in the main group chasing Jones. Osbourne, in fact, beat two men with international experience.

PO Colin Carthy and Sgt Keith Smith ran well to finish 18th and 19th, but below-par performances from Lieut.-Cdr. Brian Davis (21st) and newcomer PO Mal Scott (23)

probably cost the Navy team its chance of beating the Army.

Both men were beaten by the Navy's two non-scoring reserves, RO Robby Robinson and PMT Pat Dunleavy.

CROSS-COUNTRY

Keith Smith, a former 400m hurdler, confirmed his emergence this season as a cross-country runner of promise.

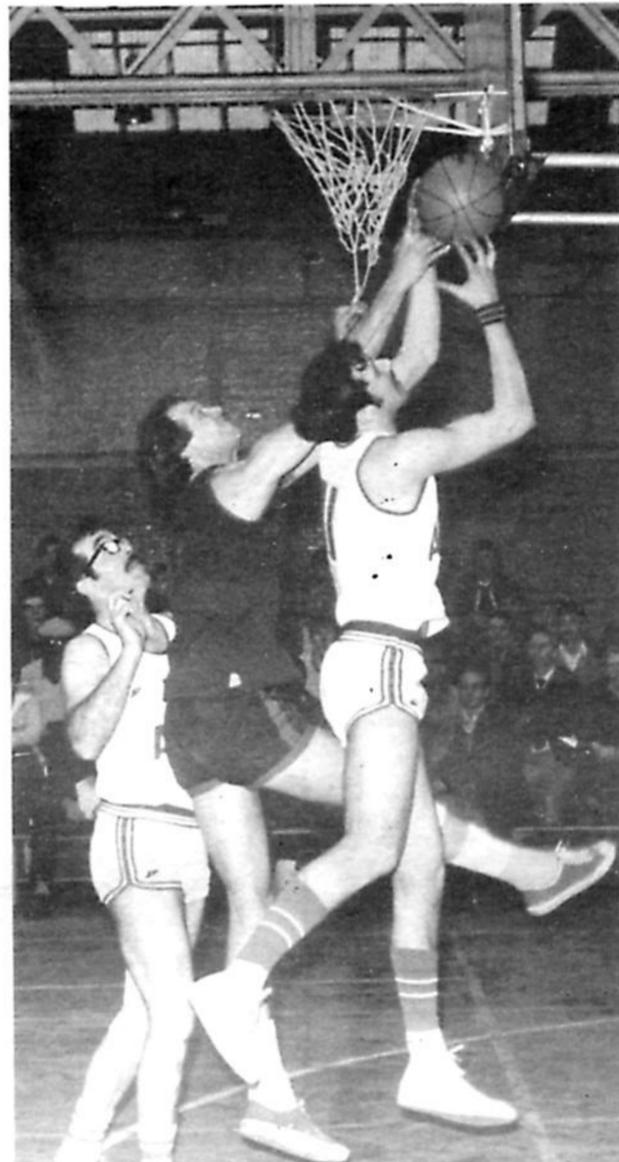
Osbourne, Cawley and Hazelwood were rewarded with selection for the Combined Services match at Halton against the English Cross - Country Union, and teams representing British universities, colleges and polytechnics.

Osbourne glued himself to four internationals and finished with them in an excellent 14th place. Cawley also beat an international runner in filling 18th place. Combined Services finished second to the E.C.C.U.

The hugely improved form of Terry Osbourne and Keith Cawley has been in no small part to their much improved preparation for the big races: form that has proved they are capable of competing against top international runners.

One very successful aspect of their preparation was the use of video aids made available by the R.N. School of Education and Training Technology in H.M.S. Nelson.

Next Royal Navy representative match is at Woodford Green on April 26.



Mick Kemp (H.M.S. Daedalus) under close attention from two Army players during the Navy - Army Inter - Services tournament clash in H.M.S. Nelson. The Army won 87-66.

SQUASH

Still a long way behind

The Royal Navy finished third in the Inter-Services squash championships played at R.A.F. Uxbridge, a tournament which for the first time included Under-25 and Veterans events.

A convincing 6-0 win over the R.A.F. on the first day got the powerful Navy veterans off to an excellent start. But playing two hard matches on consecutive days took its toll, and the Navy were defeated 4-2 by a very determined Army team.

IN BALANCE

As the fourth and final strings went the full distance, the outcome remained in the balance up to the last. Considering that only the Navy number one veteran had had regular competition during the season, and two players had recently recovered from elbow injuries, the result was a very satisfactory one.

The Under-25 matches were less successful from a Navy point of view, and only the first string against the R.A.F. won.

EITHER WAY

In the main event, the Navy narrowly lost 2-3 to the R.A.F. in a match which could have gone either way. The R.A.F. were without two of their top players, so the result must be viewed in perspective. It certainly reflects how far the Navy has to improve before it can win the Inter-Services.

The Army were again far too strong, and with three relatively young players in the top 15 national rankings they are going to be hard to beat for some years to come. They beat the Navy 0-5.

The two top Navy players, Lieut.-Cdr. Robin Bawtree and CPO Geoff Huggins, were selected to represent Combined Services in two matches following the tournament, and Huggins won both his matches.

DISAPPOINTING

There was a very disappointing 0-5 defeat for the Navy in the Sailors v. Soldiers match played before the Inter-Services, with the team not doing itself justice.

As the season draws to a close the Under-25 team tours Guernsey, and the R.N. side is due to play in Cyprus in early May. Before next season opens, the Navy will have lost a great enthusiast and keen official — C.P.O. Ted Crispin — who leaves the Service shortly.

Officials needed

The R.N. Athletics Club (South) needs qualified officials to travel on Saturdays to away meetings in the South of England. Duty travel is provided. Anyone interested should ring RELMN(A)2 T. Walhen in H.M.S. Daedalus (ext. 526).

Champion Wrens!



Jane Kingsley

NETBALL

Superb shooting by Wren Jane Kingsley of H.M.S. Neptune carried the R.N. Women's team to their first Inter-Service netball championship for 12 years. It was only the third time since the end of the Second World War that the WRNS have won the title.

Jane scored all 54 points for the WRNS against the WRAC, with shooting form that should earn her an England Under-21 trial. The championships were a triumph for the Navy girls. They have trained hard under the guidance of LWPT Den Wall, and their fitness paid handsome dividends in wins of 54-31 over the WRAC and 42-37 over the WRAF.

Six of the team were later selected to represent Combined Services. One of the players, LWPT Julie Frowen, has appeared in a senior England trial this year.

So well did the Wrens play that in one particular phase during the WRAC game that they kept the Army attack out of the circle for a full three minutes. This superb blocking was matched by Wren Kingsley at the other end of the court. Aided and abetted by Wren Donna Stearns (CTCRM) in attack, she clocked up goals at almost one a minute.

Under-21s win, too

In a long build-up to the Inter-Services at H.M.S. Nelson, a Royal Navy basketball squad toured Germany as guests of the Army School of P.T. at Sennalager.

The squad lost to Munster Cardinals and two strong U.S. Army units, but beat a B.O.A.R. side and the local club champions.

The seniors were strengthened for the Inter-Services by the return of John Anderson (H.M.S. Daedalus), and very confident for their opening game against the R.A.F. However, their robust play was not appreciated by the referees and they never found a rhythm, losing 73-94.

The Army, who had defeated the Navy 79-70 in the second half but ran out of players to score 87. The support of Nigel Cheeseman (H.M.S. Renown), Martin Newton (H.M.S. Heron), Will Scarlet (H.M.S. Sultan) and Chalky Haughton (45 Cdo) enabled Steve Owen (H.M.S. Collingwood), Neil McPhee (H.M.S. Heron) — the Navy's outstanding player — and John Anderson to gain selection for Combined Services.

BASKETBALL

The Under-21 team was based on Steve Fuller's Portsmouth League champions and easily beat the Army 83-41. The Army had been beaten by the talented R.A.F. 94-63.

In the final, the R.A.F. led by 13 points at one stage, but the fast-running game played by Steve Owen and Olly Morton (H.M.S. Sultan) resulted in the R.A.F. losing their concentration. At half time the Navy had fought back 33-39.

With the R.A.F.'s outstanding junior, Williams, in foul trouble, Janah Jones (FMG Portsmouth) and Ian Johnson (H.M.S. Collingwood), and later John Phease (H.M.S. Heron) and Frank Firth (H.M.S. Caledonia); won enough ball for Owen and Morton to make up the deficit and win 69-59.

Coaches George Luff (H.M.S. Caledonia) and Steve Fuller, well supported by team manager Steve Barker (H.M.S. Caledonia), had transformed the Under-21 team into Inter-Service champions in just a week.

Four through to England ABA semis

Seven Combined Services champions and four England semi-finalists — that was the impressive tally of titles achieved by Royal Navy boxers during March.

As Navy News was going to press, AB Cliff Storey, AB Wayne Green, MNE Terry Marsh and LS(D) Tommy Taylor — all winners at the national quarter-final between Combined Services and Western Counties at R.A.F. Locking on March 20 — were at Gloucester to tackle the next obstacle on their paths to Wembley.

The four, all veterans of the highly successful Navy squad over the last few years, won with something to spare at the well staged Locking event.

Easiest work of the night was done by light-heavyweight Tommy Taylor, who is serving in H.M.S. Iveston. He decked an ill-matched Weymouth lad in just ten seconds, and had done enough mid-way through the first round for the

BOXING

referee to stop the contest.

Marsh (41 Cdo) overwhelmed Young England welterweight Simon McTierney with a superb performance, mixing speed and aggression to which the highly-rated Devonport boy had no answer. Marsh won the light-

weight crown at Wembley in 1978, lost the light-welterweight final the following year, and looks good enough this year to return as a full welterweight.

Knock-out specialist Wayne Green (H.M.S. Ajax) couldn't stop Keith Brooking, despite catching the veteran England and Western Counties southpaw with a succession of brutal right hooks.

Brooking recovered sufficiently to "rough up" Green at close quarters and open up a nasty cut near the Navy champion's left eye. Both men earned public warnings during an untidy last round, but Green had done enough to earn a unanimous points decision.

Flyweight Cliff Storey (H.M.S. Antrim) also won on points with form that coach CPO Tony Oxley rated his best of the season.

West Countryman Bobby Jones, who was lucky to be handed a controversial win over Storey in last season's campaign, stepped up a weight to meet Navy bantamweight champion LSTD John O'Driscoll (H.M.S. Intrepid).

FIGHT-BACK

And what a contest it was! Jones all but stopped O'Driscoll in the second round, then himself had to contend with a courageous fight-back by the Navy lad in the last round. Jones, deservedly, got the decision, but only on a close majority vote.

Most daunting task of the night belonged to featherweight AB Micky Norford (H.M.S. Bulwark), who had to contend with A.B.A. champion Peter Hanlon. Norford, who has won the Navy and Combined Service titles in his first season as a senior, outscored Hanlon until he was caught by a stunning left hook late in the first round.

DELIGHTED

CPO Oxley was delighted with his men.

He told Navy News: "I'm very pleased to get the four through. Although the two who lost might have been expected to on paper, I'm pleased for O'Driscoll and Norford that they didn't in any way let the Navy or the squad down."

"O'Driscoll scored a moral victory over one of our top internationals, and the best of Micky Norford is still to come."



To mark his retirement as President of the R.N. Boxing Association, Royal Navy boxers presented Vice-Admiral Sir John Lea with a silver salver. Bantamweight champion LSTD John O'Driscoll made the presentation in the ring after the Navy had crushed the R.A.F. in H.M.S. Nelson. Admiral Lea has been closely associated with Navy boxing since his time as Commodore of H.M.S. Nelson in the early Seventies. He is to be succeeded as President by Rear-Admiral Peter Herbert.

SPORT

APRIL

- 2 — Football: Inter-Command tournament (final (Yeovilton); Boxing: ABA semi-finals (All England) (Gloucester).
- 3-8 — Rugby: Tour to France.
- 4-6 — Modern Pentathlon: Open tetraathlon (Cardiff).
- 4-7 — Hockey: Weymouth Festival (Weymouth).
- 9 — Football: CSFA v. FA (Aldershot).
- 12-13 — Golf: RN v. Dorset; Fencing: National foil championships (London).
- 13 — Fencing: Hampshire ladies epee (Poole).
- 16 — Athletics: Inter-Services marathon (RAF Swindon).
- 18 — Boxing: ABA semi-finals (GB) (Belle View, Manchester).
- 19-20 — Modern Pentathlon: National triathlon (Crystal Palace).
- 20 — Cycling: RN circuit races (Le-on-Solent); Rifle: RN v. City and Kent (Bisley).
- 22-24 — Hockey: RN at BOAR International Services Test (Rheindalen, W. Germany).
- 23 — Angling: NAC and open fly fishing (Sutton Bingham).
- 26 — Athletics: RN v. Army v. Cambridge (Woodford Green).
- 27 — Rifle: RN v. Purples (Bisley).
- 28 April-2 May — Chess: RN chess championships (HMS Collingwood).

MAY (first week)

- 1-2 — Golf: RINGS annual meeting (Blackmoor, Liphook).
- 3 — Football: FA County Youth Challenge Cup final; Athletics: RN long distance road race (Chichester to Portsmouth).
- 4 — Modern Pentathlon: Tewkesbury triathlon (Tewkesbury).
- 7 — Athletics: RN v. London University v. Met Police (Motspur Park); Football: RN v. RAF, NAAFI Jubilee Cup tournament.

RUGBY

THAT SPOON RETAINED!

By the time this gets into print, the blunt facts of the 1979-80 rugby season will be that by drawing 0-0 with the Army and losing 7-16 to the R.A.F., the Navy succeeded in retaining the Inter-Services' wooden spoon, writes Mike Vernon.

And yet, in a series of curiously uneven performances, there were some aspects for which to be grateful. There were signs that the lost art of tackling was in the process of some sort of resuscitation, particularly among the backs, and the one area where the Navy regularly held its own, even against the top clubs, was in the line-out.

Where the team lacked presence and were cruelly exposed most of the time was in the set pieces, an area in which for many years they have been accustomed to dominate, certainly in the Inter-Service matches, and all of a sudden their forward strength in depth seems to have evaporated.

STRUGGLING

Add to this the fact that those with reputedly the most talent failed to display it with any consistency, coupled with inadequate back-row protection for the various half-back permutations employed, and it is not difficult to see why the Navy were always struggling to make the most of scraps of possession.

I can only record my sympathy and admiration for a courageous squad who had their moments, particularly against Bath, Bristol and Civil Service, who never gave up but who must, by the very nature of things, have become dispirited by their low win ratio. Sporting fortunes, of course, go in cycles and the Navy, by the law of averages, must be soon due for an upward swing in theirs, particularly if some of the present Navy Colts squad train on.

COLTS WIN

The 1980 Colts, after a good win against the Army by 21-3, whereby they retained the Stewart Wrightson trophy, went down to a narrow 10-14 defeat against the R.A.F., with a side weakened by England International claims on no less than three players, Price, Joy and Cuthell, all of whom got on the park against Wales at Bridgend. Some of the Colts have also been selected to go on the senior Navy tour to S.W. France over the Easter holiday, where games are due to be played at Hourtin, near Bordeaux, and Terrasson in the Dordogne.

● Results of the R.N.R.U.-Army R.U. grand draw announced at the Navy-Army game at Twickenham on March 8 appear in Page 37.

Seven on roll of champions

Following the Navy's overwhelming defeats of both Army and R.A.F. during February, last month's Combined Services championships at R.A.F. Cosford gave the Navy boxing squad a chance to pick up a record bag of titles.

In the event the Navy took seven Combined Services crowns to the R.A.F.'s four, thus equaling the Navy's best-ever haul.

But the championship programme must have been something of a naval record in itself. Ten of the 11 finals (the Navy had no one at light-flyweight) were contested by the Senior Service, and there was a distinctly nautical presence in the giant Cosford gymnasium.

The Navy's roll of 1980 Combined Services champions is: Flyweight, AB Cliff Storey; bantamweight, LSTD John O'Driscoll; featherweight, AB Micky Norford; light-welterweight, AB Wayne Green; welterweight, MNE Terry Marsh; light-middleweight, RO Mervyn Lescott; and light-heavyweight, LS(D) Tommy Taylor.

AB Kevin Hay reached the finals at lightweight by unexpectedly outboxing Army

champion Mal Kirk, but lost the championship on a majority decision to Robby Butler of the R.A.F.

Most notable scalp of the evening was that of the R.A.F.'s Welsh international featherweight, Gwilym Floyd. It was lifted by Micky Norford, who jabbed and weaved so effectively that he hardly took a punch in three rounds.

Lescott beat Ronnie James — the man who saved the Army from being whitewashed by the Navy — but was unfortunately ruled out of the national quarter-final at R.A.F. Locking because of Service commitments.

TITLES LOST

Two former champions lost their titles during the evening, heavyweight LSA Roy Greenacre and middleweight NAM Steve Willis.

Willis was up against formidable Delroy Parkes, the man whose title he took so brilliantly last year.

Parkes took the initiative, and although Willis wrested it back with a series of lightning combination punches in the final round, the judges were unanimous in giving the verdict to the R.A.F. boxer.

U-19 trio pick up titles

Three of CPOPT Alan Dolman's Under-19 squad added to the Royal Navy's collection of Combined Services titles at R.A.F. Cosford.

JSEA Stuart Gill (H.M.S. Vernon) took the featherweight division on a walk-over, MNE Kevin O'Reilly (42 Cdo) followed up his successes at senior level by easily winning the light-welterweight title, and WEM Jimmy Murphy (H.M.S. Collingwood) shrugged off the effects of a hard semi-final to win at light-middleweight.

UNLUCKY

JSEA Alan Crocker (H.M.S. Dryad) was unlucky to meet the best boxer of the tournament in the middleweight final. After winning his semi-final, Crocker was beaten by the Army's Scottish junior champion, J. Sangster.

Overall standard of the U-19 competition was the best yet, and it was a fine achievement by the Navy to have eight finalists.

Ski Marines sweep to victory

Lieut.-Cdr. Andy Baird won the individual title at the Royal Navy's very successful ski championships at Cairngorm early last month. Royal Marines won the establishment and Inter-Command trophies.

Although snow conditions were poor, the weather was excellent and much enjoyed by the largest entry to contest the championships so far.

There were 50 teams for the establishment slalom race, which was won by 45 Commando. Individual race winner was MNE Andy Rawlings. H.M.S. Collingwood and H.M.S. Drake tied for second place.

Conditions were bad for the ships' slalom and the ladies' race, which were won by the MCM-Fishery Protection Squadron team and Wren Diane Coombes. H.M.S. Ambuscade's team was second in the ships' slalom.

The Inter-Command event, consisting of a slalom and giant slalom, was very keenly

contested. The result hinged on the very last run, and ended with the Royal Marines beating Scotland into second place. Naval Air Command were third, Plymouth fourth, R.N.R. fifth, Fleet sixth, Portsmouth seventh and Medway eighth.

BIATHLON CHAMPION

MNE Bernie Shrobbree (45 Cdo) led a highly successful Royal Marines assault on the Army and British National Junior biathlon ski championships, held concurrently at Zwiesel, Bavaria.

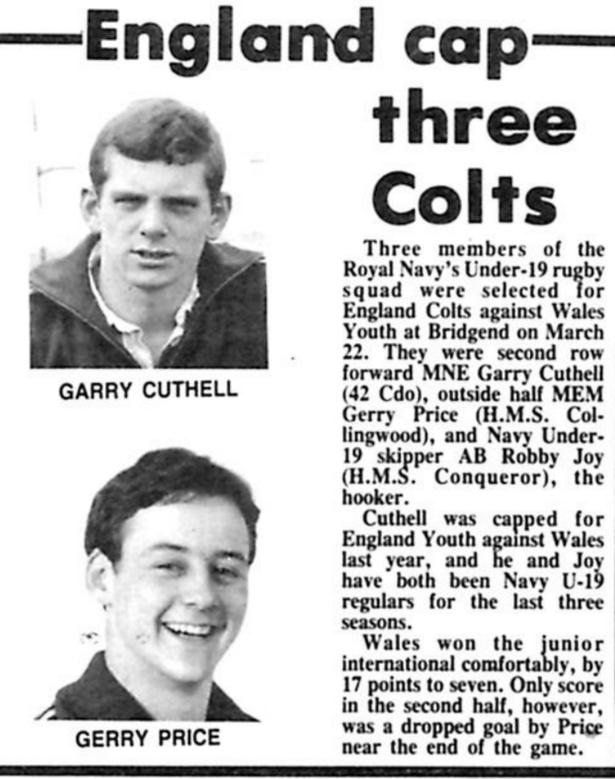
Shrobbree won national junior titles at 10k. straight, 10k. sprint, and 15K. biathlon. In the first of these events, MNE Mac McLeod (42 Cdo) and MNE John Spotswood (45 Cdo)

finished second and third.

Shrobbree, who has now been promoted to the national senior biathlon team, started skiing in Norway with 45 Cdo in 1976. McLeod has also been chosen for the senior team.

The other outright individual win for the Marines was achieved by Cpl Neil Bowman (45 Cdo) in the open biathlon sprint, an event opened up by the absence of the national team at the Lake Placid Winter Olympics.

Ski-ing hors concours in the Army championship, Shrobbree, Spotswood and LCpl Steve Dalglish (45 Cdo) finished a long way ahead of the best Army team in the 3 x 7½k. biathlon relay, and the Royals also finished an amazing seven minutes ahead of the next team in the 10k. relay.



GARRY CUTHELL

GERRY PRICE

England cap three Colts

Three members of the Royal Navy's Under-19 rugby squad were selected for England Colts against Wales Youth at Bridgend on March 22. They were second row forward MNE Garry Cuthell (42 Cdo), outside half MEM Gerry Price (H.M.S. Collingwood), and Navy Under-19 skipper AB Robby Joy (H.M.S. Conqueror), the hooker.

Cuthell was capped for England Youth against Wales last year, and he and Joy have both been Navy U-19 regulars for the last three seasons.

Wales won the junior international comfortably, by 17 points to seven. Only score in the second half, however, was a dropped goal by Price near the end of the game.

OLYMPIC DOOR STILL OPEN

Although the Government line is one of discouragement, it appears that Service sportsmen may still compete at the Moscow Olympics — provided they do not need special leave to get there.

But as long as they go to Moscow in their own time, it appears that no

official ban will be placed on them.

Several Royal Navy sportsmen are contenders for the Olympics, although none has yet been formally selected for the British team.

They include modern pentathlete POPT Tim Kenealy, Scottish international swimmer Surgeon Lieut. Alex

Wilson Mills, yachtsman Lieut. Andrew Cooper — crew to Flying Dutchman gold medallist Rodney Pattison — and any Royal Navy boxers who reach the A.B.A. finals at Wembley next month.

Although the national swimming and yachting sports federations have

deferred a decision on whether to compete in Russia, the boxers and modern pentathletes have already decided that they will be represented.

The British Olympic Association voted by 18 to five to send a team to Moscow, despite the Government's call for a boycott.

CHINA, HERE WE COME!

China will be on the visiting list for this year's deployment to the Far East by five Royal Navy warships and four R.F.A.s. Some of the ships are likely to call at Shanghai in September, but how many and the exact dates have not been announced.

On the deployment will be H.M. ships Antrim, Coventry, Galatea, Naiad and Alacrity, and R.F.A.s Olwen, Blue Rover, Stromness and Resource. In overall command, as Flag Officer First Flotilla, will be Rear-Admiral D. C. Jenkin.

Lasting from May to December, the deployment will visit East Africa, the Indian Ocean, the Far East and the Gulf, and will exercise with other navies, including the Americans.

Amethyst

The visit to China will, no doubt, prove more cordial than the Navy's last encounter in those parts, the occasion of the famous Amethyst incident in 1949.

Detailed arrangements for this year's visit are still being made in discussion with the People's Republic of China.



THAT'S THE SPIRIT!

A finishing touch for the make-up captures the spirit of amateur dramatics in the Navy. Eighty-six-year-old Mrs. A. Tickner, from a Portsmouth club for the elderly, was among the audience for the final dress rehearsal of H.M.S. Excellent's entry, 'The Rape of the Belt', in the R.N. Drama Festival. And she was pleased to lend a hand in the make-up of Lieut. Andy Norton.

Picture: LA (Phot) John Almond

Dryad 'super brain' boost

The combined tactical trainer in H.M.S. Dryad is to have a further 14 computers and a number of microprocessor systems.

Ferranti Computer Systems (Bracknell Division) has received a contract worth more than £17 million to collaborate with the Director of Surface Weapon Projects (Navy) in extensions and improvements to the trainer.

Already the facilities include ships operations room simulators reproducing the facilities of County class and Type 42 destroyers and Type 21 and Leander frigates.

Under the new contract a Type 22 simulator will be added.

Among other improvements, the computing power and storage capacity of the Action Speed Tactical Trainer are to be significantly increased to cover the growing complexity of naval tactics and increasing versatility of new weapons and sensors.

When the new contract is complete, there will be a total of 34 FM1600 Series computers installed.

Mountbatten locomotives

Three of British Rail's Southern Region locomotives are to be given names to commemorate the late Admiral of the Fleet Earl Mountbatten.

The three, which were used in the funeral train which ran from Waterloo to Romsey, will be named Earl Mountbatten of Burma, The Burma Star and Broadlands.

Bristol gets 'flagship' kit

A range of equipment has been installed in H.M.S. Bristol to improve her flagship capabilities, including an American space satellite communications system.

The work took place in Portsmouth naval base.



● The scene at H.M.S. Vernon

Picture: LA(Phot) John Almond

Royal day for Brecon

The largest plastic ship in the world was given a royal send-off when the Duchess of Kent was a guest of honour at the Portsmouth commissioning of H.M.S. Brecon.

Flown in by helicopter, the Duchess arrived at a corner of H.M.S. Vernon that had suddenly become Wales — with daffodils, Welsh musicians, and a 6ft. 6in. leek.

She was presented with a Welsh love spoon by the ship's commanding officer, Cdr. Jack

Birkett, and watched as his wife, Pearl, and JS Phillip Hutchings cut the commissioning cake.

Reinforcing the Royal Marines band was the Brecon Brass and Silver Town Band with its first performance of the Brecon March. And towering above the proceedings from its position on the side of the bridge was that huge leek — made, appropriately, of plastic.

The Duchess, who launched the 675-ton mine countermeasures vessel in 1978, was presented with a bouquet by an adoptee of the ship — 13-year-old Susan Procter, a patient of

Harlow Wood Orthopaedic Hospital near Mansfield.

Other guests at the ceremony included Rear-Admiral David Hallifax, Flag Officer First Flotilla, and Rear-Admiral Paul Bass, Flag Officer Portsmouth.

H.M.S. Brecon is the first of the Hunt class glass-reinforced plastic ships. Second in line, H.M.S. Ledbury, was launched more than three months ago; two more — H.M. ships Cattistock and Cottesmore — are building, and a fifth, to be named H.M.S. Middleton, is on order.