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No. 173, 15th YEAR, NOVEMBER, 1968

Published first Thursday of the month

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MR. DENIS HEALEY DEFENCE MINISTER—

"There is no doubt that the Russians are expanding their Navy both in quantity and quality. This makes it important for European security that Britain should remain a major maritime power."

WAKING UP

Russians jogging British apathy

Suddenly the Royal Navy is news. Knocked about in the economic blizzard and despairing somewhat that the nation's traditional belief in maritime strength had faded into an apathetic disregard of obvious dangers, the Service now has a powerful ginger group in operation—the Kremlin.

Who would have bothered to notice the N.A.T.O. maritime exercise "Silver Tower" if interest had not been sharpened by those pictures of Russian warships dogging every move?

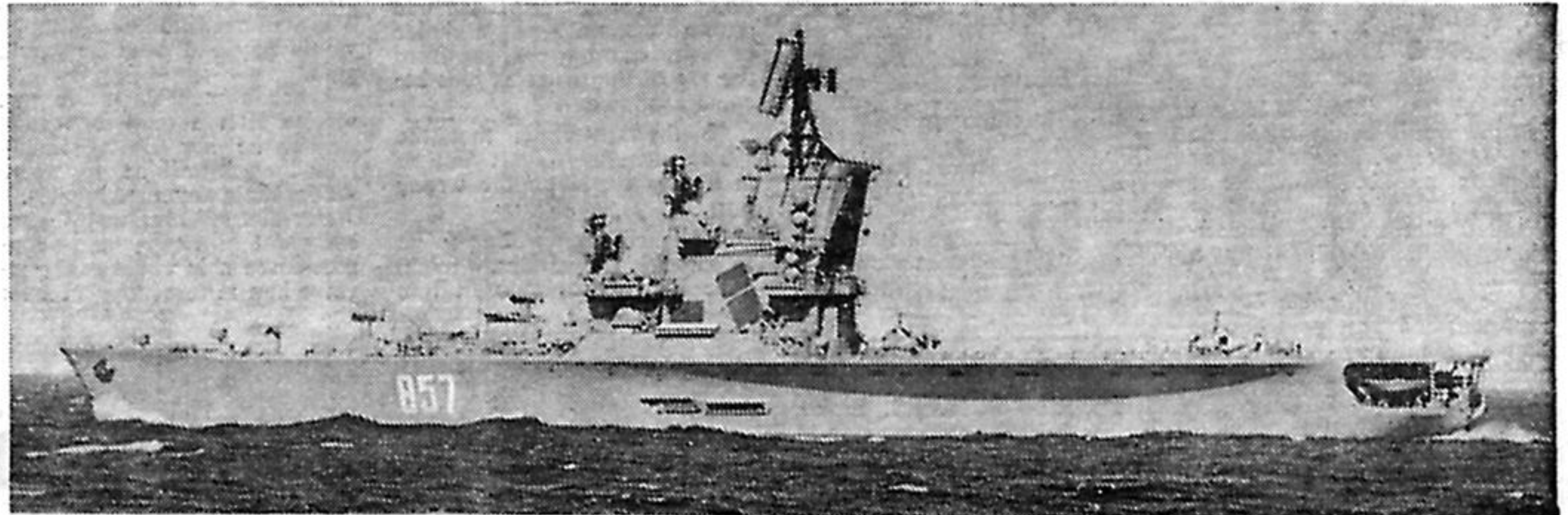
Would the Navy now be engaged in a Mediterranean "about turn" if the Red Fleet had not been building up to a strength which must constitute a menace to N.A.T.O.?

Now there is a report that Russia wants to reopen the Suez Canal to facilitate naval penetration into the Far East.

Fortunately, growing public awareness that Britain's first line of defence is still the Navy has come at a time of lively Fleet activity.

Following the assembly of the Western Fleet off Scotland came the "Silver Tower" exercise, bringing together 100 ships of nine nations in manoeuvres from the North Sea to the Atlantic coast of America.

The recent major maritime and amphibious exercise in Australia saw another powerful display of strength, involving not only the familiar weaponry, but also the use of hovercraft.



A BIT OF THE GINGER.—Latest Russian warship to join the build-up of Soviet naval forces in the Mediterranean is the helicopter cruiser Moskva, of 18,000 tons. She is equipped with surface-to-air missiles and carries 20 helicopters on board. Vessels of this kind could accommodate aircraft of the British VTOL Harrier type.

Now the Western Fleet is shaping up for exercises in the Mediterranean.

And all the time, Moscow is doing splendid service to rouse Britain by having warships continually popping up in the Orkneys, or having submarines lurking off Northern Ireland and the Clyde.

Bubbling up out of all this is the nagging and irrefragable question of fixed-wing support for the Fleet, the appearance of the Russian helicopter cruiser in the Mediterranean having heightened the conviction that if the carriers have to go, this type of vessel demands urgent consideration for VTOL aircraft.

The dangers of British weakness are sinking in. How sad and paradoxical that at such a time, and when recruiting is poor, plans should be prepared (see centre pages) to sack thousands of superbly trained naval personnel.

It can only be hoped that in the years immediately following completion of the redundancy programme, the Fleet even in its reduced form will not be faced with crippling manpower difficulties.

Advancements under study

Those who have been worried about the length of time which some ratings have to wait for roster advancements will be interested to know that this is one of the problems being studied by the Advancement Working Party, which has been set up in the Ministry of Defence.

The Chairman is Head of Naval Personnel Division 2 (Mr. W. J. Hanman), and members include the Director of Naval Manning (Capt. B. H. Kent), the Director of Naval Service Conditions (Capt. A. J. Petrie-Hay) and the Director of Naval Manpower Structure Planning (Capt. K. J. Douglas-Morris).

It is known that, at least in some Commands, senior ratings have been consulted in preparing reports on this subject.

The Working Party will take into account the fact that certain rosters, particularly for

advancement to Chief Petty Officer rates, are very long; and they will also know of the views that are sometimes heard that advancement should depend more on merit and less on seniority.

As the number of jobs for the higher rates is limited, however, it is inevitable that if some ratings are advanced earlier, there must be others advanced more slowly or not at all.

Perhaps this is not always appreciated by those who press for change.



'HERE'S LUCK TO THE TALKS'

The Prime Minister takes a pint with PO Connell, of Plymouth, during a visit to the POs' mess in H.M.S. Fearless. PO Connell is president of the No. 1 Mess.

Mr. Wilson and Mr. Ian Smith seemed to thoroughly appreciate the arrangements made for them in the Fearless and H.M.S. Kent at Gibraltar, for the Rhodesian talks.

NATO watch on Red navy

A new N.A.T.O. Command, the Maritime Air Forces, Mediterranean, will start to operate at Naples on November 21, under Rear-Admiral Edward C. Outlaw, U.S.N.

The new command should improve air surveillance of the Russian ships in the Mediterranean. British, American, and Italian spotter planes have often duplicated each other's work, but this will now be co-ordinated, a special watch being

kept for Russian submarines. Britain will provide the squadron of Shackleton maritime reconnaissance aircraft due to be sent out to Malta. The squadron is not expected to be fully operational until the beginning of next year, but some are to be sent out immediately. Russian ships include three cruisers, including one helicopter cruiser, seven destroyers/escorts, six minor anti-submarine escorts and mine-

sweepers, four amphibious ships, six survey ships and four depot and support ships.

28-page 'News'

This issue of 28 pages is the largest ever published by "Navy News." Fleet Air Arm redundancy and future career prospects form the subject of a special feature.

Easing pay problems

Naval pay will virtually return to the old method for the next ledger period, under an arrangement announced by the Admiralty Board.

Because the new system would cause a long spell without pay over the Christmas holiday, the Board has decided to relieve this situation by introducing an extra pay day, the effect of which will be spread over the whole of the ledger period.

Equal payments, adjusted as necessary for Christmas leave, are to be made on the following Fridays: December 13 and 20 (or 27th as convenient), January 3, 17 and 31, February 14 and 28, and March 14 and 28.

Discussions are continuing at the Admiralty on the twice-monthly pay system, and breathing space has now been gained by removing immediate hardship.

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BALANCE—

It is because our planet is an arena in which conflicts of interest have occasionally to be settled by force that we, in the Navy, have a job to do. And the better we are at deterring others from the use of force the less necessary we are thought to be, but that is another problem.

Drafty's job requires him to hold the balance in the conflict of interests that is inevitable in so complex and vigorous an organisation as the Royal Navy.

There is the competition between man and man for the jobs in the favoured places; between the Navy's needs and those of the individual; between the individual's supposed best interest and his real interest; between the long-term gain and the short-term loss.

The complete list of conflicts would fill a whole page of "Navy News."

Devising rules for the best compromise



countryman who has put his roots down and who may be lucky enough to achieve his first preference. But when his turn for sea next comes up it may

List of Ships for which C.N.D. will be issuing Draft Orders during December, 1968

Ship	Joining
Endurance (G.S.C.)	Changes 50% of ship's company in June.
Euryalus (G.S.C.)	Retard party joins in June.
Vidal (G.S.C.)	Advance party to join in May (not previously promulgated).

Not too rigid

The difficult job of holding a balance would be an impossible one if there were no rules. But it would also be impossible if the rules were so rigid and so detailed that all drafting decisions could be taken by a machine.

The rules that guide Drafty represent the best compromise that generations of naval administrators have been able to devise in changing conditions.

So much for balance, which is at the heart of the whole drafting problem, and has to be thought about when any change is mooted. But why should change be mooted?

The last 20 years have witnessed changes that were not in the minds of those who devised the drafts system. Of these the concentration of so many training establishments in the Portsmouth area is the one that brings Drafty a crop of problems.

For without it a kind of port drafting, whereby a man would always go to one particular port between sea drafts, might be feasible (the paper work could be centralised without affecting the principle).

Those ratios

But if you count sea billets and arrange the totals by base ports, and if you count shore billets and arrange them the same way, you see that sea/shore ratios would vary wildly from port to port, and that the men who favoured the most popular ports would have the least severe sea/shore ratios.

This solution would have to be discarded even if there were not other, lesser, objections.

Saying this does not mean that Drafty does not try to arrange that sea time is done in the ships based on the port of a man's preference. He does, but he does not always succeed, and an example may show why.

Let us imagine a west-

be that no ship based on Devonport is due to commission.

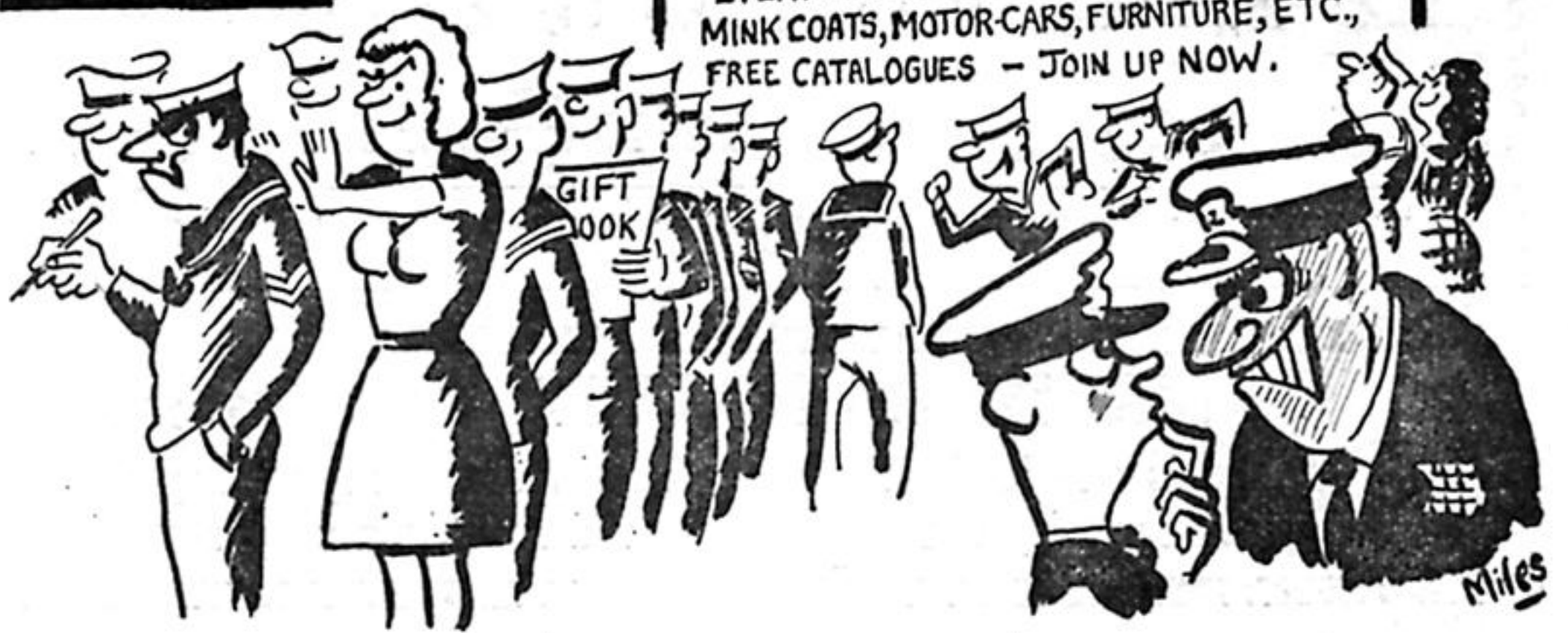
Drafty then has two choices. He can break the rules and keep the man on shore beyond his time or he can apply the rules and send him to a ship based on Portsmouth, Rosyth, or Chatham.

In practice, and in fairness to all the other men on the roster (some of whom will not have been lucky enough to achieve their preferences) the amounts by which the rules can be stretched are very small—not more than can be achieved by doing all the sea drafts for one month together, giving a choice of billets and not drafting from the top of the roster as jobs become available.

So the answer is that the Westo sometimes finds himself in a ship based on the wrong port.

If he had been willing to go to sea early out of turn, it might have been possible to fit him

SEA SERVICE VOLUNTEERS QUEUE HERE



"Your idea eh? And who is going to pay for it may I ask?"

into a ship based on Devonport. In that way he might have traded some shore service to gain a more attractive kind of sea service.

The bull question in such a case is, of course, the amount of shore service to be sacrificed and the kind of Devonport-based sea service to be undertaken early. The man needs to know what he would pay and what he would gain.

When a man starts his port service after a spell in a ship, neither he nor Drafty knows how long it will be, for there are far too many uncertainties.

For him to volunteer to serve early out of turn in a Devonport-based ship could easily involve him in foregoing the bulk

of the shore time he would enjoy if he refrained from volunteering.

The best he can do is to keep an eye on the list of ships for which C.N.D. will be issuing draft orders shortly (this page of "Navy News") and the Commissioning Forecast and plump for the right ship remembering that Drafty works six months ahead.

If the risk of foregoing too much port service is feared—and it is a real one—then the next best thing to do is to use

"personal facts I would like considered" on the drafting preference card.

There is room to say something like this—"I'm willing to give up not more than . . . months port service if this is the only way I can serve in a ship based on . . ."

Or you can say the same thing on a drafting preference request (B.45b).

Devonport has been chosen as an example, but any other port, even Portsmouth, would have served as well.

Whether you take an active interest or not, Drafty will do his best to meet your wishes, and if he can do so without reducing your time in port service, he will.

Blake's trials this month

DECEMBER
ANDROMEDA (G.P. Frigate). December 2 at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home (Captain's Command with full staff). U.K. Base Port, Portsmouth.

KEDELSTON (M/H). December 5 at Devonport for trials. Port Service. Commissioning January 3, 1969.

INTREPID (Assault Ship). December 10 at Singapore. Foreign Service, East of Suez (FE). U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate). December 12 at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

EURYALUS (G.P. Frigate). December 16 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. (Captain's Command with full staff). U.K. Base Port, Devonport.

BRERETON (M/H). December 17 at Portsmouth. Home Sea Service/Foreign Service (Middle East) from date of sailing. 9th M.C.M. Squadron (E.)

JANUARY, 1969
KEDELSTON (M/H). January 3 at Devonport. Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

WOOLASTON (C.M.S.). January 7 at Gibraltar. Ferry crew only.

SIRIUS (G.P. Frigate). January 9 at Portsmouth. General Service Commission (Phased). Home/West Indies/Home. U.K. Base Port, Portsmouth.

ASHANTI FLIGHT. January 13 at Portland. General Service Commission, Wasp. U.K. Base Port, Devonport.

FIFE (G.M. Destroyer). January 14 at Chatham. General Service Commission, Home/East of Suez (FE)/Home (Phased). U.K. Base Port, Chatham.

EAGLE (Carrier). January 6-20 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

PLYMOUTH (A/S Frigate). January 23 at Chatham. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Devonport.

ESKIMO (G.P. Frigate). January 30 at Portsmouth. General Service Commission (Phased). Home/East of Suez (ME). U.K. Base Port, Portsmouth.

GALATEA (G.P. Frigate). January 30 at Portsmouth. General Service Commission (Phased) Home/East of Suez (FE)/Home. Captain's Command with full staff. U.K. Base Port, Portsmouth.

FEBRUARY
CAPRICE (Destroyer). February 6 (tentative date) at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.

ESKIMO FLIGHT. February 24 at Portland. General Service Commission, Wasp.

BLAKE (Cruiser). February 27 at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

MARCH
HARDY (A/S Frigate). March 14 at Gibraltar for trials. Home Sea Service.

KELLINGTON (M/H). March 20 at Chatham for trials. Port Service. Commissioning April 17 (tentative).

CAVALIER (Destroyer). March 27 at Devonport. General Service Commission (Phased) Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

BACCHANTE FLIGHT. March 31 at Portland. General Service Commission,

Wasp. U.K. Base Port, Portsmouth.

LONDONDERRY FLIGHT. March 31 at Portland. General Service Commission, Wasp. U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate). April 10 (tentative date) at Portsmouth for trials. Port Service. Commissioning June 12.

KELLINGTON (M/H). April 17 at Chatham. Home Sea Service, 4th M.C.M. Squadron, U.K. Base Port, Rosyth.

GLAMORGAN (G.M. Destroyer). April 21 at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Devonport.

GRENVILLE (A/S Frigate). April 24 at Portsmouth. Home Sea Service, U.K. Base Port, Portsmouth (C.)

TARTAR (G.P. Frigate). April 28 (tentative date) at Gibraltar. L.R.P. complement.

892 SQUADRON, ARK ROYAL. April at Yeovilton. General Service Commission, Phantoms. U.K. Base Port, Devonport.

MAY
ANTRIM FLIGHT. May 1 at Portland. General Service Commission, Wessex. U.K. Base Port, Portsmouth.

HARDY (A/S Frigate). May 9 at Gibraltar. Home Sea Service, Portland Squadron, U.K. Base Port, Chatham. (C.)

JUPITER (G.P. Frigate). May at Devonport. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

JUNE
HAMPSHIRE (G.M. Destroyer). June at Chatham. L.R.P. complement. (Tentative). Port Service.

BACCHANTE (G.P. Frigate). June at Portsmouth. General Service Commission, Home/West Indies. U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate). June 12 (tentative date) at Portsmouth. General Service Commission, Home/East of Suez (ME)/Home (Captain's Command). U.K. Base Port, Devonport.

ENDURANCE (Ice Patrol Ship). End June at Portsmouth. 50 per cent. of ship's company General Service Commission. (Home/South Atlantic/South America). U.K. Base Port, Portsmouth.

JULY
CHARYBDIS (G.P. Frigate). July at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

PUMA (A.A. Frigate). July 17 at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

HERMIONE (G.P. Frigate). July at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

AUGUST
ANTRIM (G.M. Destroyer). Mid-August (tentative date). General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

SCYLLA (G.P. Frigate). August (tentative date) at Devonport for trials. Port Service. Commissioning January, 1970 (tentative date).

WISTON (C.M.S.). August at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron. (E.)

RHYL (A/S Frigate). August at Rosyth. Special refit DY control. Port Service.

VIDAL (Survey ship) August at Chatham. General Service Commission,

Persian Gulf and Indian Ocean. U.K. Base Port, Chatham. (A.)

LONDONDERRY (A/S Frigate). August 14 (tentative) at Rosyth for trials. Port Service. Commissioning October 23 (tentative).

SEPTEMBER
NORFOLK (G.M. Destroyer). September (tentative date) at Portsmouth. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

PUNCHESTON (C.M.S.). September at Bahrain. 9th M.C.M. Squadron. Foreign Service, Middle East. (E.)

HYDRA (Survey ship). September at Chatham. Foreign Service Commission, East of Suez (FE). U.K. Base Port, Chatham.

SALISBURY (A/D Frigate). September at Devonport. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Devonport.

OCTOBER
BEACHAMPTON (C.M.S.). October at Bahrain. Foreign Service, Middle East, 9th M.C.M. Squadron. (E.)

YARNTON (C.M.S.). October at Bahrain. Foreign Service, Middle East, 9th M.C.M. Squadron. (E.)

CHARYBDIS FLIGHT. October at Portland. General Service Commission, Wasp. U.K. Base Port, Portsmouth.

LONDONDERRY (A/S Frigate). October 23 (tentative) at Rosyth. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

LOWESTOFT (A/S Frigate). October 30 (tentative) at Chatham for trials. Port Service. Commissioning December 4 (tentative).

DIDO (G.P. Frigate). October at Devonport (tentative). Port Service. Care and Maintenance.

BLAKE 820 SQUADRON. October at Culdroe. General Service Commission, U.K. Base Port, Portsmouth.

NOVEMBER
AURORA (G.P. Frigate). November at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command.

NORFOLK FLIGHT. November at Portland. General Service Commission, Wessex. U.K. Base Port, Portsmouth.

HYDRA FLIGHT. November at Portland. General Service Commission, Wasp. U.K. Base Port, Chatham.

DECEMBER
LOWESTOFT (A/S Frigate). December 4 (tentative) at Chatham. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Chatham.

BERWICK (A/S Frigate). End of December at Chatham (tentative) for trials. Port Service. Commissioning end of February, 1970. U.K. Base Port, Portsmouth.

GURKHA FLIGHT. December at Portland. General Service Commission, Wasp. U.K. Base Port, Rosyth.

849B SQUADRON, ARK ROYAL. Late 1969 at Brawdy. General Service Commission, U.K. Base Port, Devonport. Gannets.

NAIAD (G.P. Frigate). December at Portsmouth. General Service Commission (Phased). Home/East of Suez (M.E.)/Home. U.K. Base Port, Portsmouth.

JANUARY, 1970
SCYLLA (G.P. Frigate). January (tentative) at Devonport. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Devonport. Captain's Command with full staff.

JUNO (G.P. Frigate). January at Chatham. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Chatham. Captain's Command with full staff.

ZULU (G.P. Frigate). January at Rosyth. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Rosyth.

HECLA (Survey ship). January at Devonport. General Service Commission, North Atlantic, West Indies, U.K. Base Port, Devonport. (A.)

HECATE (Survey ship). January at Devonport. General Service Commission, North Atlantic. U.K. Base Port, Devonport. (A.)

BRINTON (M/H). January at Bahrain. Foreign Service, Middle East, 9th M.C.M. Squadron. (E.)

824 SQUADRON, ARK ROYAL. Early 1970 at Culdroe. General Service Commission, U.K. Base Port, Devonport. Sea Kings.

FEBRUARY
GAVINTON (M/H). February at Bahrain. Foreign Service (Middle East), 9th M.C.M. Squadron. (E. Goan.)

JAGUAR (A.A. Frigate). February at Chatham. General Service Commission (Phased). Home/West Indies. U.K. Base Port, Chatham.

BERWICK (A/S Frigate). End of February (tentative) at Chatham. General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

GURKHA (G.P. Frigate). End of February (tentative) at Rosyth. General Service Commission, Home/East of Suez (ME). U.K. Base Port, Rosyth.

LLANFAFF (A.D. Frigate). February at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.

MARCH
ACHILLES (G.P. Frigate). March at Glasgow (tentative). General Service Commission, Home/East of Suez (FE)/Home. U.K. Base Port, Chatham.

ARGONAUT (G.P. Frigate). March at Portsmouth (tentative). General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Portsmouth.

DANAE (G.P. Frigate). March at Devonport. General Service Commission (Phased). Home/East of Suez (ME)/Home. U.K. Base Port, Devonport.

NOTES.—It is emphasised that the dates and particulars given are forecasts only and may have to be changed—perhaps at short notice.

The terms "U.K. Base Port" means the port at which the ship may normally be expected to give leave and rent.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows. (A)—All Cooks (S), Cooks (O) and all Stewards. (B)—Cooks (S), other than P.O. Cook (S), all Cooks (O) and all Stewards. (C)—Cooks (O) and Stewards only. (D)—Cooks (S) other than C.P.O. and P.O. all Cooks (O) and all Stewards. (E)—Leading Cooks (S) and Stewards only. (F)—Cook (S) and Steward only.

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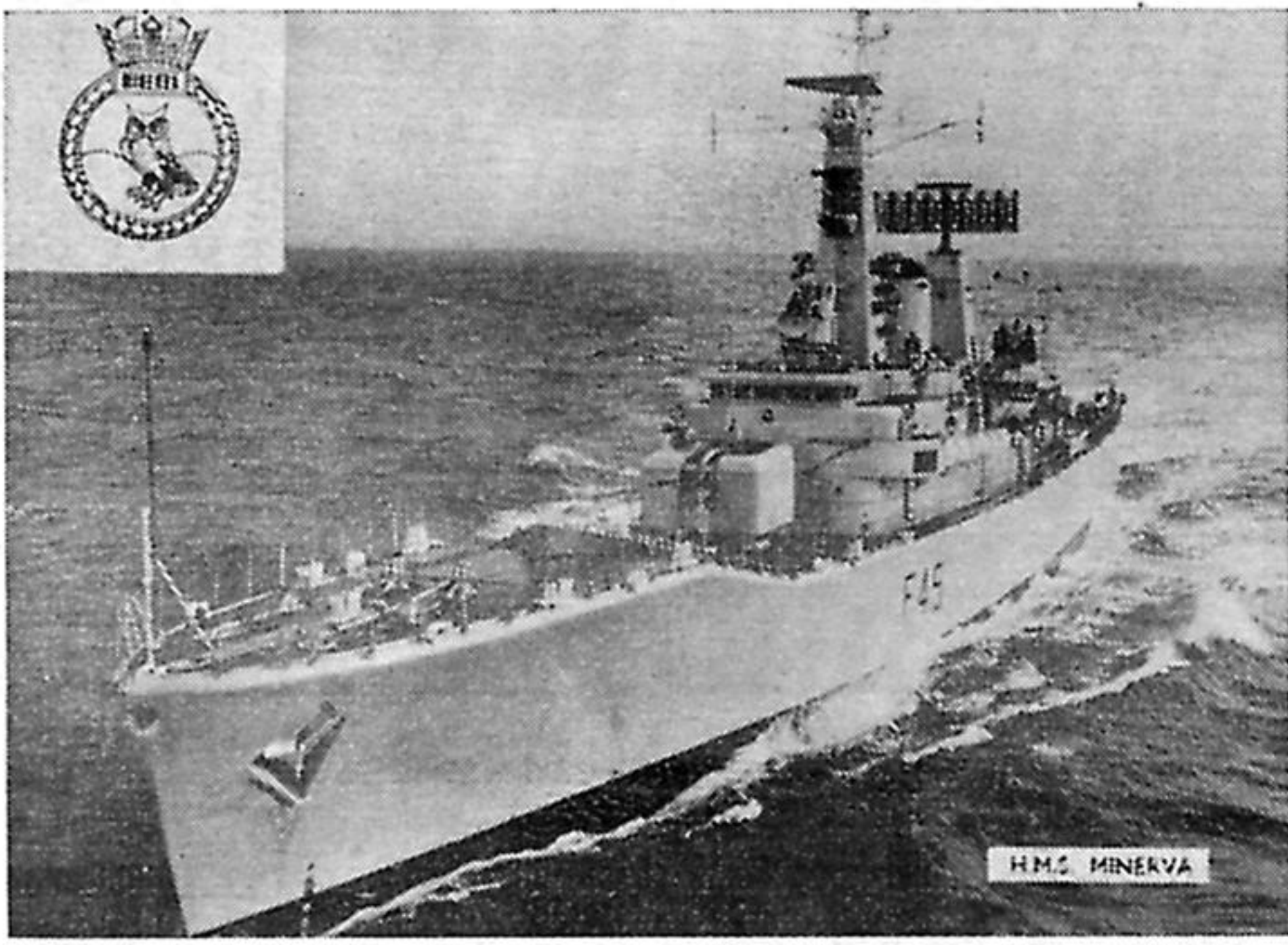
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Wise owl all alone in the Caribbean



The present H.M.S. Minerva, a Leander class general purpose frigate, now at Chatham undergoing a two-month routine overhaul, ended her first commission with a foreign leg in the West Indies, during which she visited most of the Caribbean islands.

On two occasions she flew the pennant of the Senior Naval Officer West Indies but, except for a night rendezvous with H.M.S. Eskimo on September 17, she did not meet another Royal Navy ship during her time in the area.

Built by Vickers-Armstrongs on the Tyne, the Minerva was laid down on July 25, 1963, and launched by Lady Hopkins, wife of Admiral Sir Frank Hopkins, on December 19, 1964.

Commissioned on May 22, 1966, she joined the Home Fleet and, after trials and working-up, sailed for the Far East, spending a year there, during which she visited Australia and Hong Kong, took part in Beira patrols, and was present off Aden for the withdrawal of the British forces.

The frigate starts her new commission with the Western Fleet, but part of the general service commission will be spent in the Middle East.

Taking her name from the Roman goddess of wisdom, the Minerva's crest shows a "wise old owl."

Including prizes and ships with the name "Minerve," the present Minerva is the 16th of her name to serve with the Royal Navy, but of ships built for the Service, the present frigate is regarded as the seventh.

Quiberon Bay Battle

The first was a fifth rate of 1759, which took part in the battle of Quiberon Bay. The second Minerva—a fifth rate of 1780—took part in the battle of Cape St. Vincent in 1797. A prize (Minerve) won the Egypt (1801) battle honour.

The fifth Minerva was a cruiser of 1895, which was sold in 1920. Battle honours earned by this ship were Suez (1815) and Dardanelles (1915).

The next to hold the name was built as a monitor in 1915. Sister ships were the Medusa and the Melpomene. As a monitor she was known as M.33, but about 1924 she was named Minerva.

As a general purpose frigate the Minerva is equipped to deal with every form of enemy and threat. To this end her sleek, streamlined hull is crammed with every form of weapon and detection device that can be fitted in a ship of her size.

Although her most important role in war is the detection and destruction of submarines, she is equally able to engage ships, aircraft and targets ashore.

Standard displacement is 2,200 tons, length 372 feet, and beam 41 feet.

Main gun armament is two 4.5-inch guns in a single turret mounted forward. These are radar-controlled and fired automatically. The ship also has two Oerlikon 20 mm guns for close range work.

The Minerva is also fitted with a Seacat anti-aircraft missile launcher mounted on top of the helicopter hangar. The ship's helicopter—a Wasp—is armed with homing torpedoes.

If a submarine is detected the ship can attack at medium ranges with her triple-barrelled Limbo anti-submarine mortar.

The ship's complement is 263 officers and men.

YOUR POSTCARDS

Photo postcards of H.M.S. Minerva or any other ship in this series, are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (10s. per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of postal order or cheque for 12s.

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Continued from column 6

D. Bennett, AB (RP Star 3), 4G29 Mess, H.M.S. Albion, on draft to H.M.S. Verulam (Home Sea Service based on Portsmouth) March, 1969, will change for a Rosyth shore base or Home Sea Service frigate based on Rosyth or a northern base. Home address: Simonburn Rectory, Hexham, Northumberland.

B. Templeton, PO (M/E), H.M.S. Beagle, employed on survey duties, will exchange with similar rating in any I.C.E. ship in the Portsmouth area.

C. Cowie, LREM, RA's Mess, H.M.S. Lochinvar, on draft to H.M.S. Eagle on January 16, 1969, will exchange for any married accompanied draft, but billet in Scotland would be preferred.

Holland has sold her only aircraft carrier to Argentine.

The following table shows the total points at the top of each advancement roster as at October 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "int" (intermediate) it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months.

Ratings lacking seniority, V.G. conduct, or medically unfit, have been omitted.

CPO	PO	LS
1673	287(2)	Int
Ch Smkr		
989		
CPO Wtr	PO Wtr	L Wtr
1669	420(2)	307
CPO SA	PO SA	L SA
1731	480	325
CPO Ck	PO Ck	L Ck ("S")
(ex "S")	(ex "S")	
1753	1298	414
CPO Std	PO Std	L Std
2174	656	Int
CPO Ck	PO Ck	L Ck (ex "O")
(ex "O")	(ex "O")	
2251	1056(2)	311(2)
MAA	MAA ex Cox	RPO
1492	1666	670
CERA/Ch	Ch M(E)	PO M(E)
Mech		
660/446	2199	172
L M(E)		Ch Shpt
Int		Dry
COEA/Ch	CCEA/Ch	Ch C E I/
O E I Mech	O E I Mech	Ch O E I
Dry	Dry	1868(2)
PO C E I/	LCEM/	CREA/Ch
PO O E I	LOEM	R E I Mech
Dry	Dry	
Ch R E I	PO R E I	L REM
1321	Dry	Dry
CPO MA	PO MA	L MA
654	541	453
CCY	CV	L RO(T)
1405	504	478(2)
CRS	RS	L RO(G)
1675	379	346
CRS (W)	RS (W)	L RO(W)
Int	Dry	Dry
CAA(AE)	CAA(O)	CAM(AE)
Dry	Dry	Dry
CAM(O)	CEA (Atr)	CREA (Atr)
Dry	Dry	Dry
Ch E I Mech	Ch R E I	LAM(AE)
(Atr)	Mech (Atr)	Int
Dry	Dry	LAM(O)
CAF(AE)	POAF(AE)	404(2)
2548	404(2)	411
CAF(O)	POAF(O)	437
2439	411	LA(AH)
CA(AH)	POA(AH)	273
2205	939	LA(SE)
CA(SE)	POA(SE)	Int
1099	395	LA (Photo)
CA (Photo)	POA (Photo)	532
1381	590	LA (Met)
CA (Met)	POA (Met)	344
1589	76	LEM (Atr)
Ch E I	PO E I (Atr)	Int
(Atr)		234
2280		PO R E I
Ch R E I	PO R E I	LREM (Atr)
(Atr)	(Atr)	
2228	Int	Dry

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

- To CAF(AE)
 - FX 817245 W. Bell, FX 698117 R. B. McLachlan, FX 817532 K. Roche, FX 72146 J. Tomlinson, FX 848443 K. D. Freeman, FX 816421 G. H. Wiley, FX 837466 R. G. Tripp, FX 817596 J. Porteous.
- To CAF(O)
 - FX 849570 H. J. H. Cowley, FX 881472 M. E. Morris.
- To CA(Phot)
 - FX 917863 B. A. Gentry.
- To CEA(Atr)
 - F 933639 M. W. Durston, F 969592 P. E. Sharp.
- To Ch E I(Atr)
 - FX 868356 R. J. Moses, FX 864355 J. McEwan.
- To Ch R E I(Atr)
 - FX 892785 W. Lawson, FX 892859 A. A. H. Hunt.
- To CPO
 - 175800 S. E. Coggin, 760411 E. H. C. Drews, 929327 R. E. Barnacott, 842638 R. Frankland.
- To CPO Wtr
 - 873537 S. G. A. Jepson.
- To CPOSA
 - 833190 D. R. Adey.
- To CPO CA
 - 919064 J. G. Thomson, 909551 P. J. Bilson, 890765 T. J. Butler.
- To CPO Ck (ex "S")
 - 869255 J. J. Appleyard, 904396 N. A. Chamberlain.
- To CPO Ck (ex "O")
 - 890542 E. H. Ripley.
- To CPO Std
 - 856094 R. G. Morris, 890712 H. Lumb.
- To A/CERA
 - 943873 J. R. Huggett, 933976 R. Basterfield.
- To CH M(E)
 - 897801 M. R. Clarke.
- To CRS
 - 877145 M. J. Perry, 838870 D. Ash, 898263 D. J. Caless.
- To CCY
 - 911598 G. C. Brooks.
- To A/COEA
 - 956302 E. Colbeck.
- To A/CCEA
 - 969801 J. M. Watts.
- To Ch R E I
 - 893417 P. O'Neill.

To Chief Wren
119312 E. Berridge, Stores Asst(C); 117547 S. Cross, Qtrs Asst; 112241 J. M. Garside, Stores Asst(S); 115240 D. Fearnley, Reg; 108080 E. Day, Std(O).

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicant direct. Requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

A. G. Davey, L Ck(S), H.M.S. Mercury, on draft to H.M.S. Blake for general service commission next February, will exchange for any other general service ship beginning January 1969 or earlier.

L. E. Smith, PO(M/E), Pos' Mess, H.M.S. Sultan, being drafted to H.M.S. Osprey on January 6 for base maintenance party (over six months), will exchange for similar draft Portsmouth area.

A. McDonald, A/LM(E), H.M.S. Charybdis, c/o Harland & Wolff Ltd., Belfast, serving as Engineer's Writer, Expectancy in Belfast, over six months. Will change with similar rating in ship or establishment in Plymouth or Portland area—preferably Devonport based.

D. R. Palmer, LCEM, H.M.S. Phoebe, a Chatham-based General Service Commission ship, will exchange with any LCEM (L.O.W.) in a Devonport-based ship.

J. Quirk, OE Mech 2 (L), Senior Rates Mess, H.M.S. Drake, serving in H.M.S. Ark Royal (L.R.P.) will exchange with similar rating in shore base—Portsmouth area.

M. Long, LRO(G), serving in H.M.S. Eagle at Devonport, being drafted at end of January, 1969, to H.M.S. Neptune (for R.N.O. Greenock), over six months, will exchange for any other shore draft over six months. Preference for H.M.S. Fulmar.

C. R. Bounds, M(E), 15 Mess, H.M.S. Raleigh, Torpoint, on draft to H.M.S. Triumph (LFS) at Singapore on February 2, will change for reserve ship or establishment in Plymouth area.

Continued in column 3

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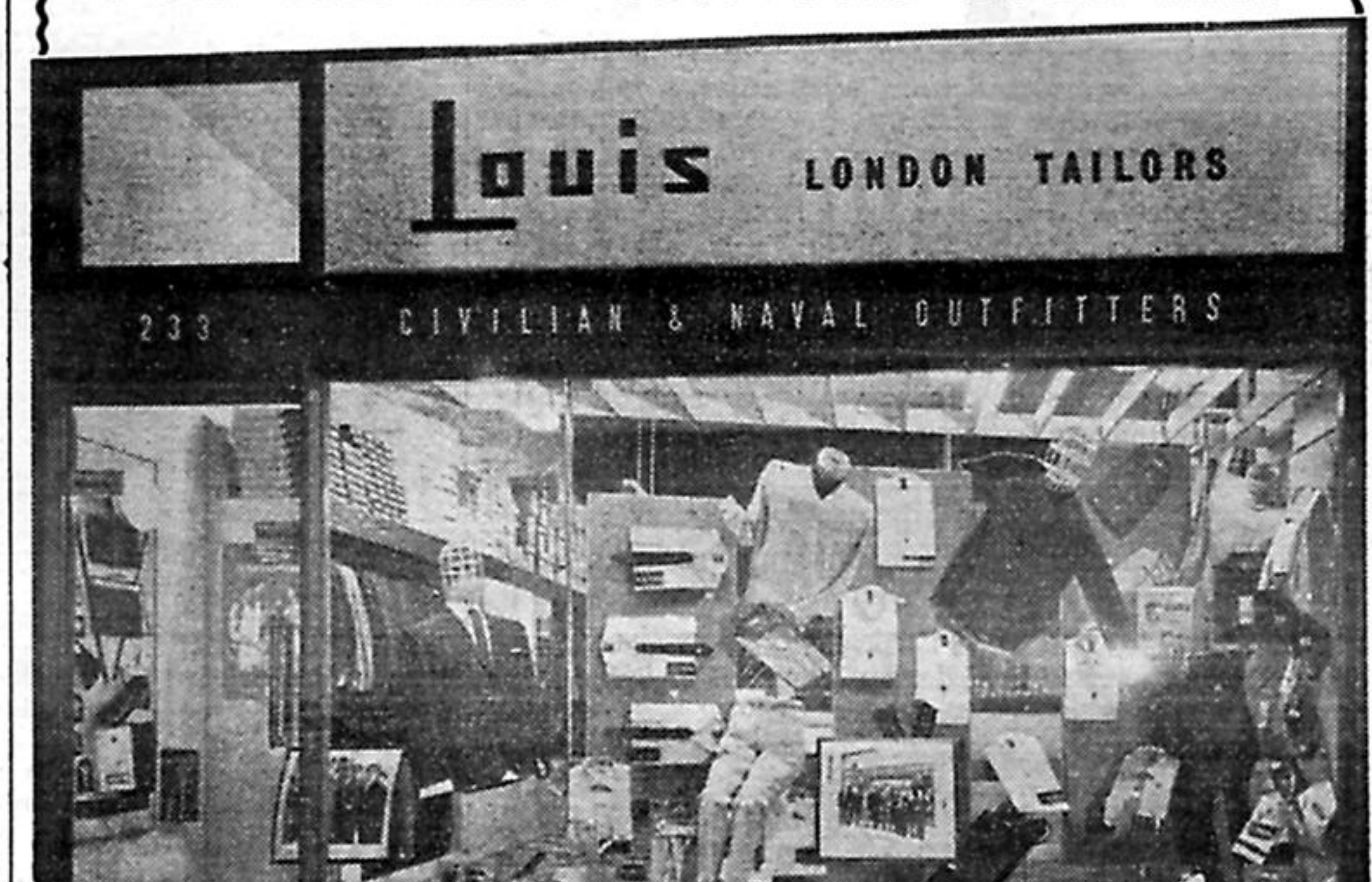
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Such a handsome couple

Surg.-Lieut. Nigel Roberts made a handsome bridegroom—but did not get married.

He appeared with Miss Vicky Blair, from Glasgow, a model working for the House of Fraser, at a fashion show in aid of the King George V Fund for Sailors, at Pollock House in Glasgow

on Friday, September 13. The show was opened by Vice-Admiral Ian McGeoch (Flag Officer Scotland and Northern Ireland), who was on a visit to the West Coast of Scotland.



THANKED NAVY FOR TORPEDOING THEIR SHIP

A "thank you" from owners for torpedoing their ship must be a unique happening, but such an event has taken place in Edinburgh.

In June of last year, H.M.S. Dreadnought was sent from Gibraltar to sink the forepart of a German tanker, the 12,838-ton Esseberger Chemist, which had split in two as a result of an explosion.

The forepart, drifting off the Azores loaded with alcohol and acetone, was a danger to shipping, and the owners requested the Royal Navy to dispose of this hazard.

The sequel was an invitation from the owners to the commanding officer of the Dreadnought, Cdr. Peter Cobb, and other members of the crew, to lunch at the Caledonian Hotel in Edinburgh.

Representatives of the owners presented Cdr. Cobb with a silver cup. For the senior rates' mess there was a silver table lighter from the insurance company involved, the gift being received by CEA Joe French.

Pictured right is Herr L. Bielenberg handing the cup to Cdr. Cobb.



Six eager warriors in a Gemini

Can you imagine what happens when six fully armed and booted soldiers are invited to jump into a Gemini dinghy, and do so—all together!

The result was one of the highlights of the training period at Gibraltar in August when four submarines of the First Squadron, under the command of Capt. R. D. Cairns, visited The Rock, intent on taking full advantage of the favourable weather conditions, large areas of deep water, and, of course, places of cultural interest such as the Eros and the Casino.

Activities arranged for the submarines concerned — Otus (Lieut.-Cdr. J. H. Pargiter), Olympus (Lieut.-Cdr. J. P. A. Purdy), Alcide (Lieut.-Cdr. J. N. Stevenson), and Alliance (Lieut.-Cdr. C. A. B. Nixon-Eckersall) — included extensive torpedo firings, and operations against surface and airborne units. Among the latter were the Decoy, Daring, R.F.A. Engadine, 819 Squadron, 18 Group R.A.F., and elements of the U.S.A.F. from Rota, Spain. Captain (SM) and his second-

in-command, Cdr. C. A. W. Russell, were able to spend valuable periods at sea with individual submarines, and all concerned were treated to short periods of combined operations with most enthusiastic units of the 2nd Battalion Royal Irish Rangers, and the 1st Battalion Highland Fusiliers.

The Gemini incident occurred during the combined ops.

The remainder of the programme was framed around two week-ends in Gibraltar, and a number of printable events are thought to be noteworthy.

The most significant was the competition for the Royal Navy Cup, which was first presented for competition among naval units by the Royal Gibraltar Yacht Club in the 1890's.

VICTORY YACHTS

Eight Victory yachts competed, five of them manned from the Squadron and for the first time this historic cup

was won by a submarine officer.

Lieut. C. P. W. Loat, of H.M.S. Otus, now joins the list of distinguished earlier winners, including Admirals Beresford, Cunningham, and Morgan-Giles.

Of more local interest was the first win for many years by the R.N. Team in the inter-service swimming championships, followed by an exciting tie between the Combined Services and combined local swimming clubs.

During these competitions LRO(G) Parsons, of the First Submarine Squadron, created two Pool records and one competition all-comers' record in free-style events.

NOT TRADITIONAL

A more light-hearted swimming contest in the form of a squadron gala was just as keenly contested, resulting in a very narrow victory by Alliance over Captain (SM) and staff—

this despite considerable connivance on the part of the organising P.T. staff of H.M.S. Rooke, who did their best to uphold the old tradition that the Senior Officer always wins.

Captain (SM)'s appreciation has been sent to Rooke, and the Alliance has been sent to sea for six months!

One other activity which was not too successful was an attempt to combine photography with rock climbing, but, on the basis that "Navy News" readers also take in the National Press, perhaps the less said the better.

P.O'B.

'Polaris sub. safe'

Britain's second Polaris submarine, the 7,500-ton Repulse, is safe, according to the builders, the Vickers group at Barrow-in-Furness, replying to allegations by strikers that untested high-pressure pipes had been fitted by unskilled labour.

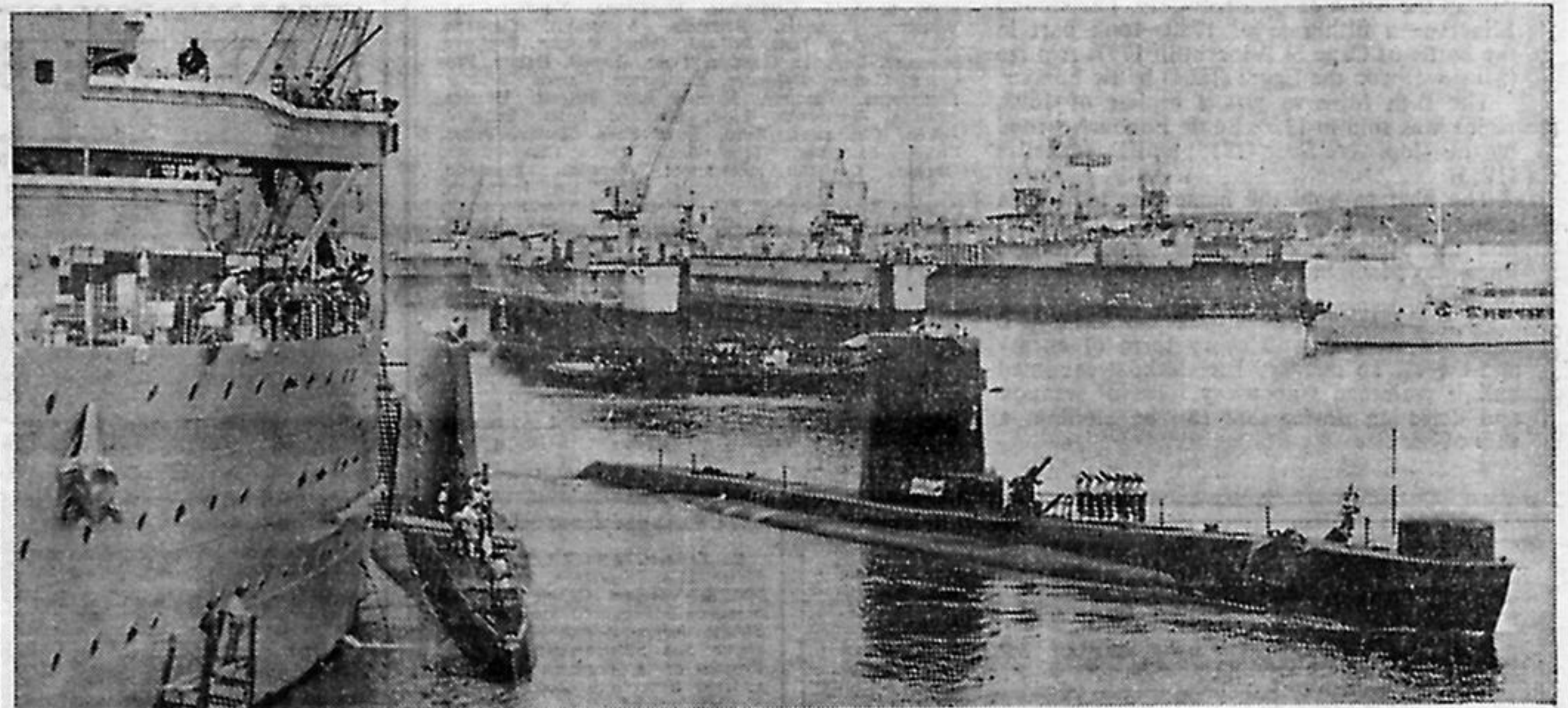
The company wrote to the two commanding officers, the letters containing three assurances—that the pipework had been installed in accordance with the approved test forms; that the tests had been witnessed by both Vickers and Government overseers; and that the procedure set up by Vickers in agreement with the Ministry of Defence was such that it was not permissible for the ship to go to sea unless all pipework had been pressure-tested to the

specification of Vickers and the Ministry.

The company told the officers that although they were probably aware of the facts contained in the assurances, Vickers had thought it correct that they should reiterate them in writing.

"We feel that sweethearts and wives, daughters and sons, will have read the allegations, and that damage could be done there," said a company spokesman.

SUBMARINE ANDREW TO RESCUE



Two fishermen who clung to one lifejacket for two days were saved in a rescue operation involving H.M. submarine Andrew, which had left Singapore only two hours before on her way to the United Kingdom.

The Andrew's departure from the depot ship H.M.S. Forth (pictured above) was in full oriental fashion, with fire crackers bursting from the stern and the ship's company wearing coolie hats.

A more Western (or Northern?) note was struck by a sailor playing the bagpipes in the bows.

The two Malaysian fishermen were first sighted in the sea by

the steamer Essberger of Hamburg, which lowered a boat. The men were taken on board the Andrew, which arrived on the scene at almost the same time.

Revived with traditional submarine hospitality—no doubt including a tot of rum—the fishermen explained that their boat had sunk two days before, and their condition testified to this.

The submarine took them back to a position just east of Changi, where they were transferred to a launch of the Singapore Marine Police.

Picture by PO Robertson

He's amongst good friends at **AGGIE WESTON'S**



At Miss Agnes Weston's Royal Sailors' Rests, men and women of the Royal Navy and other services find a warm welcome, a comfortable "home from home" and unsparing help with spiritual, moral and family problems. A sailor's life has many dangers besides physical ones—prompt action by Aggie Weston's missioners has averted countless human tragedies. Please assist this important work by gift, deed of covenant or legacy.

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General Secretary: Lt.-Cmdr. F. M. Savage, F.C.C.S., R.N.

Now a thousand girls are watching for the postman

It seemed a good idea—a large notice greeting Navy Days crowds boarding H.M.S. Sirius with the greeting, "Would you like a letter from a sailor?"

Would they not!

AB Ray Cato, of Tyselet, Birmingham, and AB Peter Damery, of Hemel Hempstead, who dreamed up the idea of a pen pal bureau, had no idea there were so many young ladies just waiting for the chance.

Before you could say Ray Cato (or Peter Damery) the response was cascading in, and the two hopefuls found themselves with something like a thousand letters to write.

To help them to finish the job before they go to pension, help is being enlisted from other ships, and it is hoped that no girls will be left disappointed.

Pictured below is the pen pal bureau in operation.



Picture by PO(Phot) D. Morris

Darings for the disposal list

Among the latest ships for disposal are two Darings—the largest destroyers ever built for the Royal Navy prior to the guided missile County class (regarded by many as cruisers in all but name).

They are the Daring (completed March, 1952) and the Delight (completed October, 1953). Both ships will be scrapped unless bought by a foreign navy.

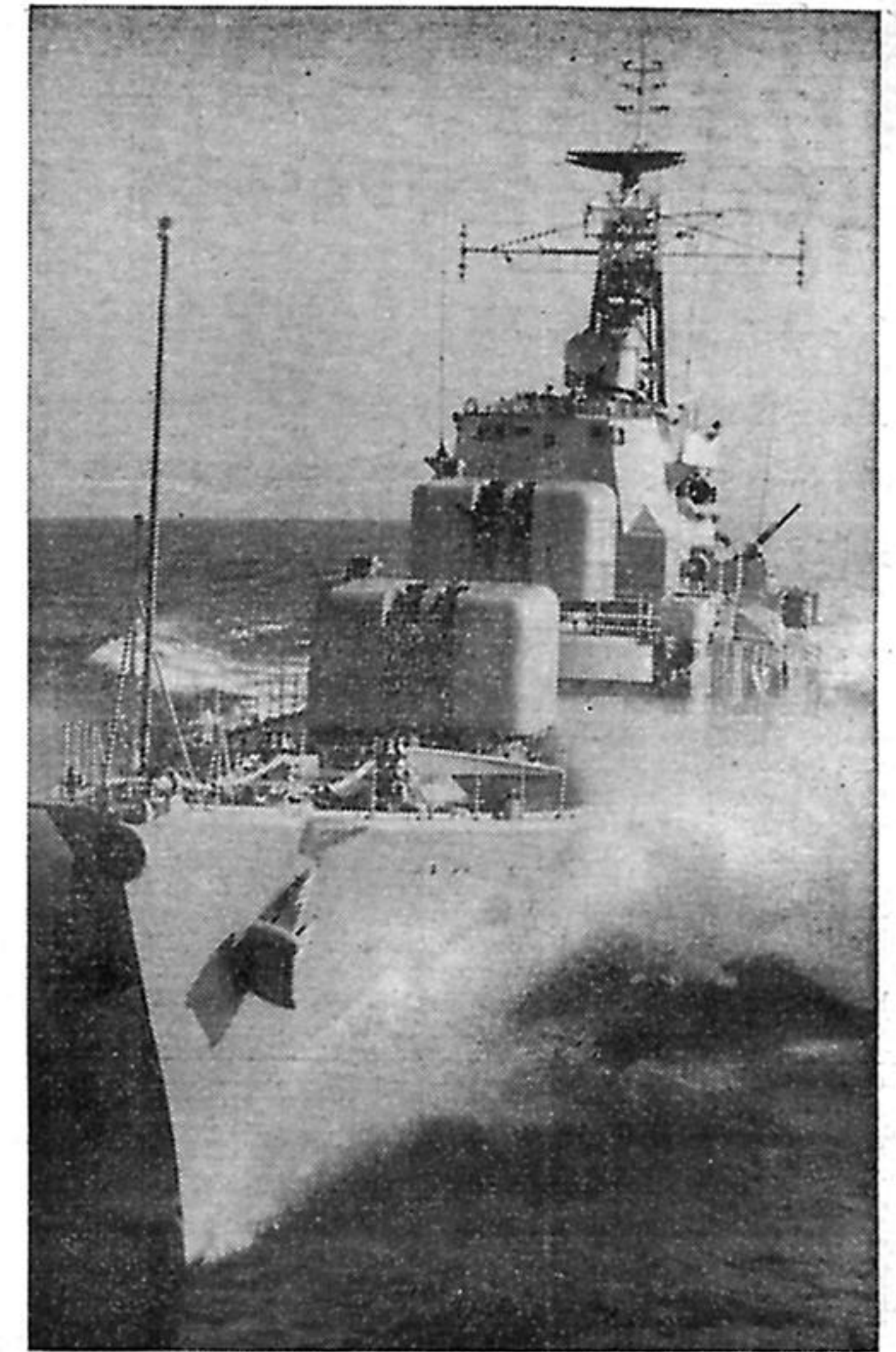
Displacing 3,600 tons (full load), 390 feet in length (o.a.) armed with six 4.5-inch guns and, originally, ten 21-inch torpedo tubes, the eight Darings cost about £2½ million each.

On her way home from Gibraltar in September, H.M.S. Daring (commanded by Cdr. J. de Beaufort-Suchlick) went to the aid of a disabled yacht in the Bay of Biscay. In order to keep an appointment with Admiral of the Fleet Earl Mountbatten at Portsmouth, the destroyer made a 26-knot dash up the Channel.

FIRST COMMAND

The Daring's predecessor was Lord Mountbatten's first command, and the present one went straight under his command in 1952 when he was Commander-in-Chief, Mediterranean.

One Daring—the Duchess—is on loan to the Royal Australian Navy. No decision has been taken about the disposal of the other five—Dainty, Decoy, De-



fender, Diamond, and Daring—but it is expected that they, too, will go on the disposal list in the next three years or so. The disposal of the Daring (seen above) and the Delight is

in keeping with the reduction in the size of the fleet. Delight has already been taken out of service, but H.M.S. Daring was at Stockholm for the British Week at the end of September.

THE BAHRAIN LINE

H.M. Ships Chawton and Burnaston sailed from Gibraltar to the strains of "Rule Britannia," played by the band of the Royal Ulster Rifles, and left behind a mass of fluttering handkerchiefs and glowing memories.

The ships were programmed to call at Freetown, Takoradi, Walvis Bay, Simonstown, Durban, Mombasa and Salalah.

At each port of call the local people were fascinated by the two small ships and were invariably hospitable and assisted the ships' companies to relax after a week or so of being bounced around.

An unplanned stop was made in Tema, but this was merely for the senior officer to telephone London. Communications had become slightly embarrassing!

NEPTUNE'S COURT

A scantily-clad King Neptune held court in both ships on the Equator west of Sao Tome, and enrolled many new subjects in the traditional fashion.

The greatest problem of arranging such a ceremony in a minesweeper is the provision of an effective ducking pool. Needless to say, the sailors' ingenuity found a workable if not smart solution.

At Walvis Bay in South West

Going round by 'Mini'

Africa, the South African Army were hosts and introduced the ships to the doubtful delights of Biltong—dried meat and Jagermeister—a very potent liqueur drink which they claimed had a sobering effect.

The visit was punctuated for Burnaston when she answered a distress call from one of the small trawlers which operate from the port, one of whose crew was suffering from severe head injuries. Although at sea with a doctor within an hour from the call, she did not reach the injured man before he died.

Between Walvis Bay and Mombasa the weather was entirely unfavourable, and although the ships were able to keep to the programme until after Durban, the winds and seas encountered made the ships' motions extremely uncomfortable.

The ships had intended to refuel from the RFA on the Beira Patrol. This weather prevented the minesweepers from getting alongside and despite the Master's offer to

float 30 tons of Diesel down to the ships in 45-gallon drums, the fuelling was cancelled.

At Mombasa, the minesweepers secured alongside the Kenya Navy's jetty at Mtongwe in Kilindini Harbour.

During the nine-day stay it was possible to carry out not only much-needed maintenance, but also to grant three days' leave to the ships' companies.

GREAT ATTRACTION

The Silversands Leave Centre proved a great attraction, not least for the ships' dogs who were delighted to be on land again, and turned out to be by far the most enthusiastic bathers.

The final leg of the journey took the ships to Salalah in Muscat to refuel from 45-gallon drums on an R.A.F. lighter—rather like filling a car's petrol tank with a teacup.

Here the ships parted company. Chawton remained to take part in an exercise, while Burnaston completed the passage to Bahrain.

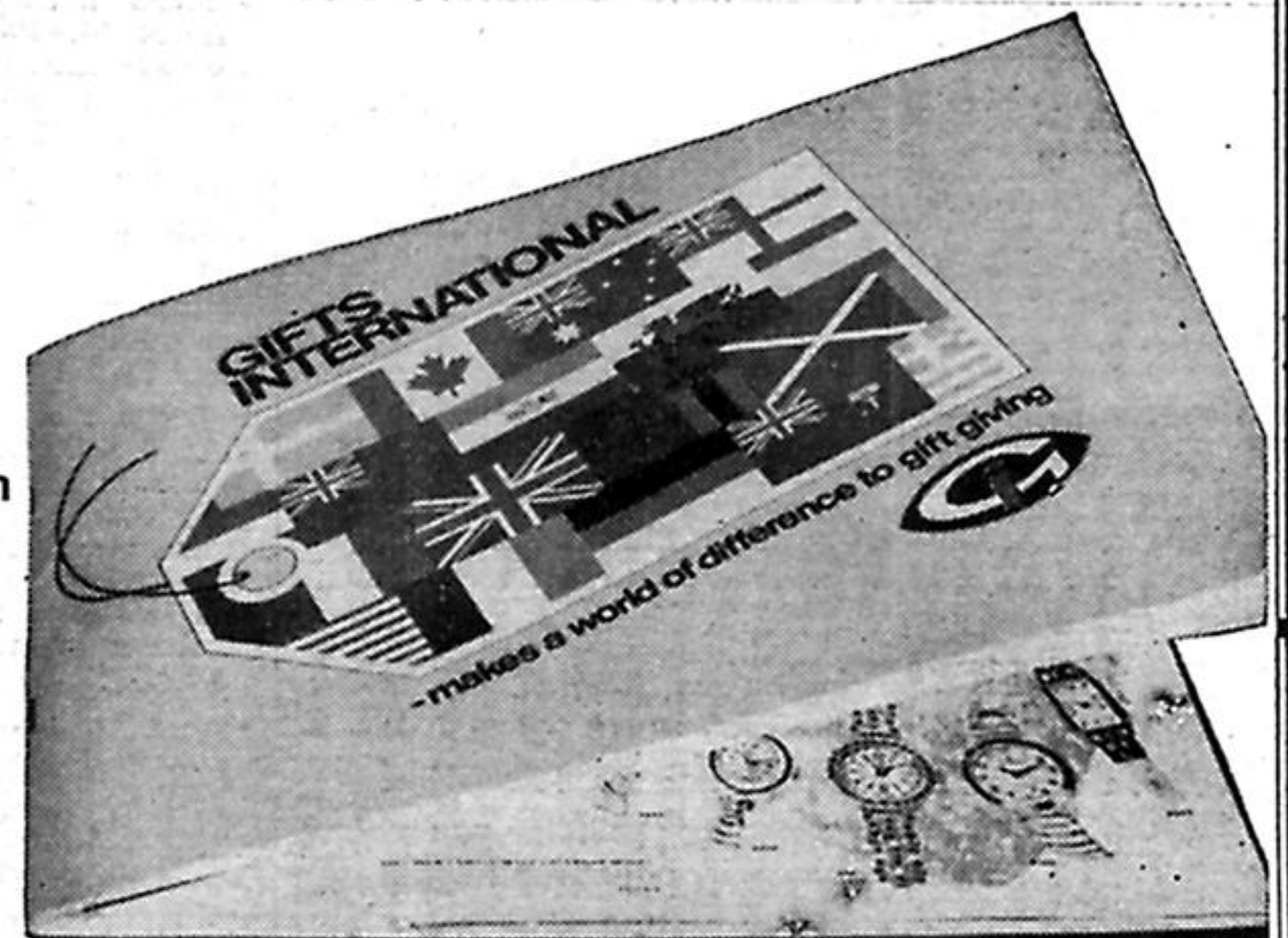
The arrival in Bahrain was heralded by bags of French chalk delivered from a "friendly" naval helicopter.

After two months of steaming around the Cape, the initial feeling of Bahrain was the coldness and blue uniforms—now, four months later. . . .

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Progress in redevelopment at Sultan

A new £90,000 sheet-metal and welding workshop, part of the redevelopment programme in H.M.S. Sultan, the Royal Naval Marine Engineering School at Gosport, was officially opened on September 19.

In the new workshop (opened by the Chief Staff Officer (Technical) to the Commander-in-Chief, Western Fleet—Rear-Admiral G. J. B. Noel) mechanics and shipwrights will be trained and, in addition, the shop will assist in fleet maintenance work.

Unveiling a plaque to commemorate the opening, the Admiral said: "I think it is extremely encouraging that, in spite of all the financial difficulties, we are able to continue to develop."

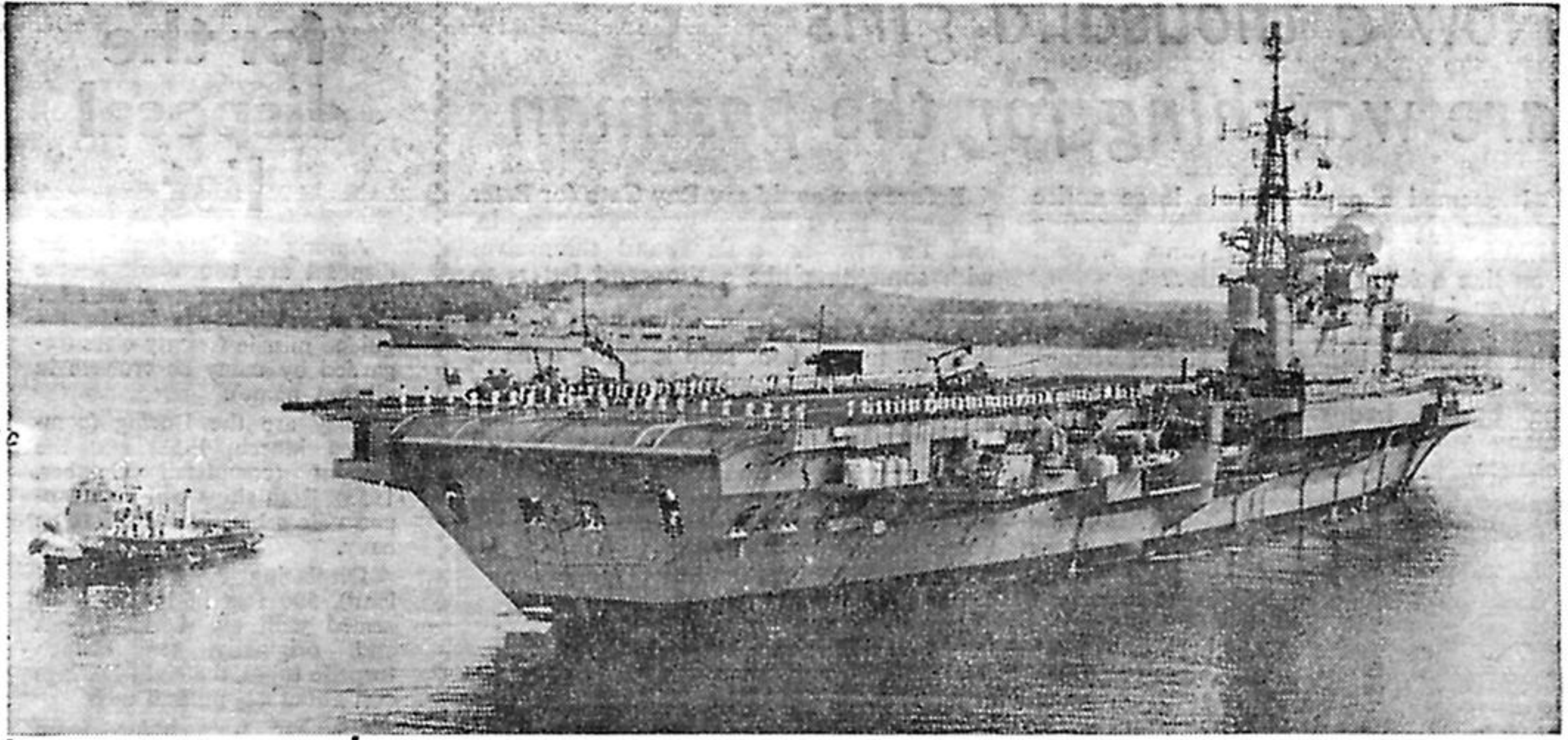
Before the ceremony, Admiral Noel toured H.M.S.

Sultan with the captain, Capt. L. D. Dymoke.

Another recent visitor to the establishment was Rear-Admiral, Atlantic (Rear-Admiral E. R. Crawford, U.S.N.), who is touring establishments to study all aspects of training and maintenance of men and materials in the Royal Navy.

"I have been very favourably impressed with all the facilities in Sultan, and the details which you have, right down to the smallest pieces of auxiliary machinery," he said. "I have been very impressed with the Royal Navy from what I have seen here."

HERMES IN COMBINED EXERCISES



After a two-week passage from Capetown, H.M.S. Hermes arrived off Penang to carry out the final work-up before her operational readiness inspection.

With her were the Euryalus, Fife, and Glamorgan; three submarines—the Amphion, Rorqual, and Onslaught; and five R.F.A.s—the Regent, Reliant, Olna, Tarbatness, and Fort Rosalie.

Representing the Royal Australian Navy were the Vendetta (a Daring class destroyer), and Parramatta (a modernised Type 12).

R.A.A.F. Butterworth, which was the diversion airfield for H.M.S. Hermes, provided Sabres and Meteors to do battle with the British forces.

Above: the Hermes is pictured on arrival at Singapore to undergo a well-earned self-maintenance period. H.M.S. Triumph is in the background.

Riddled sail relic of Trafalgar

An interesting relic of H.M.S. Victory and the Battle of Trafalgar was on view in the gymnasium of the Royal Naval Barracks, Portsmouth, on September 17.

It was the 3,500 sq. ft. fore topsail, worn on the foremast of Nelson's flagship at Trafalgar. The fourth biggest sail of the ship, the examination was thought to be the first such scrutiny since 1805.

The sail has more than 50 holes—the result of French gunshot.

Taken down after Trafalgar and stowed in the sail locker, it remained there until 1939 when, still furled, it was placed in the Victory Museum.

Four years ago it was returned to the ship. Still in excellent condition, the old relic will shortly be on display on the

orlop deck of the ship. Most of it will be furled, but the port top corner will be on view.

Lieut.-Cdr. W. E. Pearce, captain of the Victory, said: "We're pretty sure that the sail would have been put together during Victory's big refit at Chatham in 1803."

The sail has interesting sailmakers' markings which date it, and the dockyard sailmakers who inspected it noted contemporary reefing points.

Sails of the Trafalgar period were specially made for each ship, rather than being a standardised type to fit a type of warship.

It was stated that previous

Sears of battle on the Victory's "F'topsail," photographed during the inspection at the R.N. Barracks, Portsmouth

Picture by L/Air (Phot) R. Pogsun

attempts to lay the sail out for inspection had been handicapped by lack of space.

Fleet Club Funds

The funds of the R.N. Fleet Club, Corradino, which closed last May have been disposed of as follows:

Malta Amenities Fund, £1,000; Manoel Island Club, £900; H.M.S. St. Angelo Welfare Fund, £1,000; R.N. Hospital Malta Welfare Fund, £500; Naval Central Fund, £3,152.

RECORD BEQUEST

The Star and Garter Home for disabled ex-Service men at Richmond-upon-Thames has received a £180,000 bequest from an American woman.

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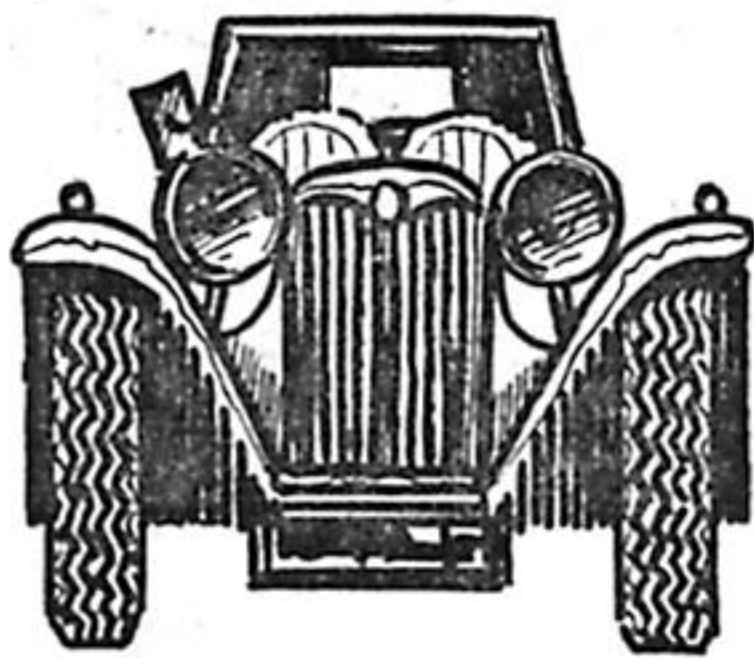
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Full power on reactor

Since initial criticality on August 14, 1968, the refitted nuclear submarine prototype propulsion plant at the Admiralty Reactor Test Establishment, Dounreay, has been undergoing a comprehensive testing programme.

The reactor was taken up to full power satisfactorily on September 25 during the final stage of the trials programme.

The new all-British designed core was developed by Rolls-Royce & Associates Limited. This core will be fitted into British nuclear submarines when they become due for refuelling, and will give the submarines greater endurance and a higher power.



AT WORK IN NELSON'S DOCKYARD

Some of H.M.S. Minerva's good men and true find amusement in painting a model capstan in Nelson's dockyard, English Harbour, Antigua.

It is common practice for ships visiting Antigua to send working parties to this quaint historical haven where Nelson maintained his headquarters from 1784 to 1787.

Left to right in the picture are: AB Bob Mathie (Dunfermline, Fife), AB Ian Stead (Rotherham, Yorks), AB David Lester (Cramlington, Northumberland), AB David Cowan (Salford, Lancs), CPO David Eastham (Gosport, Hants), and AB Colin Vickers (Selby, Yorks).

THAT SONG IN THE BATH

The "wonderful concert party" of H.M.S. Nelson (1935) was recalled by Ex-Chief Yeoman of Signals George Morris in a letter published in "Navy News" (October issue).

He wondered if the present Admiral Twiss was the young lieutenant who, at the Victoria Theatre, Gibraltar, "gave a brilliant performance of the then popular song 'I'm putting on my top hat,' sung while taking his bath on the stage."

"Navy News" has received the following letter from the Second Sea Lord:

Dear Sir

I was interested to read in the October "Navy News" the letter written by ex-Chief Yeoman of Signals George Morris in which he recalls a concert given in the theatre at Gibraltar.

The performer of this particular item recalls the occasion very clearly and, as the writer of this letter, signs himself

Yours faithfully,

F. R. Twiss.

St. Vincent's finale

As regular readers of "Navy News," my colleague and I were most concerned to read that in April, 1969, H.M.S. St. Vincent training establishment at Gosport is to be closed (September issue).

Any further information would be appreciated, such as the date of closing. My colleague and I would very much like to attend the final ceremony as a reminder of the happy days spent at St. Vincent. Being both now engaged in an ambulance service, we hope to be able to arrange our duties so that we can be present.

R. E. Coggins

Newbury, Berks.

"Navy News" is informed that although St. Vincent will be in operation until next April, the establishment will be running down rapidly after the end of the year.

The last ceremonial divisions will take place at 10.00 on Sunday, December 8, when the Captain hopes that officers and men who have passed through the establishment during their careers will attend.

Letters to the Editor

to H.M.S. Indomitable's successful protection of a convoy to Malta, in August, 1942, with Martlet planes.

I admit at once that our aircraft did a wonderful job under exacting conditions against a determined foe—the Germans—but when one considers that out of 14 merchantmen in the convoy only four reached Malta safely, plus the fact that out of the escorting force, the carrier H.M.S. Eagle, cruisers H.M.S. Manchester and Cairo, and the destroyer Foresight were lost, in addition to severe damage to the cruisers H.M.S. Kenya and Nigeria, with a couple of bomb hits on H.M.S. Indomitable herself forcing her early retirement from the fray, the cost of such success was heavy indeed.

It was my sad privilege to witness the complete action as a young seaman toiling with cordite cases on the gun deck of a fleet destroyer, in which I was happy to serve until the end of the war.

Archie Meiklem

Rutherglen, Glasgow.

Malta wreck

I read in "Navy News" (October issue) that the R.A.F. St. Athan Sub-Aqua Club are to explore a naval shipwreck off Malta. I would be interested to know which destroyer it is.

In March, 1942, I was in a Hunt class destroyer, H.M.S. Southwold, mined just off Malta. Her back was broken, and she went down like a letter "V."

J. P. Creasy
(Ex-Sea/PO)

Kettering, Northants.

History of Subs.

I am compiling a history of Royal Navy submarines of the "S," "T" and "A" classes between 1945 and 1955/56, but have many gaps to fill.

The type of information required is: commissioning dates and places, length of commission and squadron number, refit dates and dockyards, names and ranks of commanding officers during commissions.

All letters will be answered.

B. Hudson

4 Portman Street,
Melton Road,
Leicester. LE4 6N2.

Voluntary effort

Your readers will, I am sure, be interested to know of a group of Royal Navy wives in Singapore who have found a most humanitarian way of filling their free hours.

Some 40 wives each spend two hours one morning every week looking after children at

'Full whites' Admiral hi-jacker suspect!

The Commander British Navy Staff Washington (Rear-Admiral L. E. S. H. Le Bailly) on September 25 flew back to Washington from Jacksonville, Florida, where he had been speaking at a change-of-command ceremony of USN VA 81 Attack Squadron.

As time was short, he and Lieut.-Cdr. (O) D. J. Melhuish, R.N., joined the commercial aircraft in full whites and carrying their swords. The hostess immediately impounded the swords and warned the pilot of the presence of these renegade passengers, who were kept under close surveillance during the flight.

In the past 10 months, 15 U.S. civil aircraft have been hi-jacked to Cuba, and the company were clearly taking no chances.



"Change of command ceremony, huh! These Limeys sure have some quaint names for a hi-jack job!"

the Jubilee Home in Johore Bahru—just over the causeway from Singapore Naval Base.

Until these ladies started their voluntary work at the Home, the children spent most of their lives confined to their cots. Some of the wives exercise spastic children under the supervision of a Malaysian doctor and a European physiotherapist. Others teach the children in a schoolroom which was equipped by the voluntary workers, and some give simple occupational therapy for educationally sub-normal children.

I wish we could show the eager looks on the children's faces as they greet the volunteer wives, but the photographs would not be suitable for pub-

lication. This fact in itself speaks volumes for the unselfish dedication of these Navy wives.

David McDine

Fleet Public Relations Officer,
Singapore.

A dog story

As a very amateur story writer I would like to tackle a book about Able Seaman Just Nuisance, the matelots' dog in Simonstown - Capetown during the war. Any information would be appreciated.

D. S. Harris
(Able seaman)

H.M.S. Cambrian,
c/o B.F.P.O. Ships.

Discovery

I was beginning to think that nobody took an interest in our Navy until I read "Navy News."

R. G. Holden

Broadgreen,
Liverpool, 13.

'Success' queried

Your article on the subject of the Wildcat (Martlet) aircraft, in the September issue, contained one sentence with which I can hardly agree. It referred

NAVY DAYS MOAN

I have to have a moan at somebody, and it might as well be you.

On the occasion of Navy Days I spent a day in Portsmouth Dockyard, hoping to see some ships.

I visited the very interesting exhibitions leading from the entrance gates, and then queued for a solid hour to board H.M.S. Bulwark, and when I did get aboard, what did I see? Just another slipping exhibition.

It was the same on the Whitby and the Leopard. Join the queue, up one gangway, follow the queue along one side of the ship, through the bridge, down the other side and off. The public were not allowed to see anything.

It was a bit different a couple of years ago when I went over the Ark Royal, where we were allowed to go where we pleased within certain limits.

I am not complaining about the queues—that is inevitable—but at least you could do without the stop-go system, and let us see something of what we are paying for.

It was a most disappointing day, saved to some extent by the fact that I did manage to get into a submarine and see something of the "works." Were it not for this, and also a most interesting tour of the Victory, I would have considered the day a complete dead loss.

A. W. White

Polegate, Sussex.

Another Win

Regarding the article about the Silver Cock trophy ("Navy News" October issue), George Morris was correct in saying that the Conqueror won it in 1916, but he might also have mentioned that she won it again in 1917.

I was an engine-room rating in H.M.S. Conqueror from February, 1915, until February, 1919, and a member of the stokers' cutters crew 1916/17/18.

For the record I am enclosing a postcard picture of the Silver Cock and the result of the 1917 regatta.

J. (Ginger) Dowling

Seaham, Co. Durham.

ENGINEERS TO TRAIN IN MANXMAN

An interesting new role awaits H.M.S. Manxman on her return to the United Kingdom after six years' continuous service with the Far East Fleet.

This 27-year-old three-funnel vessel, headquarters ship of the Far East Fleet Inshore Flotilla, was once capable of 40 knots, but at her age might well have been destined for the breakers' yard.

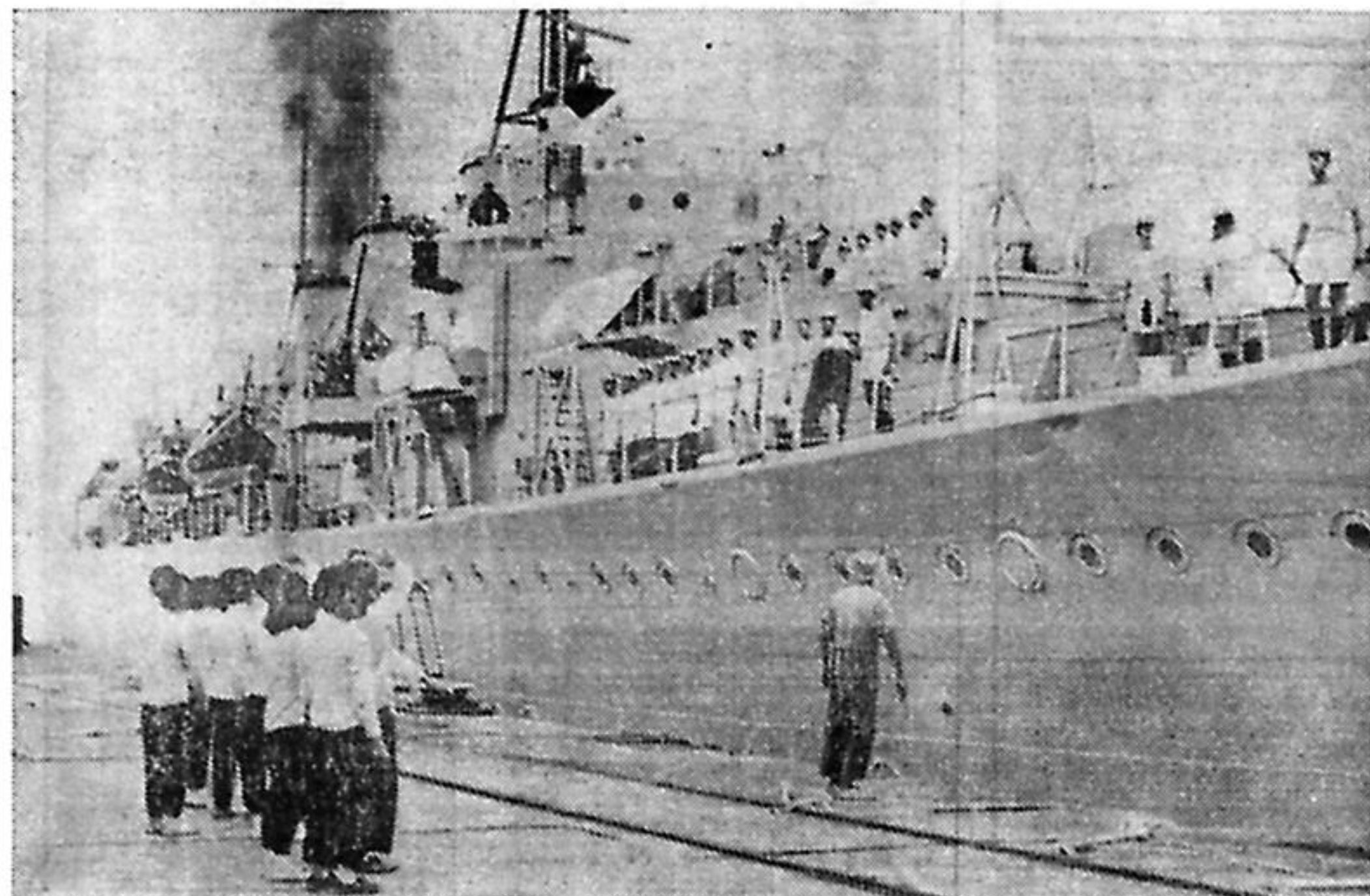
Admiralty Board approval

has been given, however, for the Manxman to be used on port service for training in engineering.

The Manxman left Hong Kong last month. Commanded by Lieut.-Cdr. J. Phillips, she has served most of her time in Singapore, with spells in Hong Kong.

Return will probably be by way of the Beira Patrol, with arrival in the U.K. before Christmas. She will join the Western Fleet.

In the picture, the well-known Chinese "side party" girls wave farewell as the Manxman pulls slowly away from the quayside at Hong Kong.



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'Battle bowlers' for farewell to Singapore



Number One in fighting rig

After an interesting Far East leg of her General Service Commission, H.M.S. Carysfort is now on her way back to the United Kingdom, where she is due this month.

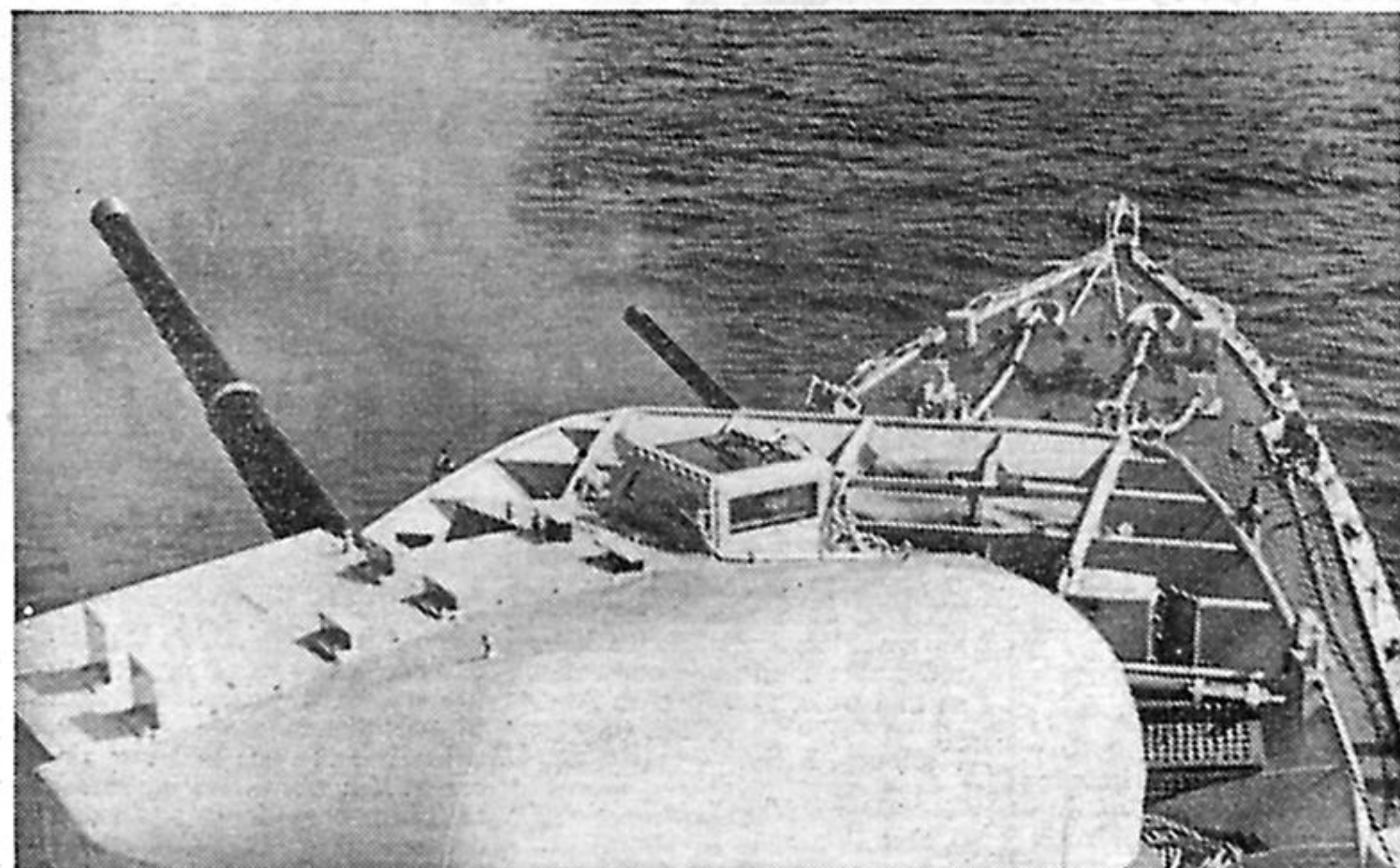
Her sailing from Singapore was unusual, for instead of the formal departure, with hands dressed in their best white uniforms, she left almost before dawn with the ship's company in action rig, complete with anti-flash gear and "battle bowlers."

There were a few people in white tropical rig, but these were visitors for the day—Captain (D) of the 1st Destroyer Squadron (Capt. J. W. M. Pertwee) and his staff, to carry out their annual inspection of the ship.

No sooner had the Carysfort moved from her berth and joined H.M.S. Defender, than the first part of the sea inspection began. Visibility was arbitrarily reduced to 100 yards and, working on radar and soundings only, the ship made her passage down the Johore Straits navigated from the operations room.

Then, just to "warm things up," the ship was shut down for the transit of an area nuclear fall-out.

As soon as the area was cleared, monitoring teams



Surface firing from H.M.S. Carysfort

worked their way round the upper deck and guns, detecting and, where necessary, washing away the residual fall-out which had not been removed by pre-wetting.

Soon everyone was back

again at action stations for, first, surface, and then anti-aircraft firing. The latter ended rather abruptly when Carysfort's second and third guns shredded the target.

While the ships next hunted a submarine, the gun crews were kept busy under constant attacks by two R.A.F. Meteors.

"Action messing" provided a test for the cooks and galley staff before taking in tow H.M.S. Defender, whose crew enjoyed the opportunity of a little sunbathing while the Carysfort boarding party made fast the tow. In less than an hour Carysfort was under way with her salvage.

The captain—Cdr. David Chapman—was "killed" right at the beginning of the damage control serial; lights went out,

boilers had to be shut down, and casualties littered the decks.

For one and a half hours the crew battled against the staff's incessant flood of incidents.

None the less, by 16.00 the ship was ready to commence a replenishment with the R.F.A. Fort Rosalie.

Canned peaches, potatoes, beer and tomatoes, as well as ammunition and clothing, were among the 30 or more loads which were swung over on the jackstay in little over an hour.

Finally, after Captain (D) had spoken to the ship's company and told them of their successes—and their failures—he and his staff left the ship to return to Singapore.

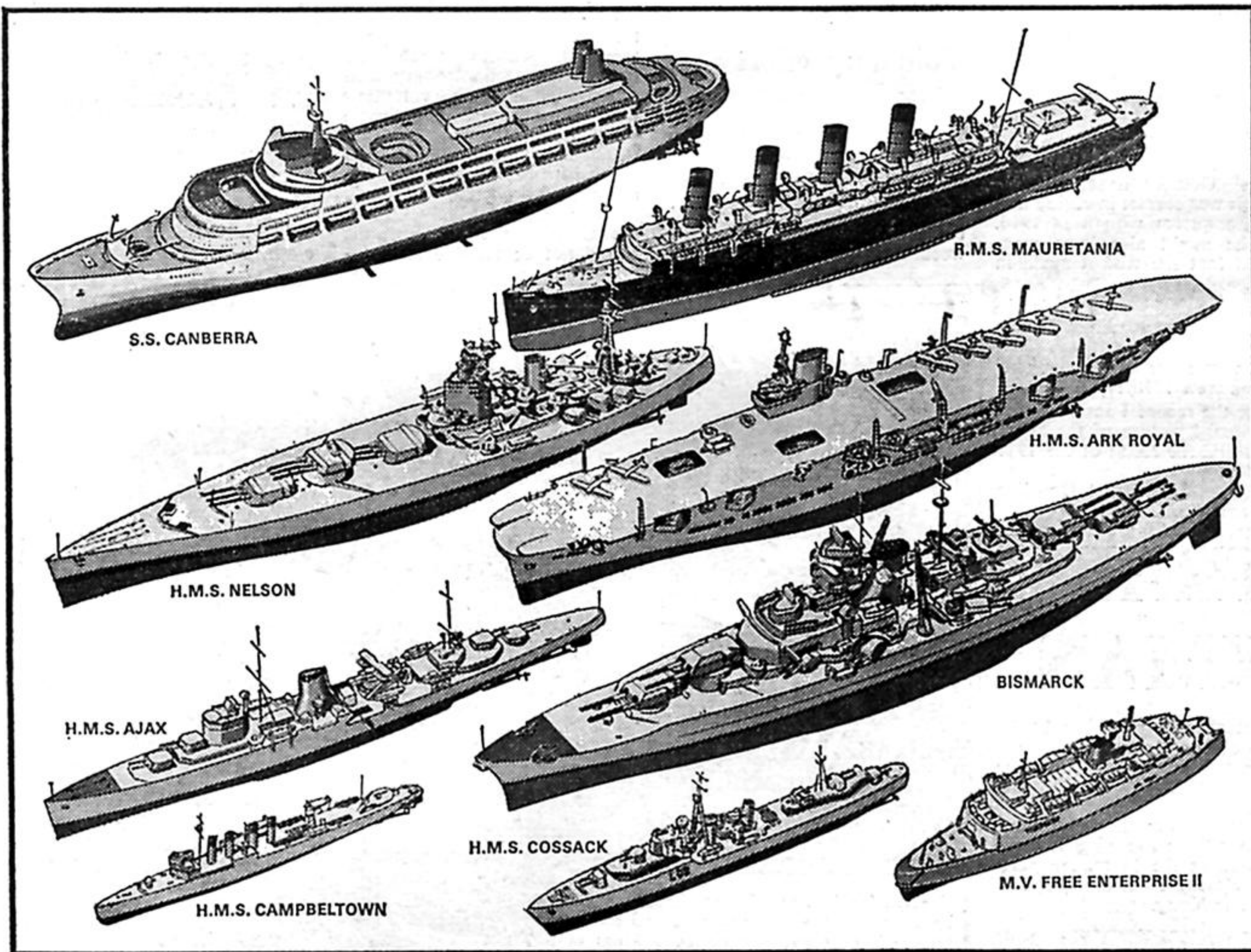
Those in the Carysfort appeared to be tired, but in good heart, as well they might be, for they were rolling homewards. The ship is expected to arrive at Devonport on November 14.

Great ships of the 20th Century

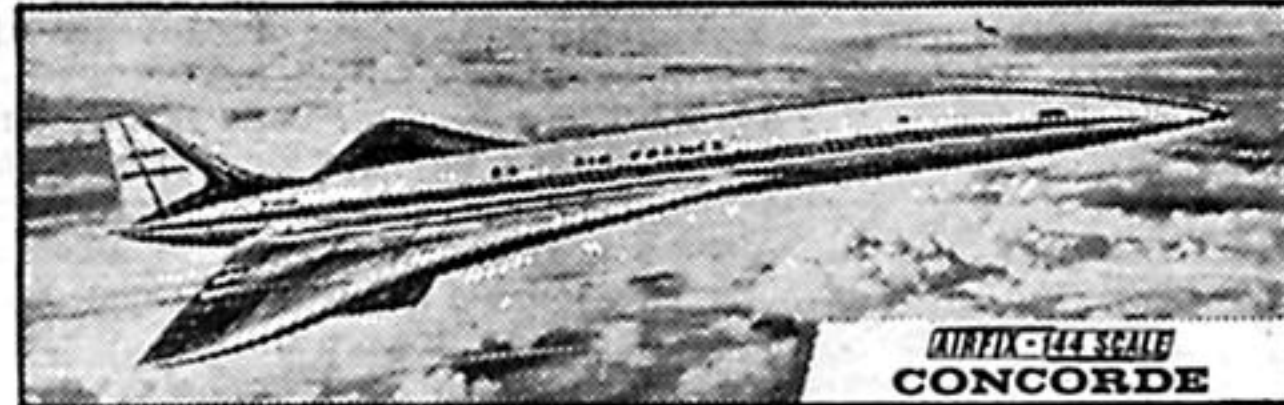
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Endurance off to Antarctica

H.M.S. Endurance, formerly the 3,600-ton Danish ice-breaker Anita Dan, which has replaced H.M.S. Protector as the Antarctic ice patrol ship, sailed from Portsmouth on October 8 to begin a seven-month tour at the "bottom of the world."

Commanded by Capt. P. W. Buchanan, the Endurance will carry out hydrographic survey work.

On October 3, the Hon. Alexandra Shackleton, granddaughter of the explorer Sir Ernest Shackleton, cut the commissioning cake in the presence of three men who had served with Sir Ernest in the present ship's predecessor in 1914-15.

Shackleton's Endurance was crushed by ice in the Weddell Sea and, after drifting for more than five months, Sir Ernest and his crew travelled by open boat to Elephant Island.

From there he made an 800-mile voyage to South Georgia to organise help for those stranded on Elephant Island. Not a crewman was lost.



Mr. C. J. Green, Cdr. L. Greenstreet, Mr. C. R. Smith (engineer officer of the Quest—the ship in which Sir Ernest Shackleton died at Grytviken, South Georgia, in January, 1922) and Mr. W. E. How, with some of the ship's company of H.M.S. Endurance.

'Hi there, dad!'



"My husband has been serving in Bahrain since January of this year," writes Mrs. Reeves, of Billesley, Birmingham, wife of LME Albert John Reeves, "and he became 'daddy' to our baby daughter, Alexandra Rosedon Anne, born on September 26.

"The staff of the maternity hospital, after learning that my husband was serving abroad, and unable to see the baby until his expected return to this country next April, gave permission for this picture to be taken at one day old.

"I know it would surprise and delight my husband to see his daughter's photo in your paper.

"As a point of interest, the baby's two uncles (my husband's brothers) are also serving with the Royal Navy. LME Terence Reeves is at H.M.S. Sultan, and LME Daniel Reeves in H.M.S. Defender, at present bound for Australia, and who incidentally married my younger sister on August 3 last—the week before joining the Defender in Singapore."

"What destination do I put on the trunks?" This is a plea well known to drafting authorities, and resulted in a naval wife writing to "Navy News" from Singapore about the kind of problem which she and her friends have to face.

"I had written to you before," said the letter, "on the question of when it was likely that naval personnel here would be told in advance of leaving the station, what their next draft would be.

"Now we are very much concerned about it, as our return to U.K. is scheduled for the end

NO NAME TO PUT ON THE TRUNKS

of December and there are so many things to arrange, but to date we do not know where we are going.

"My husband is trying to get a course in the Portsmouth area, and with this in mind we are going to Portsmouth some time during foreign service leave to find accommodation there.

"We would like to buy a house in the area if possible as

our children are growing older and need a settled school to finish their education, in particular my eldest son who will be taking G.E.C. 'O' levels in June.

"I am certain that ours is not the only worried family here. If only the Navy could be more helpful on the subject of letting us all know our 'fate' a few months in advance, it would be a tremendous relief to many people."

would arrange for a man serving on an accompanied draft to send his drafting authority a drafting preference card as soon as a draft order is received in his ship arranging a relief or sending him home without relief.

If this D.P.C. is rendered promptly, outlining the man's personal situation on return to U.K. and in particular saying whether a man is prepared to forgo some (and how much) of his foreign service leave to obtain a billet in his preference area, then C.N.D. will do his best to issue the man's draft order for his next ship/establishment so that it will reach him at least six weeks before he is due to leave his foreign billet.

To say this is not, however, to say that C.N.D.'s attempt will necessarily be successful in meeting a particular preference. In the queue for popular preferences the man who has been lucky enough to be accompanied abroad comes behind those who have been separated.

LIVELY P.O.s' MESS

When members of the Petty Officers' Mess at H.M.S. Neptune held a first anniversary dance, a mystery prize won by Mrs. Lynne Gilbert turned out to be a free hair-styling by Mr. Hans Claussen in his Garelochhead branch of the well-known firm "Miladys."

Awarding mystery prizes is only one of the many mess activities. It has adopted the Smyllum Park School for Children, run by the Sisters of Charity at Lanark. Members and families take the children on outings. The next big event at

the school will be on Guy Fawkes' Day, when there will be comic football, hockey, and fireworks. A party will be given in the mess in December.

Another December party will be for old people from the Piccadilly Home in Glasgow.

Even that doesn't represent the limit to which this socially active mess will go in its attempts to foster goodwill between local people and naval "intruders."

Employees of a brewery are also to be entertained in the near future—but there just might be other motives for that!

Left to right: PO Uglow, Ldg Patrolman Gilbert, Mr. Hans Claussen, PO Woodhouse, and Mrs. Lynne Gilbert



The end of Bowlands

The official closing on September 30 of Bowlands, the maternity home for Royal Naval and Royal Marine wives at Southsea, saw the end of a service which had existed for 47 years.

The closure was hastened when the Portsmouth Group Hospital Management Committee decided that, in view of the opening of a new maternity hospital at St. Mary's, Milton, the Bowlands facilities were no longer needed for National Health patients.

It is estimated that 14,000 babies were born at Bowlands during the years it was in existence, the last being on September 26.

The home and its site are now to be sold, the money raised going to Service charities.

Centres run by R.S.R.

The Royal Sailors' Rests' community centre at Tipnor, Portsmouth, is soon to be re-established in its old home in the instruction huts in the R.N. rifle range area. The building will be leased to "Aggie Weston's" and will be entirely self-contained. Help is being enlisted towards the cost of structural alterations.

A new treasurer for Aggie Weston's has just been appointed: Mr. R. I. Sellers, who succeeds the late Lieut. A. G. Miller.

At Rowner married quarters estate, the Royal Sailors' Rest community centre, Grange Lane, has a varied programme arranged, including keep-fit classes, films, socials and badminton.

EX-WREN 'SUPER'

Miss Agnes Jean Currie, who in the rank of Superintendent of the Women's Royal Naval Service was in charge of all Wrens in India, Ceylon and Africa during the war, has died at Aldeburgh (Suffolk) aged 69.

NEW WARD AT HASLAR

Lady Frewin, wife of the Commander-in-Chief, Portsmouth, and Senior Nursing Sister Gale, pictured with two lively young patients at the opening of the new children's ward at the Royal Naval Hospital, Haslar.

CHRISTMAS MESSAGES

Christmas messages which will be heard by sailors all over the world on their ships' radios are now being introduced and sorted at H.M.S. Collingwood, Fareham.

Much of the work is being done by Wrens from bases all over the country.

The messages, recorded by wives, sweethearts and relatives, were arriving at Collingwood at the rate of 20 to 30 a day.

DROP CAROLE A LINE

Any friends or relatives living along the Sussex coast between Peacehaven and Shoreham?

Radio Brighton—one of the eight B.B.C. local radio stations now operating in England—would be pleased to play a record request for them in the lunchtime "Calling the Coast" programme.

Just write to: Carole Stone, B.B.C. Radio Brighton, Marlborough Place, Brighton. BN1 1TU.



Home Club extension

An extension to the family annex of the Royal Sailors' Home Club in Queen Street, Portsmouth, was opened on September 30 by Lady Frewen, wife of the Commander-in-Chief, Portsmouth, Admiral Sir John Frewen.

The demand for family accommodation in Portsmouth remains very great, but the extension will provide excellent temporary quarters for an additional 36 people.

The whole annexe comprises 27 double rooms with cots, and 21 single rooms, some with double bunk beds and others with single beds. Each room is entirely self contained, with plenty of cupboard space and other facilities.

The Royal Sailors' Home Club—"Portsmouth's biggest hotel"—can now accommodate nearly 350 people.

The Nuffield Trust, King George's Fund for Sailors, Naval Central Funds, as well as the Home Club's funds helped towards the cost of the new extension—nearly £18,000.

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CHATHAM GOES FROM GUNS TO BUTTER

Best cookery school in country

To those who belonged to the Chatham Port Division and knew the Gunnery School, situated at the far end of the old Royal Naval Barracks, the "Heavy Gun Battery" will conjure up memories of a mock 16 in. gun turret and the shout of the Gunnery Instructor.

The Chatham Gunnery School is no more, and the heavy gun battery, after a transitional stage as a drill shed for the New Entry Supply and Secretariat trainees in H.M.S.

Pembroke, has been "re-vamped" as the new home of the Royal Navy School of Cookery.

The old school, which was situated just inside the Dockyard by the Garrison football pitch, has been closed and the cookery training task at Ports-

mouth has gone to Chatham.

This means that the Navy and Marine cooks are now trained at all levels in H.M.S. Pembroke with the exception of New Entry Wrens, and there is a chance they, too, will go to Chatham.

From the outside the casual observer would see little difference from the old days,

apart from a new name over a rather smart front door, but inside, the Navy now has what is probably the best and most comprehensively equipped cookery school anywhere in the country.

There are 13 kitchen classrooms; a demonstration kitchen with sloping mirrors so that even the students in the back row can see what the instructor is doing; two bakeries, one with the very latest mechanical bread-making equipment, and a full-scale submarine galley for training the "underwater" chefs.

Each kitchen classroom is equipped in the modern manner, with large areas of easily cleaned stainless steel, cheerful paintwork and bright coloured floor tiles. Each classroom can take eight students, and every student has his own range consisting of an oven and hot plates, sharing a bain marie and deep fryer.

In all, the school can train 112 students at one time.

FORMIDABLE TEAM

The transfer from the old cookery school to the new building was carried out with very little loss of training time, and much of the credit for this goes to Lieut.-Cdr. L. A. A. Moorhouse, whose final job it was before retiring after many years' service as a cookery officer.

The new Cookery Training Officer, Sy Lieut. A. D. Willcox, now has two assistants, Sy Lieut. J. Earle to look after

Sh-h-h...you know what

"Up spirits" was the call aboard H.M.S. Eagle—and there it was... all spooky and see-through (not the modern kind). Much trembling, the photographer got his picture, but if you want to know the real reason for his nervousness, well ask anyone aboard the Eagle

The picture, you see,

is a fake

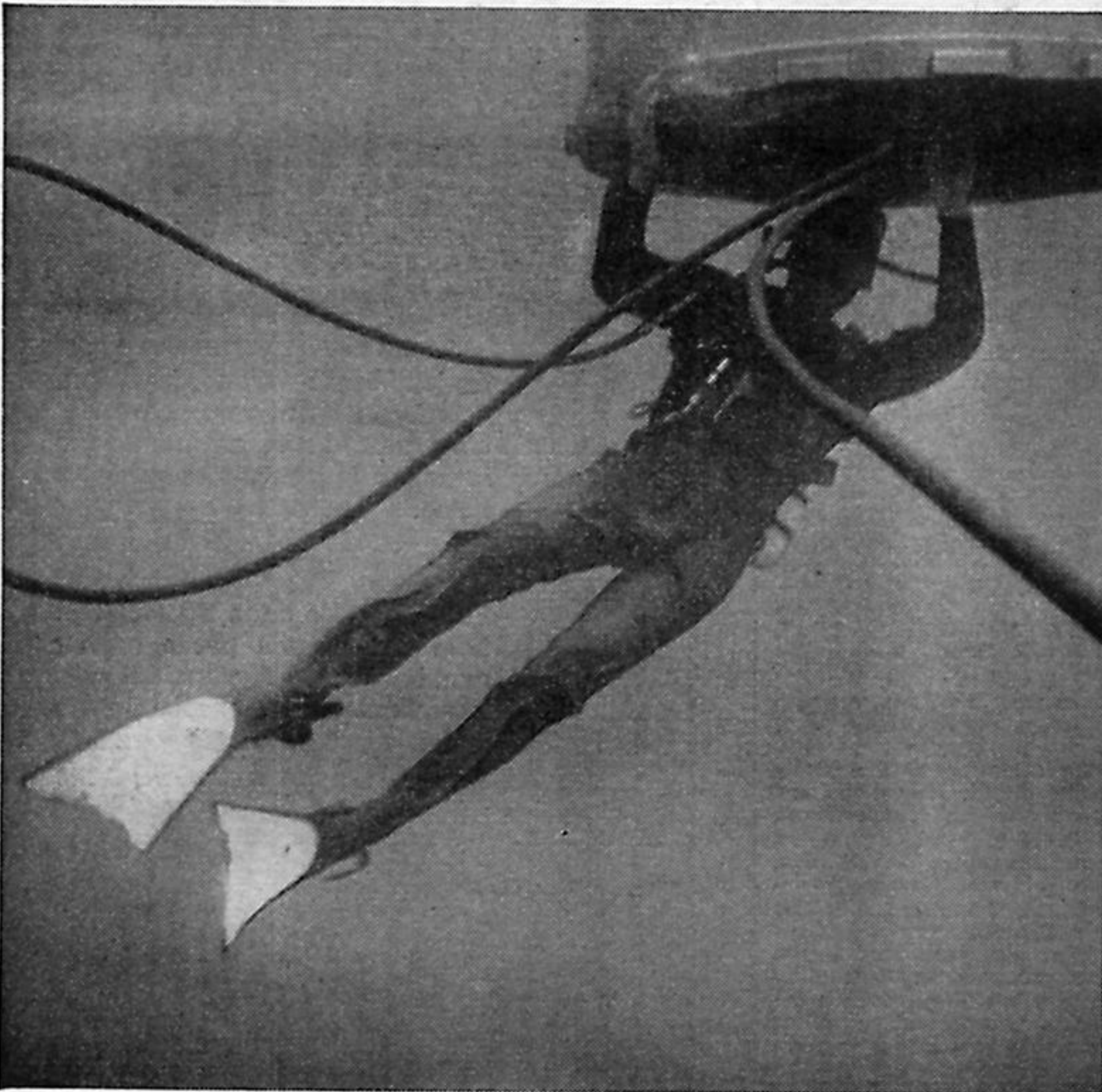
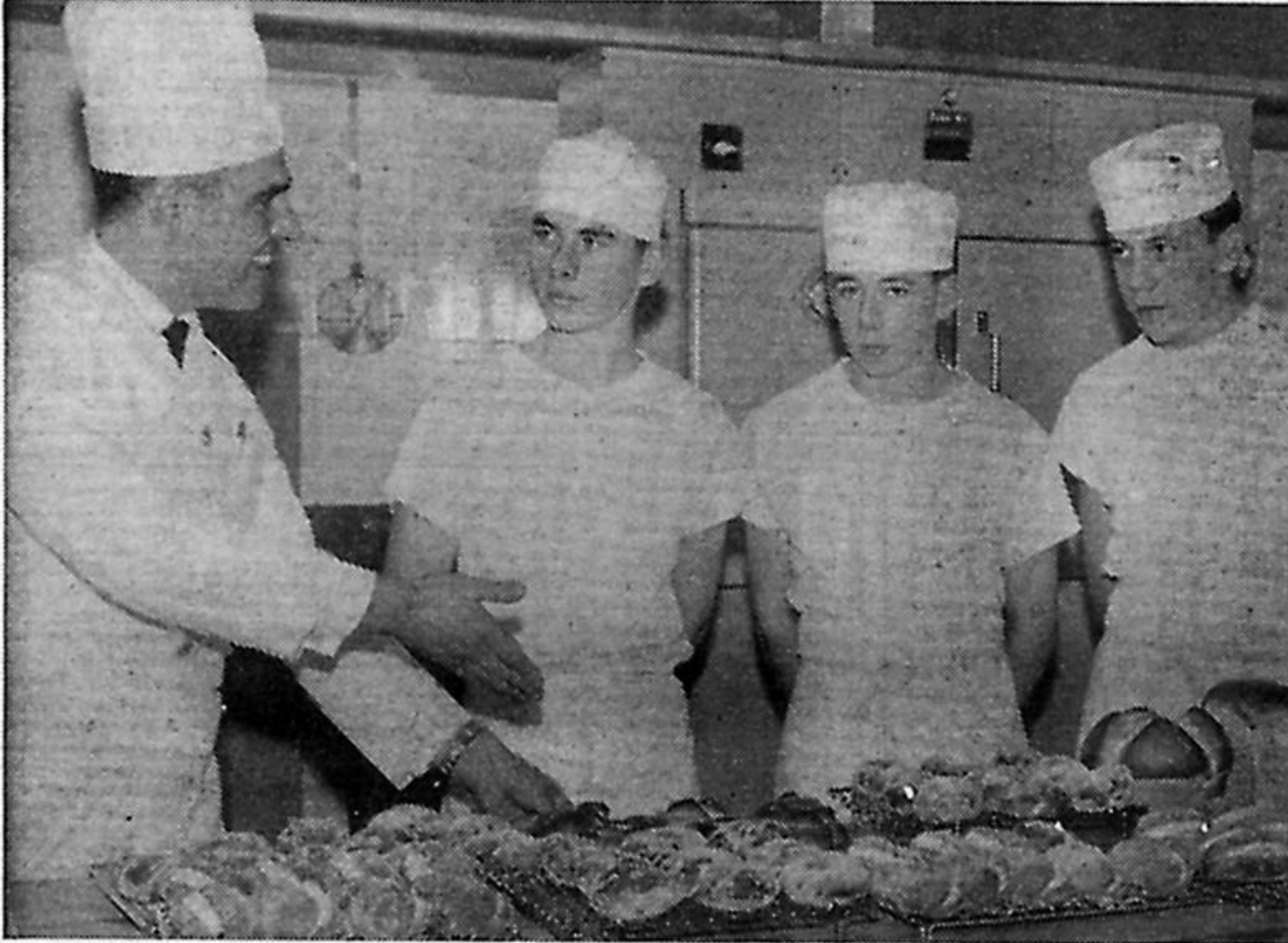


advancement courses, and Sy Sub-Lieut. J. Boddy to run the New Entry cookery training.

Together with a host of experienced instructors, they form a formidable and highly ex-

perienced team, whose aim is to send out to the Fleet, cooks who are able to maintain the high standards of food which the Navy has grown to expect during recent years.

"Good show! But remember Jack wants these every day"



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FIRST CHRISTMAS PUD



Surprise trip for the Dainty

A few—mostly the senior ones on board—were annoyed, but the majority of the ship's company of H.M.S. Dainty were overjoyed when the destroyer, en route for Simonstown via Gibraltar, was diverted off Cape Finisterre to the West Indies.

Although the pre-planned runs ashore at Gibraltar were off, the run to the Azores, followed by visits to Antigua and Grenada, more than made up for missing the Rock.

The ship had been sent to Antigua as a precautionary measure, but apparently the sight of the ship was enough to ease any tension, and enjoyment was the order of the day.

During the 10 days there, some of the buildings in English Harbour were painted. Nelson spent some time there when he was in the West Indies and our correspondent says: "The building we painted looked as though it had last been painted by one of his crew."

Two days were spent in Grenada, the ship's football team playing the local boys on a pitch that was in dire need of a few dry patches.

It was said: "They only beat us because they had a better water polo team."

After refuelling at Trinidad, the Dainty sailed for her original destination, Simonstown, welcoming King Neptune on board en route.

The Captain was the first to be brought before the Court, charged with ruining the run ashore in Gibraltar. He was dealt with appropriately, as were many others in the ship.

The first cuckoo, how many tomatoes on a truss, and is my holly-hock a record—these are landmarks of our national life, to which the Royal Navy has added another. Who will be first in with the Christmas pud stirring?

"Navy News" is pleased to record that the easy winner is H.M.S. Caledonia (all that publicity in the October issue must have spurred them on).

Left to right in the picture are Shipwright Artificer Apprentice James Pullen, Capt. F. T. Healy (commanding officer), Mrs. Healy, Mrs. Greenwood, Cdr. P. J. Greenwood, and Assistant Junior Steward T. Field. And that concludes the competition for 1968!

Picture by CPO(Phot) R. A. Pugh

Another Polaris for the Fleet

With H.M.S. Repulse having commissioned at the Vickers Yard, Barrow, on September 28, and H.M.S. Renown due to commission on November 15, the Royal Navy will have within the next 12 months three operational Polaris submarines.

The first Polaris vessel, H.M.S. Resolution, is already in service, and the fourth, H.M.S. Revenge, will complete in 1970.

After the usual work-up period and visit to the United States for missile test firing, H.M.S. Repulse is expected to be operational in mid-1969, followed shortly after by the Renown.

Like all the Polaris submarines, the Repulse will have two crews, each of 13 officers and 135 ratings, who will take turn and turn about on patrols. Commanding officers are Cdr. J. R. Wadham (port crew) and Cdr. A. J. Whetstone (starboard).

FIRST IN 1596

H.M.S. Repulse will be the 13th ship of the Royal Navy to bear the name, the first being of 622 tons, armed with 50 guns, and launched at Deptford in 1596.

The 12th was the 26,500-ton battle cruiser which joined the Grand Fleet in September, 1916, and was sunk by Japanese planes off Malaya in 1941.

The worst feature by far of H.M.S. Cleopatra's recent visit to Stockholm was having to leave after only eight glorious days. The ship was there with H.M.S. Daring and the submarines H.M.S. Narwhal and H.M.S. Ambush for British Week—a full-scale shop window for British exports.

Some readers may already have been lucky enough to sample the Valhalla of Scandinavia, where the girls are gorgeous and the scenery and prices ashore well above average.

In the words of the natives, "If the taxi is too expensive go by feet, and this way you

FROM STOCKHOLM, WITH LOVE

meet more girls."

The ships arrived on Saturday, September 27 and for the Cleopatra it was the beginning of what turned out to be a reward above all expectations for six months' hard work.

The picture shows the ship's first official "duty"—receiving Lena Ahlgren, the delightful Mälar Queen of Stockholm, who presented Cdr. R. M. Burgoyne with the Keys of the City. Needless to say she didn't go straight ashore again either.

... But Lena was only a sample of what was to come.

In fact well over 5,000 visitors came to see over the ship during the visit, and girls outnumber the boys by three to one in Stockholm.

But it was a two-way exchange. The Swedes laid on just about everything possible for the ships.

If any readers ever get a chance to visit Stockholm—take it like a shot. The Royal Swedish Navy will make you wonderfully welcome. So will the Swedish girls.



When 'they' means 'you' in a crisis

"Pass the word around about the Royal Naval Benevolent Trust," urged the Commander-in-Chief Portsmouth (Admiral Sir John Frewen), speaking on October 7 at the annual meeting of the Portsmouth Local Committee of the Trust.

Admiral Frewen, addressing in particular the ranks and ratings, declared: "The R.N.B.T.

is your business. You provide the money. You and your families benefit.

"Don't think that some mysterious 'they' will take care of it. 'They' are you."

PARTICIPATION

All those at the meeting, said Admiral Frewen, could help by spreading the message on how the Trust worked, in order to remove misunderstandings, and to get as many people as possible to participate.

"By participate I mean to try to persuade your fellows, now you understand what it is all about, that it is worth it.

"In particular I hope you will be able to persuade them to grant every possible penny they can spare towards the R.N.B.T. as did, for instance, H.M.S. Protector when she paid off for the last time a few months ago."

As they became more ex-

perienced they could also help by volunteering to assist with the work of the local committees.

REQUESTS FOR HELP

The Commander-in-Chief, who is Governor of the Portsmouth Local Committee, gave a reminder that the R.N.B.T. was for men of the Royal Navy and Royal Marines, whether serving or after they had left the Navy, and for their families and dependants. It was not for officers.

"It meets requests for help from those who are in need and distress as a result of accident, ill-health, or misfortune, and particularly for those passing through that critical period in their lives known as resettlement when they enter civilian life.

"Don't think that these misfortunes cannot happen to you.

And don't think that the Welfare State is able to look after everything when trouble befalls you. It can't.

"This year the Portsmouth Local Committee allocated just on £50,000, and each of the cases helped was worthy of the demand."

£50 'THANKS' TO R.N.B.T.

Over the years the Trust has disbursed several millions of pounds to people in need of help—it does not make loans—but occasionally recipients have made donations to the Trust as a thank-offering for services rendered.

In the spring of 1924 one young man of 25 was assisted by the Trust to emigrate to Canada.

Grateful for the assistance he received, and being now in a financial position which permits him to do so, that recipient has forwarded £50, "which I hope will help some other young fellow."

This gesture is greatly appreciated by the Portsmouth Local Committee representatives.

'New' Bildeston recommissions

The minehunter H.M.S. Bildeston, which has been undergoing a major conversion at Rosyth, recommissioned on November 1.

Commanded by Lieut.-Cdr. R. J. D. Allan, the Bildeston has been converted from a minesweeper to a minehunter, the most up-to-date minehunting somar equipment having been installed.

The ship's company is five officers and 33 ratings.

'UNDER 16's' PHOTO COMPETITION

Capt. C. C. Anderson, Director of Naval Recruiting, introduced a new photographic competition for "Under 16s" when he presented the prizes in the annual Navy Photographic Competition.

He said that £200 worth of cameras and other prizes would be awarded to the winners of a Young Cameraman Contest, to be run from the Navy's 50 provincial careers offices between now and December 31.

The Young Cameraman Contest is open to children of Navy men, Sea Cadets, C.C.F. members, and the general public, providing they are under 16 years of age.

In this year's Navy Photographic Competition, 17 winners shared £250 in cash from the Navy, and a number of cameras, projectors and other goods were presented by the photo trade and press.

The winner, CEA M. Picton, serving in H.M.S. Forth in the Far East, won the £50 prize. RS M. Nash, at Old Admiralty Building, won the second prize

of £15 and the Agfa prize, while the third prize of £10 went to RO 2 C. J. Barrand, of H.M.S. Osprey.

The winners mentioned were

awarded silver cups by C. Vernon & Sons, the Navy's advertising agents. Each of the 17 received Merit Certificates and £10 10s. reproduction fees.



RO 2 C. J. Barrand, of H.M.S. Osprey, receiving his prizes from Capt. C. C. Anderson

Upton on 'Meet the Navy' cruise

Having visited Stranraer, Barrow, Northwich, Holyhead, Penzance, Fowey, St. Peter Port Guernsey and Poole during October, H.M.S. Upton, the coastal minesweeper commanded by Lieut.-Cdr. G. Claydon, will spend November on a further "Meet the Navy" cruise.

The main purpose of the cruise is to arrange for schoolboys to go to sea on short day trips, or to visit the ship in harbour and see what life is like in the modern navy.

Leaving Portsmouth on November 11, H.M.S. Upton will visit Newhaven 11 to 13; Folkestone 13 to 15; Great Yarmouth 16 to 18; Kings Lynn 19 to 21; Middlesbrough 22 to 24; Sunderland 24 to 26, and Berwick 26 to 28.

£250

was paid out by the Navy to photographers—ordinary blokes handy with a camera—in the Royal Navy, Royal Marines and associated services

for colour slides and snapshots they entered for last year's Naval Photographic Competition

£250

is again available for this year's Naval Photographic Competition, entries for which must be in by Dec. 31 so that judging can take place in February and prize giving in March

if you're interested in a share of the

£250

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Naval Photographic Competition, Dept. of Naval Recruiting, Old Admiralty Building, Whitehall, London S.W.1

Navy News

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W. WILKINSON
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Looking up again

The need for naval strength is the call today—not where to cut—and a renewed vigour and sense of purpose filters through, despite even the redundancy plans imposed by economy measures.

No car sticker labels like "Save the Argylls" ever sprouted from the ceaseless warnings that as we pruned and moved out, the Russians would move in.

There is no need now for stickers. "Save the Navy" could not be plainer if the slogan was in letters 10 ft. tall on all those 60 Soviet warships in the Mediterranean, and on the spy ships and submarines haunting our coasts.

As the Navy begins to re-establish in the Mediterranean, it may be churlish to recall the folly of ever leaving this vital flank of NATO. But we are going back. The Secretary of State for Defence says Britain must be a major maritime power, and NATO looks to us for support, in keeping with our traditional influence.

Now that the Russians have been unsporting enough to force us back into the Mediterranean ahead of the Far East withdrawal, must we wait to be startled into yet another follow-on action?

Air support

It is impossible to mask the overwhelming concern at the decision to deny the Fleet its own fixed-wing support, an anxiety inflamed by the Russian helicopter cruiser appearance. They could easily carry VTOL aircraft. Some sign here of a VTOL enthusiasm would immeasurably sustain confidence in the Navy's ability to match the Russians, and take care of itself in a situation far removed from the so-called "aircraft carrier" of the United Kingdom.

However, signs are heartening. Nobody talks now of the Navy being reduced to a mere coastal force, though a potential threat had to be thrust under our noses before notice was taken of the Navy keeping on its toes, through war games played on a massive scale.

Whatever the Soviet motives or intentions, the one lesson we do not have to learn is that weakness is the sure way to find out.



"Well, I expected things to be a bit primitive ashore chaps, but this is ridiculous!"

BEACHES STORMED IN 95-DEGREE HEAT

Australia 'invaded'

50 WARSHIPS IN EXERCISE

The largest maritime and amphibious exercise ever held in Australian waters took place last month in an area ranging from the Solomon Islands to Sydney, N.S.W.

More than 50 ships and 18,000 men from Britain, Australia, New Zealand and the United States, with 2,000 Royal Marines of No. 3 Commando Brigade based on Singapore, took part.

The main object of the exercise, "Coral Sands," was to destroy an "enemy" force, consisting of 900 Gurkhas under their mythical leader Sultan Orangi, which had invaded Australia and were ensconced in Northern Queensland.

Directed by Rear-Admiral D. C. Wells, R.A.N., the 25 Royal Navy ships, 20 from the Royal Australian Navy, two ships of the Royal New Zealand Navy, a submarine of the United States Navy, as well as various support ships and 90 aircraft from the four countries, swept into the area of Shoalwater Bay.

By hovercraft

Following a helicopter assault on the coast by 800 men of the Corps, landing craft and hovercraft were used to put ashore hundreds of other Royal Marines, heavy equipment and stores.

The 2,000 Royal Marines poured ashore in temperatures reaching 95 degrees. They found tough going over the rugged

Queensland country and the very soft sand.

The initial assault had to be made by helicopters, as the approaches to Shoalwater Bay were mined, but, led by Royal Navy and Royal Australian Navy minesweepers, the amphibious force, led by H.M.S. Intrepid, H.M.S. Albion, and H.M.S. Triumph (with two S.R.N.6 hovercraft on the flight deck) steamed to within three or four miles of the beaches.

Helicopters landed men, stores and ammunition, while vehicles were ferried ashore from the dock of H.M.S. Intrepid.

Much interest was shown in the hovercraft, which took in up to 30 fully-armed men of 42 Commando at a time from the Triumph. These craft were well able to operate during the period of extreme low water, when the LCMs were temporarily prevented from reaching the beach roadway strips.

Approaching at speeds up to 50 m.p.h. they disgorged their loads of men or stores and were off again in a matter of a minute or so.

With the fast hovercraft and landing craft of all sizes sweeping on to the beach, the beach-head at times was like Piccadilly Circus in the rush hour.

Bomb attacks

Royal Engineers quickly laid down beach roads, and more than 200 vehicles had been put ashore in the first four hours.

Throughout this period both live naval gunfire support and 1,000 lb. bomb attacks by Buccaneers and Sea Vixens were directed at the ranges on Townsend Island.

There was at least one ship in action all day, and 33 sorties were flown from H.M.S. Hermes, in addition to some 45 support sorties flown when the commandos made their initial landing.

The aircraft also made dummy attacks on enemy positions in the battle area under the direction of ground liaison officers.

H.M.S. Hermes, with various escorts including H.M.A.S.

Anzac, H.M.N.Z.S. Waikato, H.M.N.Z.S. Blackpool, H.M.S. Glamorgan, and H.M.S. Eurymachus, was operating some 40 or 50 miles to seaward of the landing area.

During the exercise the carrier group rendezvoused with a replenishment group and brought them back into the operating area to enable oiling and ammunition transfers to take place.

A number of fast patrol boat attacks were made on the amphibious force anchorage in Shoalwater Bay, but all were repulsed, H.M.A.S. Vampire, H.M.A.S. Queenborough, H.M.S. Fife, and H.M.S. Defender claiming to have sunk six.

Ships which took part in the exercise were: Royal Navy — Hermes, Albion, Intrepid, Tri-

umph, Forth, Glamorgan, Fife, Diana, Defender, Caprice, Eurymachus, Puma, Onslaught, Cachalot, Andrew, Bossington, Kirkliston, and Maxton; R.F.A.'s—Fort Rosalie, Reliant, Tarbatness, Tidespring, Gold Ranger and Pearleaf.

The Royal Australian Navy ships were: Sydney, Supply, Stalwart, Vampire, Vendetta, Duchess, Anzac, Yarra, Parramatta, Queenborough, Oxley, Trump, Teal, Hawk, Gull, Snipe, and 10 fast patrol boats.

The Royal New Zealand Navy ships Waikato and Blackpool, and the United States submarine Remora, also joined in the exercise.

Afterwards, H.M.S. Hermes led the main force of ships into Sydney harbour on October 14, while other ships visited Brisbane, Melbourne, Hobart, Newcastle, Townsville, Cairns, Cooktown and Mackay.

An LCM from H.M.S. Intrepid comes into the beach at Sabina Point, Queensland.



Belfast may be floating museum

Consideration is being given to converting the cruiser H.M.S. Belfast into a floating museum similar to H.M.S. Victory.

The Imperial War Museum and the National Maritime Museum have approached the Minister of Defence (Navy). Both museums say they need more space, and the Belfast would be ideal.

Those now serving in H.M.S. Belfast (she is expected to be surplus to naval requirements in the early '70s) are enthusiastic about the idea which, naturally, appeals to the many hundreds who served in the ship or her class.

Cdr. P. Needham, the Belfast's executive officer, said: "Every other maritime nation except Britain is preserving at least one of their Second World War ships. It would be a tragedy if the Government refused."

It has been reported that £1 million would be needed for the conversion. It will be some months before it is known whether the Treasury will back the scheme.

WARSPITE HITS ICE

Slight damage to the conning tower and other parts of the superstructure was caused when the nuclear-powered submarine H.M.S. Warspite struck ice recently under the North Atlantic.

The frigate H.M.S. Duncan escorted the submarine to the north-west coast of Scotland, and the Warspite then proceeded, unescorted, to Faslane for repairs.

H.M.S. Duncan, commanded by Licut.-Cdr. M. Forbes, was ordered from Londonderry at short notice on October 12 to keep a close watch on Russian ships off the Orkneys.

She anchored off the island of Stronsay, within sight of two Russian destroyers, a tanker and a tug.

ROYAL YACHT

The Royal Yacht Britannia, which will be used by the Queen and the Duke of Edinburgh as a floating headquarters during the royal tour of South America, left Portsmouth on October 14.

The yacht is expected back shortly before Christmas.

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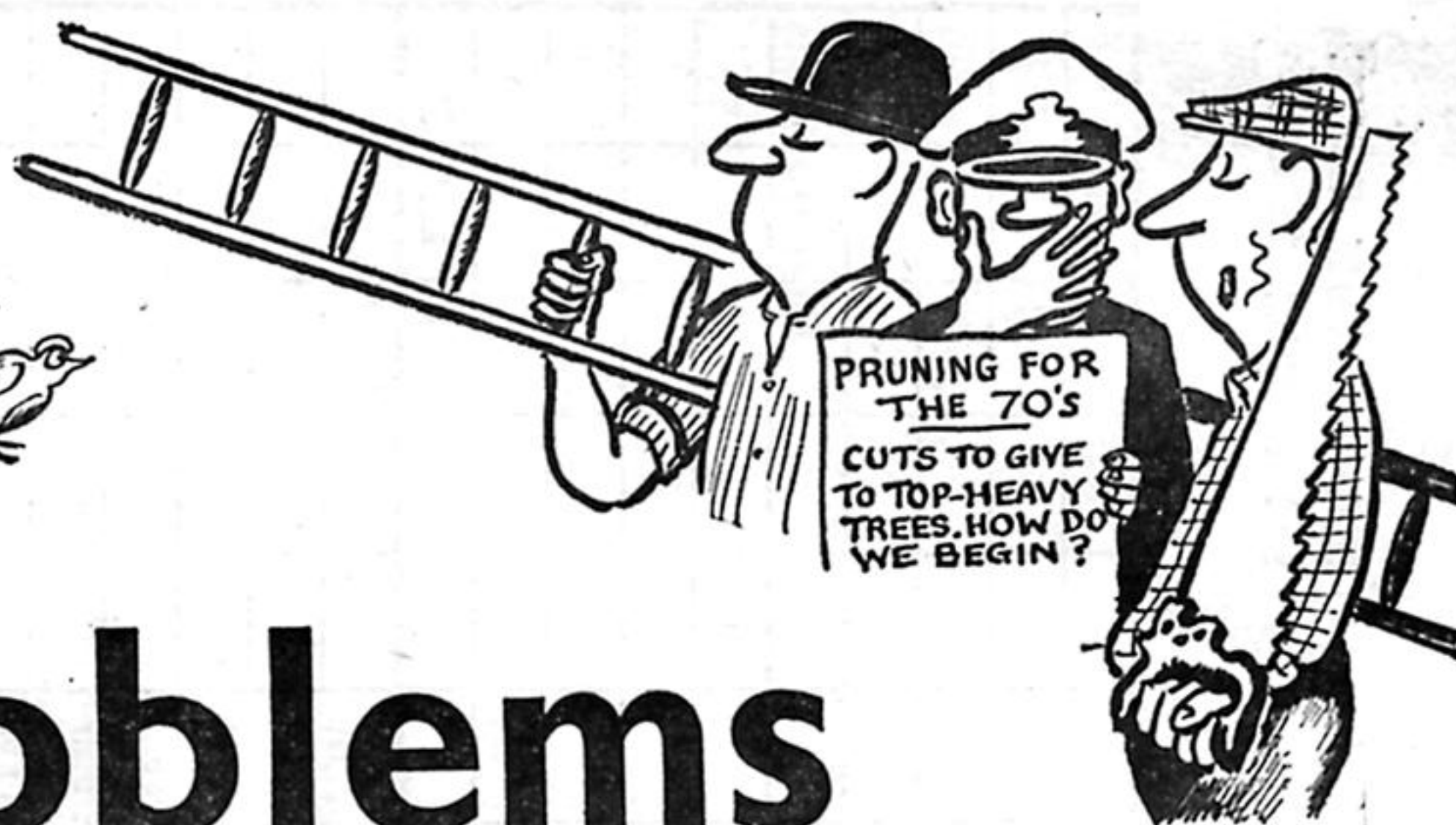
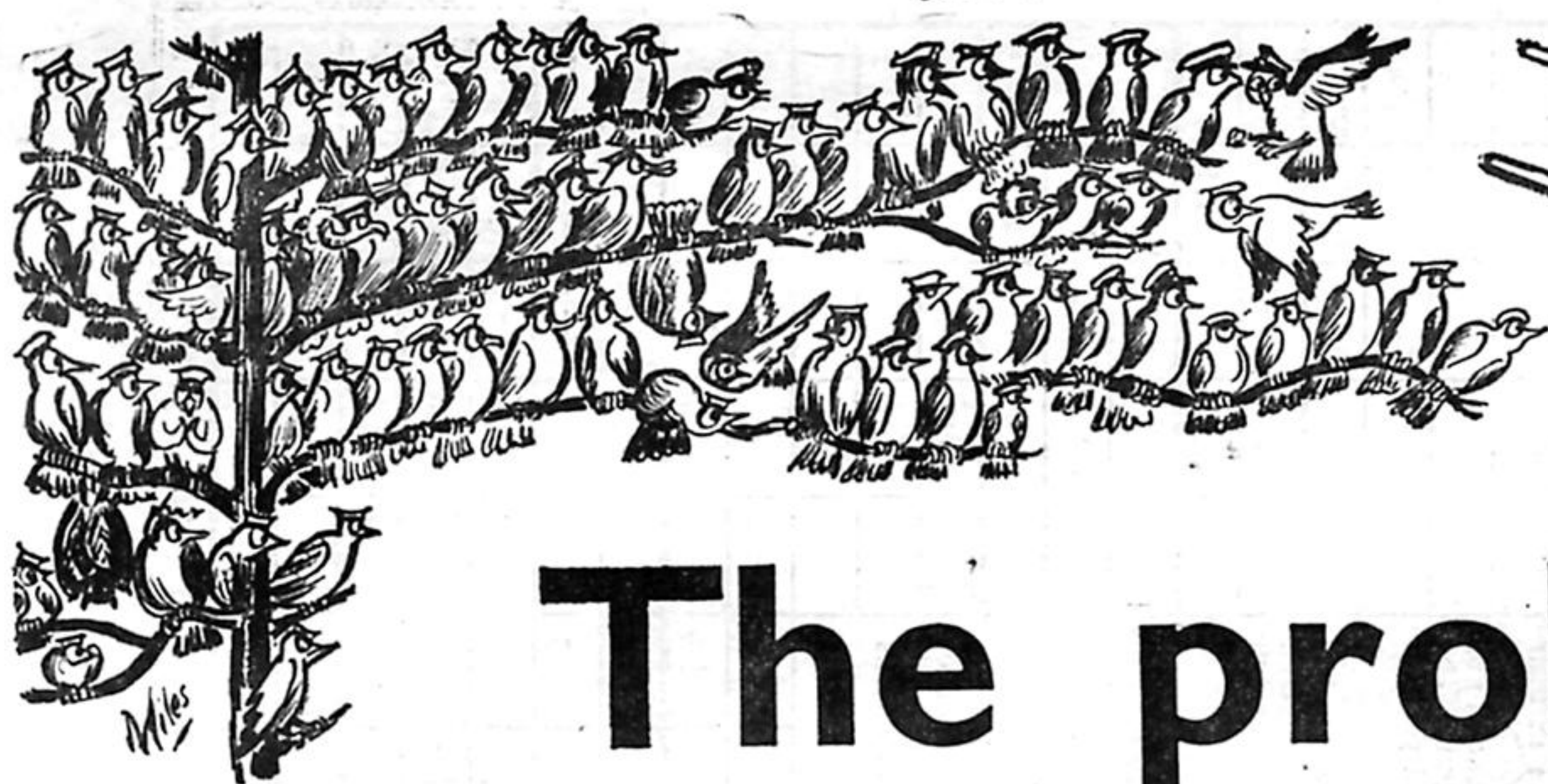
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The problems of manpower planning

PROSPECTS BRIGHTER AFTER THE RUNDOWN

Throughout the Fleet Air Arm a major topic of conversation is DCI 1187/68—the redundancy DCI. The following article shows how the plan was evolved and how Fleet Air Arm branch structures will be affected.

Although mainly concerned with the F.A.A., much of it is of general interest as it uncovers some of the mystery shrouding manpower planning which is being constantly developed in the Royal Navy.

BRANCH STRUCTURE

Before any manpower plan can be made, it is necessary to know how many men of each branch will be required. Many factors have to be considered:

a. The first need is to assess the number of SEA and FRONT LINE jobs. This is based on long-term costings produced annually and covering the next 10 years. They show the ships, squadrons and shore support required at home and abroad in considerable detail. Combining this information with complement scales for squadrons, and schemes of complements for ships and air stations gives a basis on which to find the total requirements.

b. These men in front line/sea billets must be backed by enough men ashore to give an acceptable SEA/SHORE ratio. As an indication, the targets are:

Rate	Sea	Shore
CPO	40 per cent.	60 per cent.
PO	45 per cent.	55 per cent.
Leading	50-60 per cent.	40-50 per cent.
AB	75-80 per cent.	20-25 per cent.

c. Allowance has to be made for the TRAINING load,

both of instructors and trainees. The number of men on courses of all kinds, and their duration, are costed for each branch.

d. A DRAFTING MARGIN—arrived at by a proven formula—must be added.

e. Allowance has to be made for WASTAGE by failure on course, compassionate or early discharge, sickness, etc. The figures are produced by the Director General of Naval Manpower Statistical Branch who, in all their deliberations, make considerable use of computers.

f. The RATIO between rates is applied to give men a reasonable and fair chance of advancement. For branches without mechanician extraction this is:

CPO	PO	Leading	AB
1	2.5	5	12

For branches with mechanician extraction (i.e. allowing for the mechanicians being CPOs and POs) it is:

CPO	PO	Leading	AB
1	2	4	7

g. "ANY" posts (i.e. jobs not requiring specialist knowledge and which can be filled by men of any branch) are then allocated to achieve a satisfactory balance between branches.

This then gives the size and shape of the proposed branch. The men could carry out their task—but is the branch big enough to give them a reasonable and fair career prospect? Is it so small that the sickness or death of one man would cause a major disruption? Would advancement be a case of waiting for dead men's shoes? Can the desirable and less desirable billets be shared around equitably?

It can be seen that at some stage a branch becomes too small and is either unworkable or unfair. The question is

REDUNDANCY GROUPS

BRANCH	SERVICE BRACKETS
AE	5-12 or 4-5 or 1AP
AL	2 from 0-4 YEAR
AR	10-15 YEAR
AS	15-20 YEAR
AT	20-25 YEAR
AW	25-30 YEAR
AX	30-35 YEAR
AY	35-40 YEAR
AZ	40-45 YEAR
BA	45-50 YEAR
BB	50-55 YEAR
BC	55-60 YEAR
BD	60-65 YEAR
BE	65-70 YEAR
BF	70-75 YEAR
BG	75-80 YEAR
BH	80-85 YEAR
BI	85-90 YEAR
BJ	90-95 YEAR
BK	95-100 YEAR

MEN IN BRACKETS WITH NO SELECTIONS ARE UNLIKELY TO BE MADE REDUNDANT



"I'm in a racket with nil detections—wonder if they'd take me?"

"How small is too small?" Without going into the detailed working, it has been assessed that for a branch having a mechanician type extraction, the minimum branch size is approximately 350, and for non-mechanician branches, approximately 500.

F.A.A. BRANCH STRUCTURES

All the F.A.A. branches have been examined against these criteria. The AE, AL and AR branches are viable and will remain for the time being in their present form, although they will be considerably reduced in size.

In the longer term, it may be that, for example, the AL and AR branches should merge, or that demarcation of work areas should be by system rather than by trades. Furthermore, a branch structure suitable for present needs may have to change in the future because of developments outside, as well as inside, the Navy.

Work on assessing and costing these future trends is proceeding, but at this stage it is necessary to keep actual changes to a minimum while essential moves are assimilated. Evolution, not revolution, is the watchword in manpower planning.

The Air Ordnance Branch has been the subject of long discussions culminating in a DCI shortly to be issued which gives the future plans for this branch. There is no neat solution to all the many problems involved.

Until the fixed-wing carriers phase out, there is a continuing need for the present Air Ordnance branch. After this phase-out, however, the elimination of the ejection seat task, the diminution of the conventional weapon task and the overriding need to cut down the number of maintenance men in ships' flights, has led to the decision that most of the work now done by the Air Ordnance man will be taken over by the Air Electrician. Details of how this affects Air Ordnance officers and men are contained in the DCI.

The Naval Airman (AH) branch will also continue very much in its present form. However, the Safety Equipment, Photographer, and Meteorology sub-specialisation are each far too small for a satisfactory separate existence.

The problem is how to retain, or achieve, the necessary expertise and also ensure that the career prospects of men in these branches will not be jeopardised. Several schemes are under discussion, but at this stage it is not possible to announce the solution.

FUTURE CAREER PROSPECTS

It is the intention that after the disruption caused by redundancy, all men choosing a career in the Fleet Air Arm will have really good career prospects. The aim is for the average man to achieve leading rate at around three to four years man's time, petty officer at about eight to nine years, and chief petty officer at about 14 to 15 years.

Obviously we do not want to produce a system which is all chiefs and no indians. That way lies blocked advancement rosters and naturally frustrated junior rates awaiting "dead men's shoes."

It may therefore be necessary to review the present re-engagement rules.

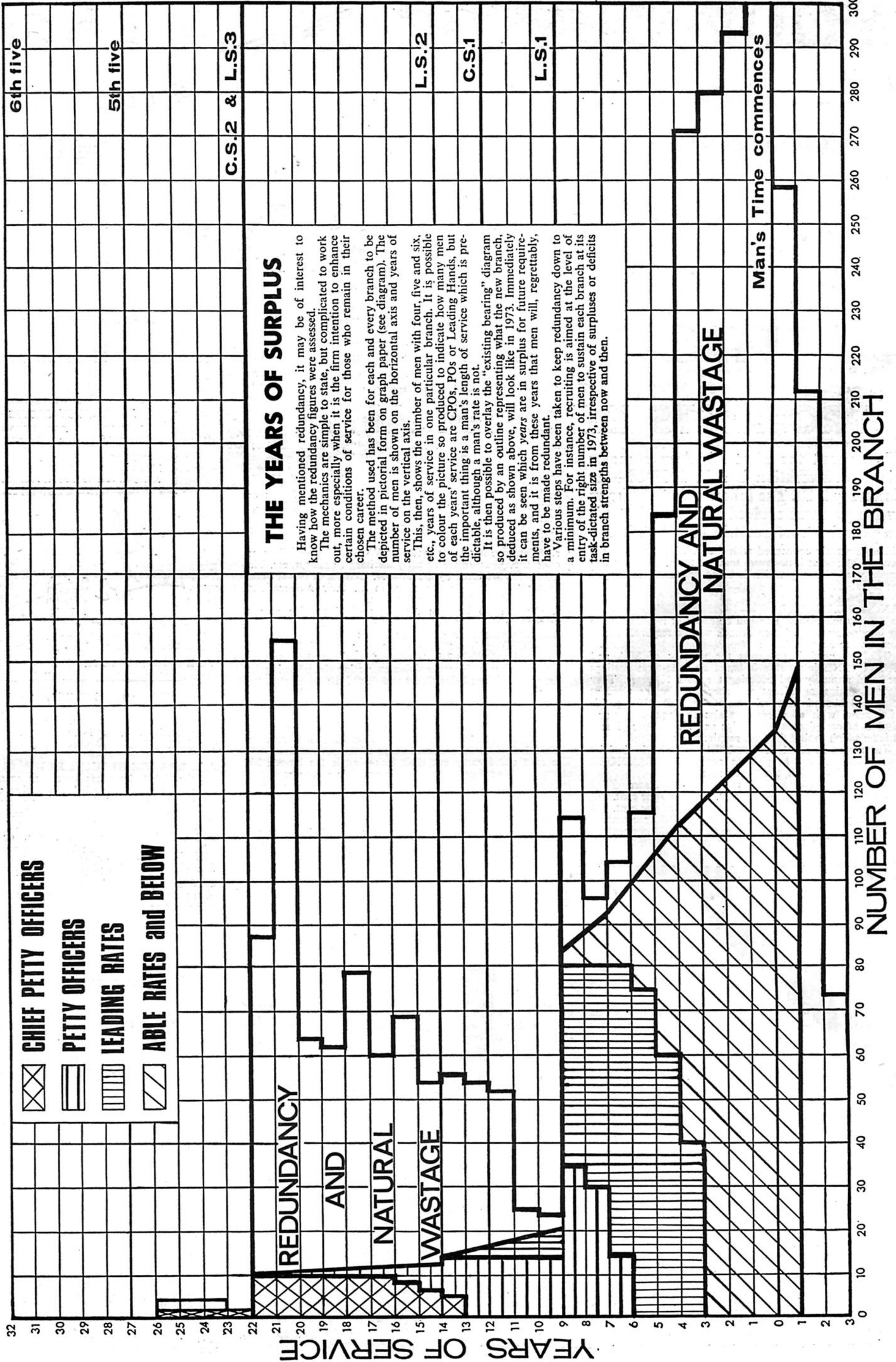
AVOIDING 'ALL CHIEFS, NO INDIANS'



"What for only warrior keep saying 'Roll on my redundancy''?"

FUTURE BRANCH STRUCTURE - Post 1973

EFFECTIVE DATE
1st JUNE 1968



YOUR QUESTIONS ANSWERED

Selection from volunteers

DCI 1187/68 explains the redundancy plan, but some points may need clarification. It is hoped that the following questions and answers will do just this:

If there are more volunteers than are required for the first stage redundancy, how will a selection be made?

Applicants will be assessed from their service documents and history sheets and a cross-section of men of varying ability in each group will be released. It would be unfair to retain only the best men and to release all the less desirable. Equally, it would be foolish to release all the best men and to retain all the less desirable.

Will any helicopter-trained men be declared redundant?

Yes. In the interest of fairness, both helicopter and fixed-wing-trained men will be considered on equal terms, even though this may result in a retraining problem.

If a man has applied for Discharge by Purchase and then withdraws it to apply for release on redundancy terms, does he lose his original basic date of application?

This is based on a misconception. The date of application for release is not a criterion for selection. Each outstanding application is considered at each review against criteria which depend on factors relevant at the time.

A rating not selected for redundancy, who then reapplies for Discharge by Purchase, will have his application considered on receipt using the same criteria as were used at the preceding quarterly review.



"You're transferring to General Service, aintcha?"

Will any rating be made redundant, at the First Stage, even if he has not applied for redundancy?

No, provided there are sufficient volunteers of the required seniorities and trades.

How will we know that there are insufficient volunteers to meet the redundancy needs?

It is probable that there will be enough volunteers, but if there are not, MOD(N) will signal for service documents of all ratings in the brackets concerned shortly after December 31, 1968.

Most of the branches have "bracket with no selections" between about 5-12 years. Why is that so?

Because of insufficient re-engagements to date, or "lean" years.

May a rating apply if he is in a bracket in which there is no selection?

Yes, but his chances of being selected for the 1st Stage are low. However, re-engagement in his year may pick up during the next few months, or some of the allocation for one year transferred to his year in order to avoid compulsory redundancy.

May a rating apply for re-engagement in order to make himself eligible for redundancy?

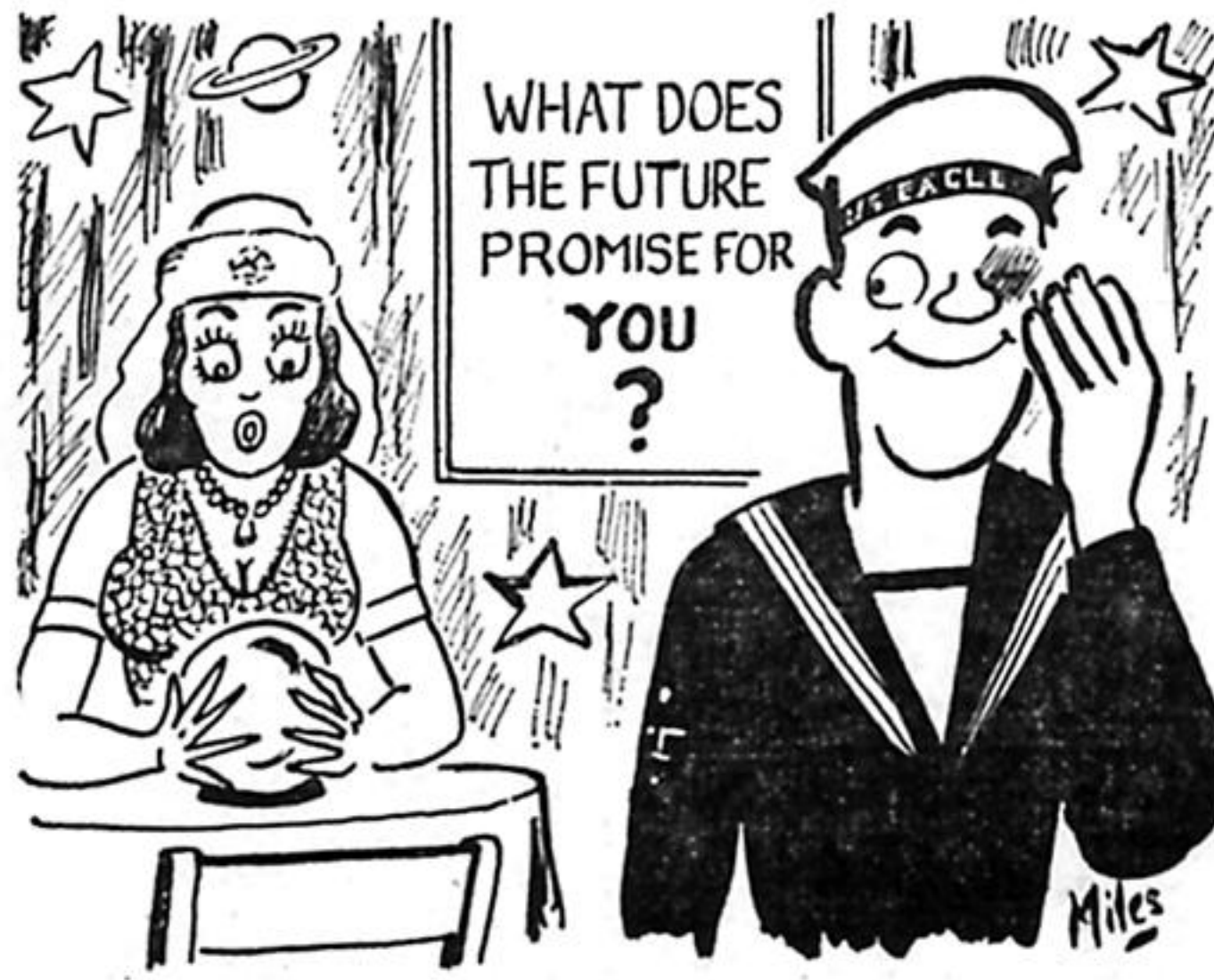
Yes, but he must understand that if he is not selected he has committed himself to a longer engagement.

Will any artificer or mechanic be transferred to General Service against his wish?

No. There is no long-term requirement for transfers to General Service artificers or mechanics.

What about other ratings?

This could only apply to REM (Air) and EM (Air), who entered in common with GS ratings. Legally they can be transferred but it is unlikely that recourse will have to be made to this method.



What are the "required seniorities and trades"?

Those years in which there is a "bulge," together with an emphasis towards the more senior ratings in order to improve advancement prospects. The plan is:

Aircraft Artificer (AE)	Approx. 35 of 13-18 years man's time on April 1, 1969
Aircraft Mechanic (AE) (80)	Approx. 45 of 3-8 years man's time on April 1, 1969
(Excluding Ch Art and Ch Mech)	
Electrical Artificer (Air)	An average of 5 from each year of man's time between 3-18 on April 1, 1969
Electrical Mechanic (Air) (80)	
(Excluding Ch Art and Ch Mech)	
Radio Electrical Artificer (Air)	Approx. 45 of 11-18 years man's time on April 1, 1969
Radio Electrical Mechanic (Air) (75)	Approx. 30 of 3-8 years man's time on April 1, 1969
(Excluding Ch Art and Ch Mech)	
Aircraft Artificer (O)	An average of 2 from each year of man's time between 8-18 on April 1, 1969
Aircraft Mechanic (O) (20)	
(Excluding Ch Art and Ch Mech)	
Naval Air Mechanic (AE) (190)	Approx. 100 of 12-18 years man's time on April 1, 1969
	Approx. 90 of 1-5 years man's time on April 1, 1969
Electrical Mechanic (Air) (50)	Approx. 35 of 14-18 years man's time on April 1, 1969
	Approx. 15 of 3-5 years man's time on April 1, 1969
Radio Electrical Mechanic (Air) (35)	All from 14-18 years man's time on April 1, 1969, but a few junior ratings may be allowed to go additionally
Naval Air Mechanic (O)	Spread throughout the branch
Ordnance Electrician (Air) (120)	
Naval Airman (AH) (100)	Approx. 35 of 12-18 years man's time on April 1, 1969
	Approx. 65 of 2-5 years man's time on April 1, 1969

How are advancement prospects going to be improved?

By basing redundancy plans on man's time service so that there is not a preponderance of ratings at the top taking all the chief petty officer billets. An ideal structure has been evolved so that, after 1973, a man may expect to be rated: Leading Hand at about three to four years. Petty Officer at about eight to nine years. Chief Petty Officer at about 14 years.

Why will it not be necessary to make redundant any man who entered the Navy after April 1, 1968?

Because from that date recruiting was limited to the numbers necessary to maintain the Navy at the 1973 level. The penalty of shortages during the next two years was accepted as being preferable to increased redundancies.

If an acting leading air mechanic or an acting petty officer air mechanic is selected for redundancy, will he be allowed to take the qualifying course?

In general, no—but a naval air mechanic or a leading air mechanic will be rated up to acting higher rank if he comes to the top of the roster before his release.

May a rating on Mechanician's Qualifying Course apply?

Yes.

Is he selected for redundancy as a mechanic or as a mechanic?

If he has nearly completed his course he will be allowed to qualify and be made redundant in due course as a mechanic, but otherwise he will be removed from course and continue as a mechanic until becoming redundant.

Arrangement for transfers

What opportunities are there to transfer to General Service?

As stated in the DCI, normal arrangements for transfer between branches (QRRN Article 0841) will continue. However, until 1970 it is unlikely that any man can be spared from the Fleet Air Arm. After 1970 there will be additional opportunities for volunteers to transfer to General Service in the following categories:

- a. PO Radio Electrician (Air) and LREM (Air) to PORE1 and LREM.
- b. Naval Airman, Junior Rates only, to Seaman.
- c. Electrical Artificer (Air) to Electrical Artificer.

Other opportunities for transfer will be promulgated as soon as they are known. This applies also to opportunities for transfer to the other Services or Commonwealth navies.

What is MOD(N) policy for apprentices in F.A.A. categories?

No man will be made redundant until he has completed his apprenticeship. It is unlikely that any apprentice currently under training will be declared redundant even after he has completed his apprenticeship.

Will mechanic extraction continue?

Yes, at approximately the same percentage although this will mean at about half the current number.

What effect will all this have on drafting, sea-going billets, and advancement?

Inevitably during the rundown and retraining period there will be increased drafting turbulence, because men being made redundant will be drafted to U.K.-based service billets (ashore or in ships) for as much of their final year as practicable.

However, this turbulent period will be of short duration and, in the "steady-state," 1973 and onwards, there will be much better career prospects (see Q13), less turbulence and a sea/shore ratio lower than that for most other ratings in the Navy.



"The only turbulence that fat so-and-so will ever suffer is after his beer!"

CHRISTMAS MAIL FOR OVERSEAS

Last dates of posting

To avoid disappointment to the recipients and to guarantee delivery of Christmas mails for H.M. Forces abroad, letters and parcels for the undermentioned destinations should be posted by the dates stated.

Destination	Surface		Airmails including parcels where applicable
	Parcels	Letters	
HONG KONG (BFPO.1)	22 Oct.	9 Nov.	12 Dec.
**MALTA (BFPO.51)	18 Nov.	6 Dec.	14 Dec.
BAHREIN (BFPO.63)	7 Oct.	18 Nov.	14 Dec.
MOMBASA (BFPO.70)	25 Oct.	26 Oct.	9 Dec.
AFRIKANDER (BFPO.160)	11 Nov.	12 Nov.	6 Dec.
MAURITIUS (BFPO.161)	4 Oct.	25 Oct.	6 Dec.
MALABAR (BERMUDA) (BFPO. 162)	25 Nov.	26 Nov.	9 Dec.
**GIBRALTAR (BFPO.163)	14 Nov.	2 Dec.	14 Dec.
SINGAPORE (BFPO.164)	1 Nov.	2 Nov.	12 Dec.

** Letters for personnel of H.M. Forces on these stations are sent by air without surcharge.

All dates are provisional and are subject to alteration at short notice.

Fife's helicopter in Fiji island rescue

Forty-two passengers, including women and children, and the crew of 37, were rescued by the Royal Navy from the Fijian inter-island trading ship Tailau, stranded on a reef off Totoya.

When the guided missile destroyer H.M.S. Fife arrived on the scene, her helicopter, piloted by Licut.-Cdr. G. Stook, of Helston, transferred to the stricken ship the executive officer, Cdr.

J. Benson, of Warlingham (Surrey), shipwright officer, Sub.-Lieut. B. Hardisty, of Fareham (Hants), and RO T. Hodgkinson, of Sleaford (Lincs).

Lieut. N. Truter, of Weymouth, carried all the children to the safety of H.M.S. Fife.

H.M.S. Puma later joined the Fife in unsuccessful attempts to refloat the stricken vessel, which had a cargo of copra.



Women and children being landed by helicopter aboard H.M.S. Fife. CPO Burns is carrying the child.

Left: Motor vessel Tailau fast on the reef off Totoya Island, as seen from the fo'c'sle of the rescue destroyer H.M.S. Fife.

MR IAN SMITH'S P.O. MESS VISIT

Emerging about midnight on October 12 from a long session with Mr. Harold Wilson, Mr. Ian Smith, the Rhodesian Prime Minister, visited the petty officers' mess in H.M.S. Kent. This picture was taken at 1.30 in the morning

H.M.S. Kent, wearing the flag of Vice-Admiral A. M. Lewis, Flag Officer Flotillas, is now taking part in the NATO Exercise Eden Apple with about 50 other ships of five nations

Tribute to Princess Marina

By the Director, W.R.N.S. (Commandant Marion Kettlewell)

Many heartfelt tributes have been written about Princess Marina, but perhaps the most moving came in the Bidding Prayer read by the Dean of Westminster at the memorial service on Friday, October 25.

"Into the hands of Almighty God, as a faithful Creator and most merciful Redeemer, we commend his servant Marina, with thanksgiving upon our remembrance of her grace and beauty, her spirit of spontaneity, her courage in adversity, her unswerving service to this land of her adoption, her faithfulness in friendship, her perceptive sympathy with sufferers, her love and knowledge of music and the arts, her knowledgeable patronage of so many human activities; not least do we thank God for the mutual affection which was established between her and our people, and for her own loving family."

One felt the warm, personal response to these words by the congregation—a vast congregation led by the Queen and the family, with her staff and friends, diplomats and politicians and so many others representing the varied interest and organisations in which she took such a vital role. There, too, were many ex-Wrens of all ranks and over 50 serving Wrens, eager to pay their tribute at this simple and beautiful memorial service.

Princess Marina was our Chief Commandant for nearly 30 years and we gained immeasurably from her lively interest and warm understanding. We were proud of her close association with us and that she wore our uniform. We know, too, that she took a pride in being our Commandant and that she had an affection for us, but she would have been touched and surprised to realise the depth of affection she inspired.

Ganges joins the meals on wheels

The Supply Department of H.M.S. Ganges, the juniors' training establishment near Ipswich, has joined the Meals on Wheels organisation run by East Suffolk Division of the Women's Royal Voluntary Services.

LIGHTHOUSE 'LIFT'



Heavy seas lash the Wolf Rock lighthouse as a Wessex helicopter from the Royal Naval Air Station at Culdrose approaches to winch up an injured lighthouse keeper.

The keeper, who had a broken leg, was lifted from the balcony of the 135-foot lighthouse and taken to hospital.

Call on Culdrose

Three HSS1 helicopters of the French Navy from Lanveoc, near Brest, paid a four-day visit to the R.N. Air Station, Culdrose.

Detected Red sub surfaced

During an exercise in an internationally declared exercise area off Londonderry, the anti-submarine frigates H.M.S. Galatea and Keppel detected an unknown submarine

Admiralty officials said that after being detected, the submarine surfaced and was identified as Russian.

Capt. R. D. MacDonald in the Galatea spoke to the commanding officer of the submarine by loud-hailer. The Keppel then escorted the Russian ship to a spot well away from the exercise area.



Royalty aboard the Argonaut

H.M.S. Argonaut, as flagship of the Standing Naval Force Atlantic, flying the pennant of Capt. G. C. Mitchell, has been host to both royalty and the most senior NATO diplomatic and military personages.

The Argonaut, with two other members of the NATO force, H.N.I.M.S. Zeeland and the U.S.S. Glennon, paid a short visit to Antwerp, 30 miles from NATO headquarters at Evere.

At an evening reception on the flight deck of the Argonaut on October 7, guests included the Deputy Secretary-General of NATO, 10 permanent representatives (they hold the rank of ambassador), nine military representatives (holding flag rank and field rank), senior members of their staffs, and their wives.

Prince Albert of Liege honoured the Force by attending the reception, accompanied by the Chief of Naval Staff of the Belgian Navy.

This was the first visit by the highest officials of NATO to the Standing Naval Force, and the second visit by royalty in recent weeks, the earlier visit having been by Prince Bernhard

of the Netherlands at Den Helder.

On October 8, the Force held a Seaday off the mouth of the River Scheldt for members of the Military Committee of the NATO Defence Review Committee.

Demonstrations seen by the guests included helicopter, mortar, and jackstay transfers. During the latter they were transferred to H.M.S. Argonaut from the Zeeland and the Glennon, and finally landed by a minesweeper of the Belgian Navy.

HOLLAND VISIT

H.M. Submarines Alliance, Alcide, Acheron and Astute, of the First Submarine Squadron, based on H.M.S. Dolphin, visited the Dutch Navy submarine base at Dan Helder last month.

Capt. R. Cairns, S/M 1, was embarked in H.M.S. Acheron.

Navy's camera team

The Navy's team taking official photographs during the Rhodesian discussions aboard H.M.S. Fearless at Gibraltar were (left to right) PO Eric Le Court, CPO Mike Thorne, CPO Geoff Clements and PO Ray Whitehouse. When the talks ended, H.M.S. Fearless took part in Exercise Swap—an amphibious operation against the coast of Northern Ireland involving about 6,000 troops.

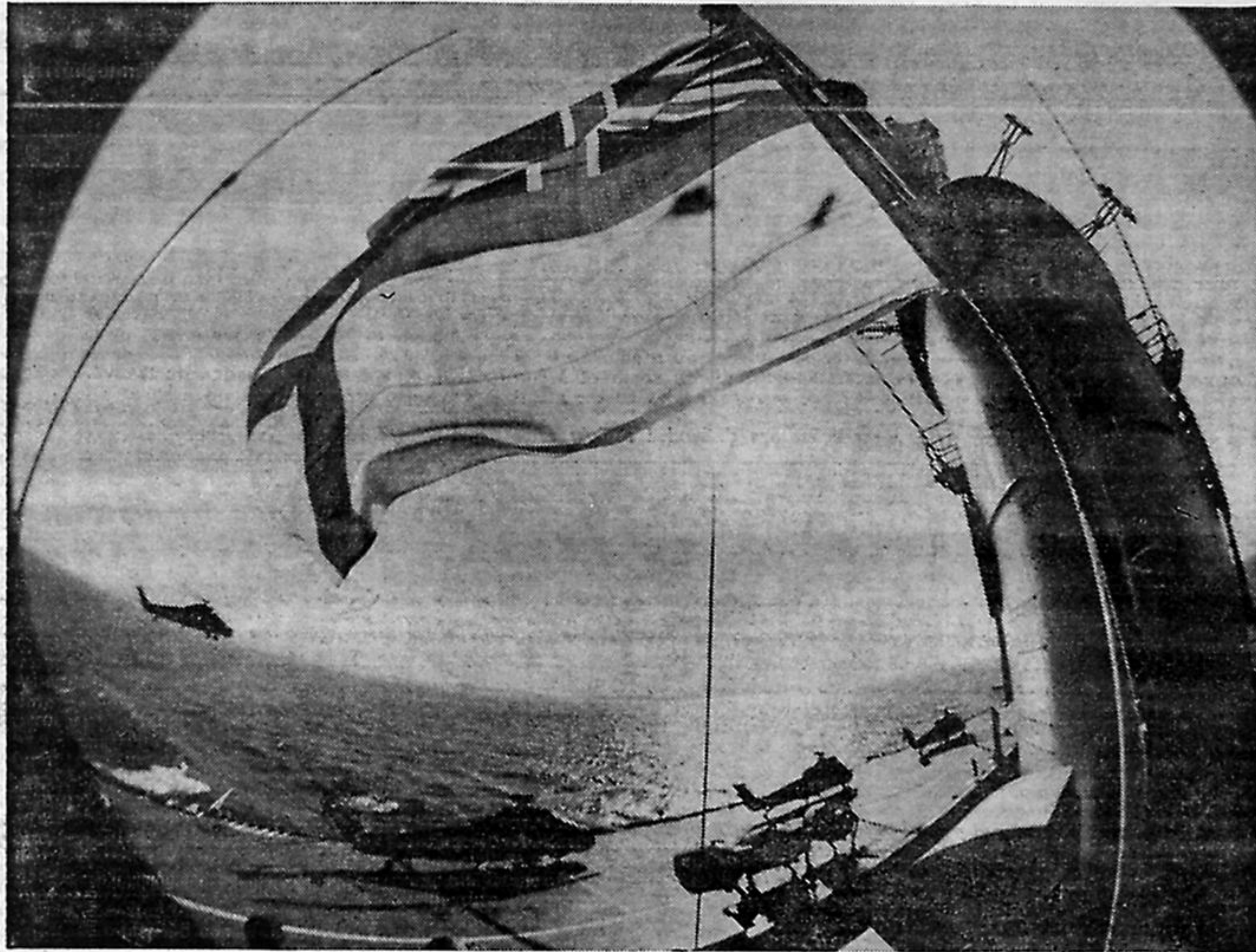


Exercise Coral Sands

Royal Marines come ashore at Sabina Point from an S.R.N. 6 hovercraft during the assault landing stage of the Australian exercise. The hovercraft is seen returning to the commando ship Albion



Below: Unusual picture of H.M.S. Albion, taken by C. Rimmer of the "Evening Standard," using a fish-eye lens



'MAKE ROOM FOR ME'



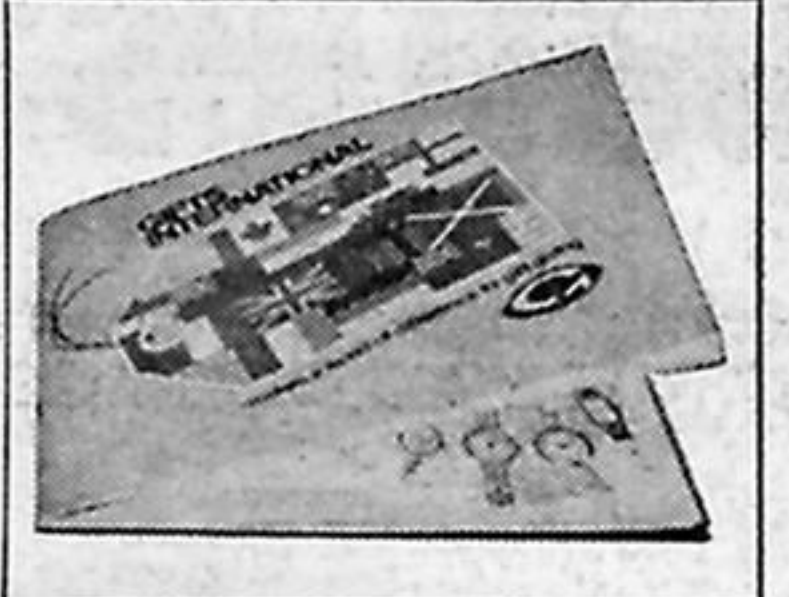
A Wessex of 848 Squadron tries to find a gap on the flight deck of H.M.S. Albion during "Coral Sands"

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ROYAL NAVY'S AIRCRAFT

No. 10

The Grumman Avenger (Mks. 1-3) was used extensively by the British and American Navies during the Second World War. It was the first single-engined American aircraft to mount a power-operated gun turret, and the first to carry a 22-inch torpedo.

The Avenger was technically far ahead of its counterparts (the Albacore and Barracuda) in that it was fitted with an internal bomb bay, and automatically folding wings. Designed for carrier work, it was robust, carried a useful bomb load with reasonable performance, and had no inherent vices.

Only four months after leaving the production line, the Avenger made its debut at the historic Battle of Midway. Six shore-based Avengers set out to attack the Japanese fleet, but achieved no hits, and five of them were shot down. At the time, this was a most unfortunate setback, and earned the Avenger a bad name.

Proved themselves

In retrospect, it would seem that the fault lay in the conception of the attack rather than its execution, and the Avengers were soon to prove themselves, both as torpedo-bombers in the U.S. Navy, and as anti-submarine/strike aircraft in the Fleet Air Arm.

The first F.A.A. squadron to take delivery of these aircraft was No. 832 in January, 1943, and in April, 1943, the squadron embarked in the U.S.S. Saratoga. Two months later the aircraft were in action in the Middle Solomons and the Coral Sea. This squadron transferred later to the East Indies Fleet, operating from the carriers Victorious, Illustrious, and the escort carrier Begum.

By the end of 1943 there were eight Avenger squadrons with the F.A.A. and another five squadrons were formed in 1944. Although designed primarily as a torpedo-bomber, and widely used in this role by the U.S. Navy, the Avenger in the F.A.A. was seldom used as such, but employed mainly as a strike or anti-submarine aircraft.

Shipping strikes

In the European theatre, the Avengers did valiant work on anti-shipping strikes with Coastal Command, and in the anti-submarine

Avengers kept oil from Japanese



The Grumman Avenger

role, operating from escort carriers in the Atlantic, and on Russian Convoys, they successfully destroyed a number of U-boats.

The most spectacular exploits of the Fleet Air Arm's Avengers were in the Far East with the East Indies and Pacific Fleets. Their first attack was on the Japanese naval base at Sourabaya, Java, in May, 1944. The Japanese were taken completely by surprise, and the raid was a great success.

Their finest achievement, however, was in January, 1945, when 48 Avengers, escorted by

60 Hellcats, Corsairs, and Fireflies, attacked and virtually destroyed the two Japanese oil refineries at Palembang, in Sumatra. This attack left Japan desperately short of fuel for the remainder of the war.

Raids on mainland

Later in the war Avengers carried out attacks on Formosa, and the islands south of Japan. They also made numerous raids on the mainland of Japan.

Avenger squadrons disbanded rapidly after

V.J. Day, and disappeared from front-line squadrons by 1946. They re-appeared again as the Avenger A.S. Mk. 4 in 1953, and remained in service in the anti-submarine role until superseded by the Fairey Gannet in 1955.

TECHNICAL DATA

Description: Three-seat carrier-borne or shore based torpedo-bomber and anti-submarine, strike aircraft. All metal stressed skin construction.

Manufacturers: Grumman Aircraft Engineering Corporation, New York.

Power Plant (Mk. 1): One 1,850 h.p. Wright Cyclone.

Dimensions: Span, 54 ft. 2 in. Length, 40 ft. Height, 15 ft. 8 in. Wing Area, 490 sq. ft.

Weights (Mk. 1): Empty, 10,600 lb. Loaded, 16,300 lb.

Performance (Mk. 1): Maximum speed, 259 m.p.h. Cruising, 171 m.p.h. Climb, 4.3 mins. to 5,000 ft. Range, 1,020 miles (normal). Service ceiling, 23,000 ft.

Armament: Two fixed 0.50 calibre guns in the wings, one 0.30 calibre gun in ventral position, and one 0.50 calibre gun in dorsal turret. Provision inside bomb bay for one 22-in. torpedo, or one 1,000 lb. bomb, or four 500 lb. bombs. Eight 60 lb. rocket projectiles below the wings.

PHOTO POSTCARDS IN THE SERIES

Photo postcards of the above aircraft and others of this series are obtainable from "Navy News," Dept. P.C., R.N. Barracks, Portsmouth, price 1s. each (including postage), stamps or postal order.

A standing order for the supply of each new card on publication, for 12 issues, can be arranged on receipt of cheque or postal order for 12s.

Albums to hold 64 "Navy News" postcards are 10s. each (including postage).

Other aircraft in this series are the Walrus, Seafox, Skua, Albacore, Firefly, Chance Vought Corsair, Fairey Barracuda, Grumman Wildcat and Fairey Swordfish.

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Mayor visits Danae

There are close ties between Chesterfield and H.M.S. Danae and these were further cemented in September when the Mayor and Mayoress (Councillor G. Rees and Mrs. Rees) visited the frigate at Devonport.

A full programme had been arranged for the visitors, which included a tour of the ship, refreshments with the chief petty officers, lunch in the wardroom with the ship's officers, and a dinner party in the captain's cabin.

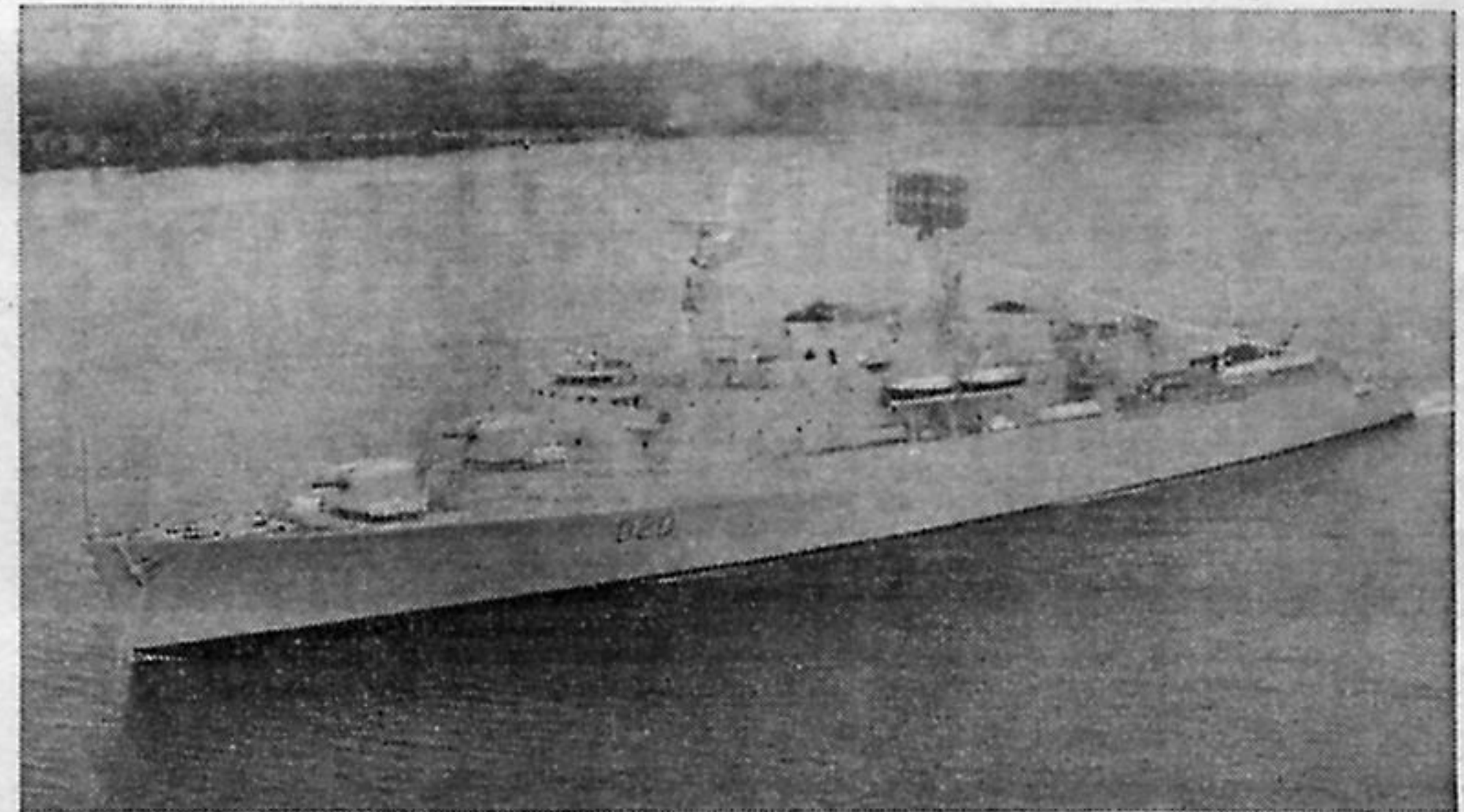
They were also taken on a river trip and tour of the dockyard in the barge of the Chief of Staff (Commodore F. W. Watson). On the final evening, Capt. J. D. Honywill, the commanding officer of the Danae, took his guests on a car drive through the local countryside, with dinner in a Devon inn.

H.M.S. Danae is expected to leave Devonport shortly for service in the Far East.



"And will you still love me when I'm old and grey—when I get my second Good Conduct Badge?"

LEAVING SINGAPORE FOR U.K.



ROUND WORLD FIFE ON LAST STRETCH

The 450 officers and men of H.M.S. Fife, the guided-missile destroyer now on her way home from the Far East, have had a real "Cook's Tour" since leaving the United Kingdom last April.

Just to name the places the ship has visited is enough to make even the most hardened globe-trotter green with envy.

Here are some of the places—Washington, Norfolk (Va.), Kingston (Jamaica), Panama Canal, San Diego, Los Angeles and Disneyland, Vancouver, Esquimalt, Portland (Oregon), Hawaii, Pearl Harbour, Honolulu, Singapore, Pulau Tioman (this lovely island was used in the film "South Pacific"), Hong Kong, Sydney, and Auckland.

Washington gave the Fife a wonderful welcome and there were nearly 18,000 visitors.

PANAMA CANAL

The transit of the Panama Canal was a real "eye-opener."

the ship's company being fascinated by the ease with which the 6,000-odd-ton ship was moved through the locks.

The fabulous "Sea World" of trained dolphins, seals, a killer whale, and penguins, was visited at San Diego, and a party visited Los Angeles and Disneyland, to be entertained right royally by the British community.

The Fife was the first Royal Navy ship for three years to call at Vancouver—"the most beautiful place we had yet visited," say those on board—and 10,000 citizens toured the ship.

Then came Esquimalt—an amazing "English" city, where tea and crumpets are served daily in a local hotel—followed by Portland (Oregon) for the Rose Festival.

Hawaii and a welcome from

the "Hula girls, Pearl Harbour, Honolulu, Singapore, Hong Kong, Sydney, Auckland—all these places provided interest and entertainment.

The ship could not celebrate the second anniversary of commissioning because it occurred on a day which did not exist for the ship—Friday, June 21.

Because of crossing the International Date Line, the ship's calendars went from Thursday, the 20th, to Saturday, the 22nd.

It was not all play, of course. There was the Commander-in-Chief's inspection, replenishments at sea, maintenance periods, to say nothing of gunnery, air defence, anti-submarine patrols, towing another ship, and a full damage-control exercise. But there, "that's all in a day's work."

FILMS FOR RELEASE TO FLEET

Big pull of the punch-up

If in doubt—make a Western. This still seems to be the unfailing recipe for successful picture-making, and the latest list of films released for showing to the Fleet includes one of the most popular products, namely "Bandolero."

While sociologists ponder the inner meaning of public affection for the gun-play of the goodies versus the baddies, enthusiasts revel in the inevitable triumphal punch-up by the hero. The full list of films is as follows:

New Face in Hell.—George Peppard, Raymond Burr, Gayle Hunnicutt. Drama of murder among the rich. A good straightforward crime story with plenty of excitement. (Rank Film Library). No. 695.

Only When I Larf.—Richard Attenborough, David Hemmings. Wry story about confidence tricksters. The ingenious plot is presented with much gusto, and plenty of mystery and comedy.

Good popular entertainment. (Paramount). No. 696.

Bandolero.—James Stewart, Dean Martin, Raquel Welch. Adventure story set in the period following the American Civil War. Well devised, the film has suspense, action, gritty reality, and a few spots of humour. First-class Western fare. (20th Century-Fox). No. 697.

The Syndicate.—William Sylvester, June Ritchie, Robert Urquhart. Filmed in Kenya, the tale is of an expedition to find uranium. The plot may be slight, but there is sufficient action to provide good adventure entertainment. (Warner-Pathé). No. 698.

No Way to Treat a Lady.—Rod Steiger, Lee Remick, George Segal. Murder thriller with abundant humour. Excitement is sustained throughout an ingenious plot. Top-class attraction providing high entertainment value. (Paramount). No. 699.

ALLURE

Raquel Welch still displays her beauty even donning a Mother Hubbard in 20th Century-Fox's "Bandolero," in which she stars as a young Mexican widow



Manadon is not to close

During a tour of the Royal Naval Engineering College, at Manadon, Plymouth, last month, Dr. David Owen, the Navy Minister dispelled fears that the college might be closed, or its current activities run down, during the next few years.

Dr. Owen said that the college's task of training naval engineer officers would continue "as far as the eye can see."

Recent references in Parliament and elsewhere to the possible reorganisation of the training of non-technical officers of the three Services, and the establishment of a tri-Service Royal Defence College at Shrivenham, had created a certain amount of anxiety in the Plymouth area concerning the future of the college.

Dr. Owen said these discussions had been confined solely to the training of non-technical officers, and Manadon's training role has not been in question.

SINCE THE WAR

The college, located on a 100-acre former country estate, was bought in 1938, but most of the college has been built since the war.

There has been a huge expansion during the last 20 years.

How naval powers are planning their fleets

"The truth is that the Royal Navy has taken a cruel knock and that the Admiralty Board is making the best of it. But the Royal Navy is hardly adequate for peace time defence and insufficient for war. Nor is it commensurate with the number of merchant ships (the biggest trading fleet in the world) upon which Britain depends for its economic health in peace and its very survival in war."

Such is the opinion of Mr. Raymond V. B. Blackman, the editor of *Jane's Fighting Ships, 1968-69* (Sampson Low, Marston & Co., £10 10s.)

GUIDE LINES

Mr. Blackman says: "This year might be called the year of naval appraisal," and in a foreword he discusses the various guide lines upon which the various navies of the world appear to be working.

Noting a tendency among the major naval powers to trim sails commensurately with the financial economies or military retrenchment of other countries he continues: "In this year of appraisal, France, Italy, Germany and Japan have all lopped off, on paper, some part of their intended new construction formulated only recently in five or other multi-year programmes.

"But in the main the construction of only large, costly and comparatively conventional surface ships has been rescinded.

CRUISER PUNCH

"It is the underwater vessels, missile ships, and mosquito craft with a cruiser punch which are engaging the

NEW ON THE BOOKSHELF

attention of the naval plans departments of the various defence ministries."

Discussing the Soviet Navy (an estimated 3,100 or so ships, including 55 nuclear-powered and 325 conventionally-powered submarines, 25 cruisers and 100 destroyers) Mr. Blackman states: "A study of Soviet warships and the weapons carried in them, together with an examination of where they are deployed, would now appear to indicate that Soviet maritime strategy is defensive or containing, rather than provoking or aggressive. "The Soviet Navy's gambit may be no more than a determination to mark the ships of other navies in much the same way that players mark their opposite numbers in a football game."

The editor goes on: "All the same, it behoves the opposing side similarly to mark its contemporaries, but only the United States have enough ships to do that."

NOVEL IDEA

As Britain cannot afford to build any large or complex carriers, Mr. Blackman comes up with a somewhat novel suggestion.

His solution is that future ships of escort-cruiser size could all have incorporated into their construction a flight deck of sufficient size to operate a

few VTOL aircraft. A squadron of such ships could carry as many aircraft as an aircraft carrier.

"Each ship," he says, "could be controlled just as easily from the directing ship as the vast compass of a great aircraft carrier is controlled by her island."

In the 151 pages of text devoted to the U.S. Navy, two new items attract attention. One is a Deep Submergence Search Vessel, on which construction is expected to start in 1969, and which is to be capable of operating at a depth of 20,000 feet.

ON OCEAN FLOOR

The vessel is intended to perform object location and small object recovery missions on the ocean floor.

The second item is the proposal now being considered by the Americans of a sea-based, cruiser-type anti-ballistic missile ship, to provide an effective defence against inter-continental ballistic missiles.

The idea is that the ships could be deployed to intercept I.C.B.M.s early in their flight before multiple warheads and penetration decoys break away

A 'TREASURE' ON PLANES

Aircraft enthusiasts, aircraft modellers and, in fact, anyone who has ever ridden above the clouds, will be delighted with *Conquerors of the Air* (written by Heiner Emde and illustrated by Carlo Demand—Patrick Stephens Ltd., 190s.).

This is a luxuriously-produced book tracing the evolution of the aircraft from the first successful flight of a heavier-than-air machine in 1903 to the operational debut of jet-powered aircraft in 1945.

Nearly 100 notable aircraft are fully described in the 204 pages. There are 93 illustrations in full colour, 93 line drawings in plan and elevation, 93 1:100 scale drawings, and 19 two-tone drawings, with a full colour laminated dust jacket of Alcock and Whitten-Brown's Vickers Vimy during the first non-stop flight from America to Europe.

The book also covers certain periods which are not widely documented in other books currently available. For instance, the chapter on the Schneider Trophy describes not only the Supermarine seaplane which won it for Britain, but also its American and Italian rivals—all in colour—which are much lesser-known machines.

With a luxury linen binding over heavy boards, the volume is a joy to handle and to peruse. It presents the highlights in the history of aviation as they have

from the launching rocket.

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never been presented before, and is something to be treasured.

Japanese far in lead

Although it is generally realised that the Queen Elizabeth II has a displacement considerably less than her predecessor, it may not be so readily appreciated that the change of emphasis in shipbuilding over recent years puts the new liner 26th in order of size in 1967 launchings — behind a long string of tankers.

The 1968 volume of *Merchant Ships: World Built* (vessels of 1,000 tons gross and over completed in 1967, Adlard Coles Ltd., 63s.) shows that Japan, Sweden, and Great Britain, in that order, occupy the top three places in the shipbuilding tables, Japan launching about six times the amount of either of the other two.

Splendidly illustrated, this new volume shows that car and passenger ferries of the roll-on roll-off type are still coming off the slips in considerable numbers, but fewer conventional cargo liners are now building.

The first specially designed large container ships to enter regular service are described and illustrated.



Nelson and his ills

When the British Orthopaedic Association held the clinical session of the Spring Meeting on April 15, 1967, at the Royal Naval Hospital, Haslar, an historical exhibition was mounted in the hospital library, provoking widespread interest.

Entitled *Nelson Chirurgique*, the exhibition displayed many treasures by national authorities.

A monograph, compiled and edited by Surg. Cdr. P. D. Gordon Pugh, based on the exhibition (E. & S. Livingstone Ltd., Edinburgh, cloth 30s., paperback 15s.), profusely illustrated and with a detailed catalogue of the exhibits, is now available.

It is absorbingly interesting, appealing not only to medical men, but also to all those who love the Navy and its men. Admiral Nelson was born four-and-a-half years after Haslar had opened its doors. In the years to follow he was to suffer from most of the diseases current among seafarers of the time, and to undergo more operations than any other flag-officer.

Partly on account of his own experience, and partly because he had the good sense to appreciate the importance of the medical factor in warfare, he not only played an important role in instigating the major reforms in the Medical Department that occurred in January, 1805, but his care of the men under his command was unparalleled.

Enfield 'rep' feted on Canadian visit

The warm regard for the Enfield branch held by the Naval Veterans' Association of Canada—it will be remembered that the Canadian boys of the Sea Cadets and the Navy League contribute to what is termed "a dime a head for the Enfield spread" (June issue of "Navy News")—was exemplified when Shipmate R. L. (Titch) Maguire, chairman of the branch, visited Canada.

Shipmate Maguire had a wonderful time. He was feted wherever he went, made a life member of three Canadian organisations, presented with a scroll which took a month to make installing him as "An Admiral and Life Member of the Whiskers Club of Canada," and also received a magnificent anchor worked in hemp on a large wooden shield.

Everywhere he went he was given "V.I.P." treatment, being greeted when he went on board H.M.C.S. Haida by an officer and guard of honour, and being presented with a plaque of the ship's crest.

When he visited H.M.C.S. York, a modern naval barracks, he was the guest of the wardroom, meeting the Admiral, the Commodore, captains and other senior officers, to each of whom he presented a Royal Naval Association ashtray.

Slough's pleasure

In a letter to the editor, Shipmate J. L. E. Akehurst, secretary of the Slough branch, says: "We feel that those members of the association who visited Slough to attend the annual

ROYAL NAVAL ASSOCIATION

conference, must have felt their visit worth while.

"We at Slough were pleased to be your hosts, and have been assured by many sources that the occasion was one of the most successful ever held."

Shipmate Akehurst says that since the conference his branch has welcomed three branches as visitors.

Branch loss

The Newton Abbot branch has reported the death of a former secretary, Shipmate Lieut. H. Elliott. When the branch standard was dedicated in May, 1958, Shipmate Elliott was still serving, and acted as the Parade Marshal.

He started his service with the Navy in H.M.S. Ganges when he was 15, serving for 32 years. He was present in H.M.S. Rodney when the Bismarck was sunk.

When younger he was a centre three-quarter, playing for Devonport Services.

Wear gardeners

A somewhat unusual departure from things naval is the annual show of the Wear Branch Gardening Club which, this year, was held in the "chain locker" in the branch headquarters.

The president of the branch, Dr. R. S. Thoburn, won the Thoburn Trophy, which he had

presented, for his exhibit of leeks.

The Matt Davison Trophy for the best exhibit was won for the fifth time by Shipmate R. McGrath with his lovely display of chrysanthemums. Shipmate G. Stephenson won the Wrens Trophy with the most points.

Shipmates G. Ellis and G. Stephenson were congratulated for their splendid organising efforts, which have made the show one of the town's annual events.

Bristol standard

The Bristol branch dedicated its standard on September 22, the members being delighted with the support they received from the many branches.

Harwich reunion

When the Harwich Naval Force Association 1914-18 met at the 25th annual reunion on October 8, the President (Capt. P. L. Gunn) explained to the newer members the reason for the presence of a lady at the otherwise strictly all-male gathering.

She is Dame Mary Tyrwhitt, D.B.E., T.D., daughter of their famous commander, Commodore (later Admiral of the Fleet) Sir Reginald Tyrwhitt, who commanded the Harwich Force from the commencement to the end of the First World War, and who received the surrender of the German U-boat fleet at his port.

The members had earlier expressed a desire for a close link to be maintained with the Commodore, because the affection for their old commander still inspired the spirit of comradeship which existed in the old Force-mates, now around the 70-80 mark, and which prompted them to renew yearly their company.

It is noteworthy that, despite the ages now, the membership of the association still increases as its existence is brought to the notice of those not previously aware of it.

NEW STANDARD DEDICATED

Nearly every branch standard from No. 1 Area paraded when the City of London's new standard was dedicated in St. Paul's Cathedral on September 29 by the branch chaplain Rev. T. B. McKee.

At the conclusion of the ceremony, association members and their friends witnessed the laying of a wreath on the tomb of Admiral Lord Nelson by the chairman of the branch.

The salute at the march past was taken by Capt. A. H. Spratt-Kerswell, R.N.R., commanding officer of H.M.S. President. Present at the base was the president of No. 1 Area, Shipmate G. W. Nixon and the area welfare officer, Shipmate C. Wheeler.

Among those in the parade were four of the older members of the branch, Shipmates Shilling, Humby, Howson and the branch president L. G. Pascall. Both shipmates Humby and Howson are in their 86th year.

REUNION DATES

The reunion of ex-servicemen of the Fleet Air Arm and R.A.F. who served at the U.S. Naval Air Station, Pensacola, Florida, during the war, will be held at the R.A.F. Reserves Club, 14 South Street, Park Lane, W.1, on November 23. Mr. L. V. Armstrong, 47 Rutland Road, Wanstead, E.11, will supply details.

W. Herd, 96 Chirnside Street, West Footscray, Melbourne 301R, Victoria, Australia, may be contacted by any rating serving in H.M.S. Barnstone between 1963 and October, 1965, who requires information about settling in Australia.

50 YEARS LATER



Two people who were sweethearts 50 years ago when they were both in the Service, met again recently in Hanley, Stoke-on-Trent.

They were Mr. George Tagg, who was a leading telegraphist when he first met Miss Edith Taylor—as she then was—a cook-stewardess in the W.R.N.S.

Now Mrs. Monks, a widow, who has a daughter who saw service in the W.R.A.F., and a son who was in the Fleet Air Arm for 11 years, says that she and Mr. Tagg are "a little too old to rejoin the Navy!"

Mr. Tagg, who went to St. John's, Newfoundland, said that he and Mrs. Monks had never met since those First World War days, but he had carried a photograph of her in his wallet all these years.

The former telegraphist, who recalls taking the message of the Armistice by radio during the war, is founder of the Royal Navy Amateur Radio Society.

In tribute to former Abdiel

When the exercise mine-layer H.M.S. Abdiel visited Taranto on September 1, a Ceremony of Remembrance was held on board to mark the 25th anniversary of the sinking of the previous Abdiel.

Present were four members of the previous Abdiel—Mr. G. A. Morton (ex-SPO), who took passage in the ship from Port Edgar, Mr. A. S. Slocombe (ex-captain of the quarterdeck and director layer), who joined the ship at Gibraltar. The other two were Mr. W. W. Rutter (ex-L.Sto) and Lieut.-Cdr. A. Robertson (ex-navigator of the previous ship), and they joined the ship at Malta.

The Rev. D. Edwards conducted the ceremony. Lieut.-Cdr. Robertson read the lesson and Mr. Morton laid the wreath.

CANON PATON

The death occurred on September 14 of Canon Charles Paton, Chaplain, R.N. (retd.)—a well known and well loved character.

In a letter to the editor, Mr. B. P. Davies, of Rochester, says: "Church of England, Church of Scotland, or Church of Turkey, 'Sniffy' didn't care. He was well known to boys at St. George and to hundreds in Chatham barracks, and they would all say 'Old Sniffy? Yes, he's all right!'"

MADE OLD TIMERS 'BOGGLE'

Four hundred members from branches of the Submarine Old Comrades' Association visited Fort Blockhouse, Gosport, on October 5, for their annual reunion, seeing how the present day underwater men live and work.

Naturally, the differences were discussed with gusto—the "old-timers" reliving their pioneer days in submarines and perhaps envying the comforts which the submariner of today enjoys.

The Old Comrades, several of whom served throughout the First World War (including Mr. Robert Knife, who is 82, and who joined the Service in 1909), toured the submarines Achéron, Alliance and Ocelot, and were shown the latest escape techniques in the training tank.

H.M.S. Olympus was awarded the association's efficiency shield for the most efficient crew in the 1st Submarine Squadron.

This was presented to the commanding officer, Lieut.-Cdr. J. Purdy, by the president of the association, Rear-Admiral Sir Anthony Miers, V.C., who remarked: "It makes our minds boggle to think of the complexity of the things you are taught today."

The Flag Officer Submarines, Vice-Admiral M. P. Pollock, was guest of honour at the reunion supper.



Presentation of the S.O.C.A. Efficiency Shield to the commanding officer of H.M.S. Olympus, Lieut.-Cdr. J. P. A. Purdy

Traced through 'News' report

A mention in "Navy News" that those who attended the first reunion of the wartime corvette H.M.S. Columbine had expressed a desire to meet "their very popular first lieutenant" brought a quick response.

Lieut. J. Macmanus, R.N.V.R., the first lieutenant concerned, heard of the report and, together with Mr. D. Eatough, chairman of the Port Talbot branch of the Royal Naval Association, attended the second reunion.

To add to the delight of those present, Lieut. Macmanus took with him a replica of the ship's crest.

Mr. E. T. Wilkins, of 28 Brierfield Road, Liverpool 15, a prime mover in the reunions, said "Our next venture, to be held in Liverpool in 1969, now promises to be a bigger affair—thanks to 'Navy News' help."

'SHEFF'S' GIFT

A plaque showing the crest of H.M.S. Sheffield—"the Shiny Sheff"—made from a piece of armour plating from the ship, was presented to the Mayor of Boston (Mass) on September 4.

The gesture was a "thank you" for the many kindnesses afforded to the ship's company of the cruiser when she underwent repairs in the Boston Navy Yard in the Second World War.

The presentation was made by Lieut.-Cdr. S. Austin, whose mother was a Bostonian. The plaque was made in H.M.S. Caledonia, at Rosyth, in which establishment Lieut.-Cdr. Austin is serving.

SURRENDER RECALLED

The 21st of this month is the 50th anniversary of the surrender of the German High Seas Fleet to the allies after the First World War.

All German submarines had been surrendered, interned or scuttled, but 11 battleships, five battle-cruisers, eight light cruisers, and nearly 50 destroyers were escorted across the North Sea under the guns of the victorious forces.

There must be many still living who recall that occasion; also the scuttling, in June, 1919, at Scapa, of the German ships.

Halton reunion plan

It has been decided to hold a reunion next year of all ex-apprentices who served all or part of their apprenticeship in the Navy Wing at R.A.F. Halton, and people concerned should write to Lieut.-Cdr. C. R. Kingswell, H.M.S. Daedalus, Lee-on-Solent (Hants).

Lieut.-Cdr. Kingswell would particularly like to hear from anyone who served on the staff.

The Royal Air Force helped the Fleet Air Arm to create an ability to maintain its aircraft and, from 1938 to 1941 over 400 apprentices were trained by the R.A.F.

Some of them started their

service careers as R.A.F. apprentices, but volunteered to transfer to the Navy and completed their apprenticeship in the Navy Wing at No. 1 School of Technical Training, R.A.F. Halton.

Of the 400, some 45 are still serving, most of them as officers. At least 64 gained commissions.

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Glamour for 'uckers'

The 'News' Diary

A bevy of lovely Wrens and a happy sailor at Singapore Naval Base demonstrating the ancient game of "Uckers"—the Royal Navy's giant-sized version of Ludo. It's all part of a Grand Uckers Tournament in aid of local charities being held in off-duty hours at H.M.S. Terror, the Naval Barracks. The "uckers chucker uppers" are (left to right): Wren Vicky Morrison (20), of Harrogate; Wren Celia Barnard (20), of Ruislip; Leading Wren Linda Lee (21), of Weymouth; AB Stephen Magee (34), of Belfast; Wren Jan Wakelin (22), of Exmouth; and Wren Chris Taylor (19), of Twickenham.

Picture by PO(Phot) G. E. Ash



Diver's 40-hour vigil over 'bends'

A Port Talbot sailor has just spent 40 sleepless hours in a compression chamber at Singapore Naval Base looking after a paralysed Chinese fisherman who was being treated for the "bends."

The sailor, 22-year-old Able Seaman Franz Zwart, of Sanfields, Port Talbot, Glamorgan, combated boredom during his vigil by re-reading one of his favourite books, "The Three Musketeers."

The Chinese fisherman was paralysed from the waist down after contracting "bends" while diving to free the fouled anchor of a fishing boat off the Malaysian coast last week. ("Bends" is caused by bubbles of nitrogen forming in the bloodstream of divers as a result of surfacing

too quickly from extreme depths.)

He was taken to the Naval Base for special treatment in the compression chamber of the Royal Navy's Far East Fleet diving centre.

"The main trouble is boredom," said AB Zwart, "because I had to stay awake for the whole of the 40 hours to make sure that the patient was all right. Patients so far have been Chinese, who didn't speak English—or Welsh! I'm getting quite good at sign language now."

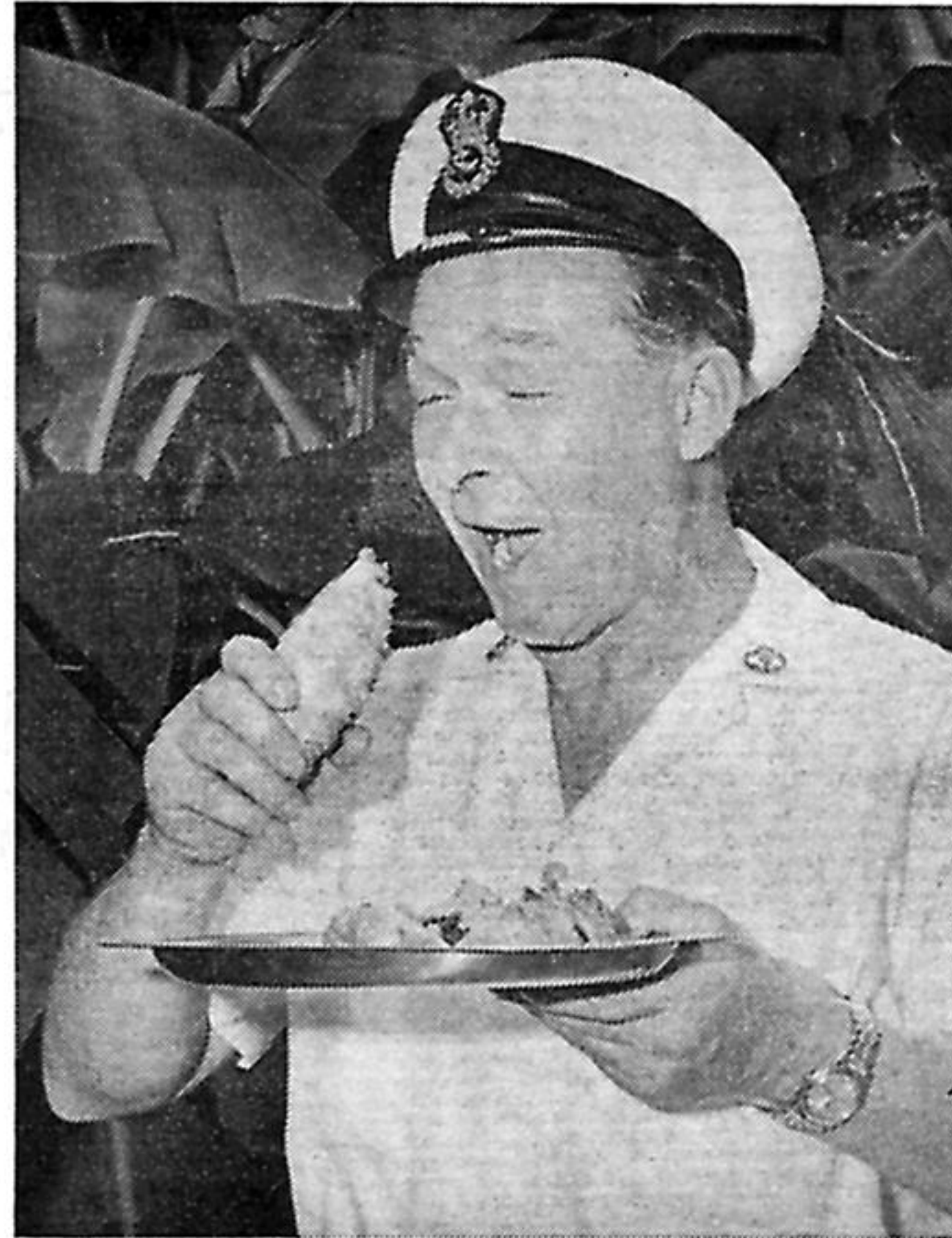


AB Franz Zwart with the Chinese fisherman
Picture by PO(Phot) G. E. Ash

FOR BRAVERY

REM I Malcolm Blenkinsopp, pictured here with his wife and a younger brother, after receiving the Royal Humane Society's Bronze Medal and Certificate for saving the life of a fellow seaman from H.M.S. Wolverton.

The rescue took place during darkness and in stormy conditions at the end of a hard day's exercising.



PROOF OF THE PASTY

CPO Peter Elliott, of Oreston, Plymouth, is a man who can justly claim to have cooked his way round the world.

Joining the Navy as a cook 16 years ago, he is now a highly qualified cookery instructor, one of the Navy's corps elite in this field. At the moment he is instructing at the Far East Fleet's Cookery School, Singapore, and in our picture he is seen tasting, with evident approval, a Cornish pasty cooked by one of his pupils.

Hocky's farewell

Chief Wren Irene Hocken-hull, better known as "Hocky," left in August after 23 years' service.

She joined the W.R.N.S. in 1944 as a steward (G), and over the years helped thousands of Wrens through their early days in the Service, Part II training, and all stages of their careers.

"Hocky" was presented at General Divisions with a commemorative certificate and given a royal send-off from H.M.S. Dauntless through an arcade of brooms and mops.

First winner of the Captain's Prize at Dauntless, for the outstanding Part II trainee in the Cook Steward (O) and Steward (G) branches was Wren E. D. Tipping (now at H.M.S. Raleigh).

Visiting Hong Kong, the Commander Far East Fleet, Vice-Admiral W. D. O'Brien was one of the signatories to a silver-framed certificate presented to PO Ku Yuan Kung, a captain's steward, who is retiring. Other signatories included Admiral of the Fleet Sir Varyl Begg, and Rear-Admirals H. F. Fell, J. H. Adams, and B.C.G. Place.

COMMENDED FOR RIVER RESCUE

A Royal Marine corporal, a naval surgeon-lieutenant, and a naval medical assistant have been commended for their part in helping to rescue and care for six Royal Marines whose truck crashed into the icy waters of a fast-flowing Norwegian river during Exercise "Polar Express" earlier this year.

The Queen's Commendation for Brave Conduct has been awarded to Cpl. John Eley (25), of 45 Commando, Royal Marines, whose home address is Brownhills (Staffs).

The Commandant-General, Royal Marines, has commended Surg. Lieut. David Trash, R.N., aged 27, medical officer of 45 Commando, whose home address is Stanmore (Middx.), and Medical Assistant Leonard Young, aged 20, then serving with 45 Commando, whose home address is Dartford (Kent).

The citation to Cpl. Eley's commendation says that throughout the incident he displayed great determination and a complete disregard for his own safety under extremely hazardous conditions in his efforts to rescue the injured and prevent further disaster.

Cpl. Eley joined the Royal Marines in May, 1963, and has since served with 40 Commando, the HQ Plymouth Group, 43

Commando, and now 45 Commando, including service in Borneo and South Arabia.

The citation to the commendation for Lieut. Trash and MA Young says that with complete disregard to their own safety they hauled themselves out to the truck with the aid of lifelines and treated the injured men.

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Puzzled sec.

Mr. Eric Ross, local secretary of the Royal Naval Benevolent Trust at Portsmouth, has been puzzled over the past few months to receive 60 letters containing 421 unused stamps, mostly in the lower range of halfpenny to threepence, the total value being £2 5s. 7d.

The letters were posted from all parts of the country, the donor paying £1 for the privilege of sending the stamps.

Mr. Ross and the R.N.B.T. are grateful for the donations, but would dearly love to know the reason for sending them.



You never know your luck...

FISH SQUADRON 'ONE OF BEST JOBS IN NAVY'

When H.M.S. Belton arrested a Russian trawler recently, it caused considerable excitement in the national Press. A number of reports were written about the Fishery Protection Squadron—some of them quite fascinating.

Descriptions of a "Lochinvar Flying Squad" however, conjure up a sort of cross between Z-cars and Moby Dick, and the naval reader deserves a more accurate picture.

The Fourth Mine Countermeasures Squadron is based at H.M.S. Lochinvar, Port Edgar, which establishment lies just

under the Forth Road Bridge, opposite Rosyth Dockyard and on the sunny side of Scotland!

The squadron comes under the aegis of Captain, Fishery Protection. (He is also Captain, Mine Countermeasures in his other hat, and commands the Lochinvar Mine Countermeasures Flotilla, which comprises hunters and sweepers of the First Mine Countermeasures Squadron, the Fourth Mine Countermeasures Squadron, and a minesweeper support ship).

The six sweepers in the Fishery Protection Squadron are the Belton, Chilcompton, Letterston, Soberton, Wasperton and Wotton, and they patrol U.K. waters.

by
Lieut.-Commander
J. Richardson, R.N.

Frigates are attached for Fishery Protection duties from the Western Fleet, and protect the interests of British deep-sea fishermen in the waters around Iceland, Faroes and Norway.

What does the protection consist of? Broadly, it means assisting British fishermen when called upon to do so, and enforcing fishery regulations at sea.

One of the most vital functions is to patrol the coastal belt around the British Isles. This is rather more complicated than



which are treated by everyone with the scepticism they deserve.

The squadron is also "lurked" for other tasks as they come up, and are judged more important at the time.

During the seamen's strike they ran supplies to the Hebrides, and when Torrey Canyon threatened British shores with oil pollution, they sprayed detergent on troubled water.

Navy tasks

Within the last year ships of the squadron have searched for aircraft survivors, landed scientists to count seals on North Rona, escorted Sir Alec Rose home, conducted trials with hovercraft, provided navigational training for classes, and conveyed royalty and governors around the Channel Isles.

Maids of all work, as indeed most minesweepers are. They can even sweep mines!

There has been a closer liaison between the First and Fourth Mine Countermeasures Squadrons, and now each squadron participates in both fishery protection and minesweeping.

Nelson served

The R.N. minesweepers which took part in Operation New Broom were drawn from each squadron.

Frigates, F.P.B.s, fixed-wing aircraft and helicopters can all assist with the task, and may play a bigger role in the future.

However, a Fishery Protection Squadron will be needed for as long as Britain has a coastal fishing industry, and it seems that the future for the Navy's oldest squadron (yes, Nelson did serve in it) is assured.

People will still be required to serve in what has been described as one of the best jobs in the Navy. You never know your luck.

the old-fashioned three-mile limit of territorial sea (which, incidentally, still exists).

The belt is divided into two parts. From the land to six miles out is the exclusive British fishing zone, and from six to 12 miles is the outer belt.

Concessions

Certain foreign fishermen may fish for specific types of fish in some areas of the outer belt. These foreigners were allowed concessions as they had fished there traditionally, but some of

'Look what it did to me—

but I was only a waif astray, and they told me how nice the Navy were to anyone adrift.'

these concessions are expiring and not being renewed.

Poaching by foreigners—fishing inside legal limits—is attempted all the year round, and it is up to the Fishery Protection Squadron to prevent it.

To do this, a poacher is identified and carefully fixed, bearing in mind that all evidence will have to stand up to cross-examination in a civil court.

The ship goes to "poacher stations"—action stations with a difference. The poacher is signalled to stop, and sometimes the Bofors is fired to draw attention to signals.

This is great for the ships' companies, who are always well looked after ashore.

There is a snag, of course. The constantly changing pattern of fishing means that programmes alter more rapidly than in the rest of the Fleet at full stretch—although some may find this hard to believe.

Fishery Protection ships are at short notice when on patrol, and are frequently diverted for poaching reports, and search and rescue.

This naturally, gives the First Lieutenant plenty of practice in making out programmes,

Boarding party

Shots are not normally fired to hit, as the British view is that dead fish are not worth human lives.

However, International Law permits the firing of live ammunition, and there is an exception to every rule.

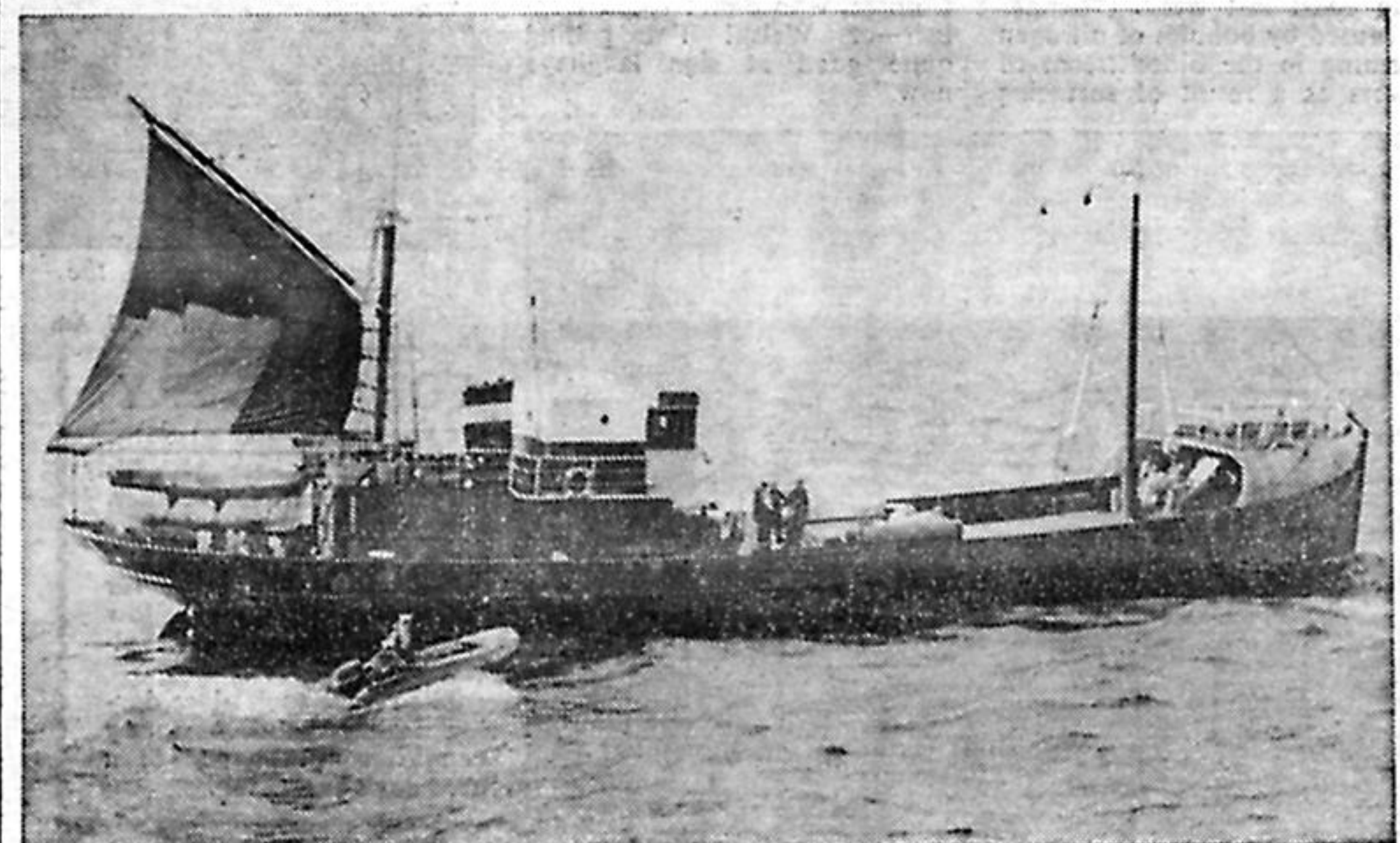
The boarding party is sent across and the poacher, who usually comes quietly, is escorted into port where he is tried by a normal magistrates' Court.

The Squadron has made about 70 arrests in the last four years.

For one of the "cruisers," as fishermen call them, the life is certainly varied. They operate away from base for months at a time, and visit more British ports than most other Naval ships.



Tense moment on patrol, and (below) boarding party goes out to a trawler



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Eagle at Devonport for a four-month docking and maintenance

SAUCY 'PARTICIPANTS'



"The girls from St. Trinian's" — Wrens from the Duchess of Kent Barracks—had a diverting array of Long John pants in a Red Cross charity walk at Portsmouth. The Wrens were Linda Robertson, Elizabeth Sherwood, Virginia Samaden, Bronwin Dale, Gloria Harrison and Barbara Smith.

Picture by PO(Phot) D. Morris

IT'S TOUGH AT THE TOP



Bulldog Mascot

When three survey vessels visited the Pool of London from September 4 to 11, one of them, H.M.S. Bulldog, held a reception on board for members of the London Bulldog Society, who presented the ship with a mascot (pictured above).

"Joey," born in December, 1915, "served" in H.M.S. Renown and later H.M.S. Queen Elizabeth, dying in 1922. He was stuffed and kept in a glass case until the Queen Elizabeth went out of commission in 1924. Subsequently "Joey" was found for sale in a Portsmouth shop and bought by a member of the Bulldog Society.

The highlight of the bulldog's Service "career" was when he accompanied Admiral of the Fleet Earl Beatty in the Peace Parade through London in 1919.

Since commissioning in March this year, H.M.S. Bulldog has visited Lowestoft and Bridlington, and taken part in the Western Fleet assembly. After the London visit, the ship went on to Germany for the next surveying work.

HISTORY OF DREADNOUGHT

A book covering the first five years of Britain's first nuclear-powered submarine, H.M.S. Dreadnought, has been produced.

Previous members of the ship's company (and others) who would like a copy of the book may obtain one from CPO T. P. Spurling, H.M.S. Dreadnought, c/o F.M.O., Rosyth Dockyard, Rosyth, Fife.

The price, including postage, is 15s.

No Whitby pipes

The anti-submarine frigate H.M.S. Whitby will no longer enter or leave harbour to the sound of the "pipes" as she has been doing for the past 12 months.

The Whitby has paid off after her fifth commission, and is to undergo a four-month refit. Before she starts her next commission the piper, ERA David Barlow, will have gone on draft.

HECLA'S SUNSHINE OUTING

Before starting the second half of the "survey season" H.M.S. Hecla held a families' day, over 200 guests being embarked.

One guest—she had never before been to sea in a Royal Navy ship—was Lady Irving, wife of Admiral Sir Edmund Irving, a former Hydrographer of the Navy. Lady Irving launched the ship in December, 1964.

After a quick sight-seeing tour of Plymouth Harbour, the

H.M.S. Eagle, the 43,000-ton aircraft carrier, returned to Devonport on October 3 for a four-month docking and maintenance period, having steamed 116,000 nautical miles (or nearly six times round the world at the equator) since she first sailed with her present crew in April, 1967.

Of this mileage, over 10,000 has been in the last six weeks since the Eagle sailed from Devonport on August 23 to carry out flying training in the Moray Firth and then to lead the NATO strike fleet in Exercise Silver Tower.

This was the first time a Royal Navy aircraft carrier had led the strike fleet in a NATO exercise, and she proved a worthy leader, earning congratulatory signals from the NATO commanders.

Operating within the Arctic Circle, some of the newer members of the ship's company re-

ceived their "blue-nose" certificates within four months of their "crossing the line" certificates, gained when the Eagle was operating in the tropical waters of the Eastern Hemisphere.

100,000 VISITORS

In the past 18 months the carrier has had over 100,000 visitors on board, and all appeared to enjoy the hospitality which the ship's company have shown, for letters of appreciation have come from Cape Town, Singapore, Hong Kong and Freemantle.

When in Hong Kong a team from the ship spent many off-duty hours completely redecorating the children's home for paraplegic orphans. Now at the end of the commission, the ship's company voted £80 from their own welfare fund to continue their help towards these very needy cripples.

Captain J. E. Pope, who has commanded the Eagle since May of last year, leaves this month when he is relieved by Captain J. D. Treacher. The ship recommissions with a new ship's company in January, 1969.

BRAVERY AWARDS

For risking his life in helping to rescue two girls in a fast-flowing stream, CPO Boyd has received the Bronze Medal and Certificate of the Royal Humane Society, the award being handed over by the Flag Officer Scotland and Northern Ireland, Vice-Admiral I. L. M. McGeoch. Mrs. Boyd, who also assisted in the rescue, received the Testimonial on Vellum of the society.



Admiral Crawford talks to Lieut.-Cdr. W. D. Gladstone (H.M.S. Fearless)

MOUNT WISE FAREWELL

When 77-year-old Jack Sissons retired from the United Services Cricket Club at Mount Wise, Devonport, he told the Commander-in-Chief, Plymouth, Vice-Admiral Sir Charles Mills, that "If I had the chance I would start all over again."

Mr. Sissons, who was handed a cheque for £750, also received a scroll containing the names of nearly 300 subscribers to the farewell presentation.

Jack, who was head groundsman for 35 years, played for the United Services until he was 66. He also played for Devon against Worcestershire and the Royal Navy at the age of 57.

He has umpired at Mount Wise for 10 years.

American admiral watches 'work-up'

Portland had its usual crop of visitors last month, the most important being the Commander-in-Chief, Western Fleet, Admiral Sir John Bush, and Rear-Admiral E. R. Crawford, U.S.N.

Two other "visitors" were a couple of Sea King helicopters of the Royal Canadian Navy, which flew in from the carrier H.M.C.S. Bonaventure.

Sea King helicopters will, eventually, be carried in the helicopter cruisers, Blake and Tiger—also in the Lion if it is decided that she, too, is to be converted.

During his visit Admiral Bush went on board H.M. Ships

Grafton, Dundas, Pellow and Rothesay, transferring from one to another by light jackstay.

The chief object of Admiral Crawford's visit was to compare the Royal Navy and United States Navy methods of weapon and material training ashore and afloat of newly-formed ships' companies, including work-up programming and techniques.

Rear-Admiral Crawford is the U.S. Navy equivalent of the Flag Officer Sea Training, Rear-Admiral J. C. Y. Roxburgh. Both were submariners.

The American admiral visited H.M.S. Fearless, H.M.S. Ajax, and H.M.S. Dundas, and witnessed disaster and riot exercises on shore, conducted by H.M.S. Fearless.

In order that the American officers could see a little of English country life, a skittles match was arranged at a typical old Dorset pub. Admiral Roxburgh headed the English team and Admiral Crawford the Americans in a keenly-contested "battle."

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B.E.M. PRESENTATIONS



British Empire Medal recipients, pictured at the presentation aboard H.M.S. Victory. Left to right: back row, COEA W. J. Cheeseman, CM A. C. Howlett, CM(E) D. Finch, CRS V. J. Funnell. Front row, CPO H. Winter, CERA F. S. Polly, CPO J. T. Kenny, and CRS D. O. Jones.

The awards were handed over by the Commander-in-Chief, Admiral Sir John Frewen, on September 26.

US NAVY COMMENDS F.A.A. OFFICER

Described as a "brilliant teacher and tactician," Lieut. A. M. Hickling (32), of Langport, Somerset, has been commended by the Secretary of the United States Navy for meritorious service while based at the U.S. Naval Air Station, Miramar, California. On exchange duty as ord-

nance officer and flight instructor, Lieut. Hickling served with the U.S. Fighter Squadron 121 and, says the citation, "was responsible for a significant increase in the level of combat readiness of fleet replacement aircrews."

The citation, presented at R.N. Air Station, Yeovilton, at a parade of the Royal Navy's 700 Phantom Squadron, by Rear-Admiral Louis J. Kirn, the U.S. Defence and Naval Attache in London, goes on to say: "he inspired his flight crews until each was a cohesive, professional team."

"His knowledge, experience, and outstanding efforts will be invaluable assets in introducing the Phantom (F4K) aircraft into service with the Royal Navy."

A Cambridge graduate with an MA degree, Lieut. Hickling

'Escape' awards

For his part in the development of a new submarine escape technique, Lieut.-Cdr. Laurence Hamlyn, who was the Submarine Command Escape Officer until retiring from the Service three years ago, has received £1,500 from the Navy Department Awards Committee.

Mr. Kenneth Tayler, of the Director-General Ship's department of the Admiralty, Bath, who collaborated with Lieut.-Cdr. Hamlyn, also received £1,500.

The single-man escape tower is installed in all nuclear propelled Polaris and Fleet submarines, and most "P" and "O" class submarines.

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PARKER'S FOUR NEW RECORDS

This has been L/Cpl Michael Parker's year in the Navy cycling world for, in addition to establishing four new Navy cycling records, he finished first in the R.N. Hill Climb championship on Old Southwick Hill, Southwick (Hants) on October 5.

The hill, 500 yards long with a steepest gradient of 1 in 6, was climbed by this Royal Marine in 1 min. 15 sec.—5.4 seconds ahead of Sub.-Lieut. J. A. Fowler.

L/Cpl Parker holds the 10-mile, 30-mile, 100-mile and 12-hour records, and he finished second in the Royal Navy Cycling Association points championships. He was one point behind Sub.-Lieut. Fowler who won with 35 points.

Parker is also the Inter-Service champion at 30 miles and 100 miles, and the 12-hour time trials. He was second in the 150-mile two-day cycle race, winning the first and third stages.

POINTS CHAMPION

Sub.-Lieut. Fowler has also had a good season. He was first in the 10-mile time trial, second in the hill climb, third in the 25-mile time trial, second in the 50-mile road race, third in the 100-mile time trial, second in the 30-mile time trial, second in the track championships, and winner of the points championship.

Other members who have done well are PO J. Gregory, El Mech App M. Roberts, ERA App S. Jeffcoat, and AB W. Filby.

News from the Far East indicate that there will be fireworks when PO A. Pearson returns to United Kingdom cycling early in 1969.

His times for the 10, 25 and 30 miles compare very favourably with Parker's times.

Singapore climatic conditions seem to help the short-distance time trialists. The times for 10 miles on average are better than those produced by U.K. riders.

RESCUE AT SYDNEY

REM John Gould, of H.M.S. Glamorgan, dived fully clothed into Sydney Harbour to rescue a wharf worker.

APPOINTMENTS

Vice-Admiral Sir Peter Hill-Norton, Vice-Chief of the Naval Staff, and who is to take up the appointment of Commander-in-Chief, Far East, in March, 1969, was promoted to Admiral to date October 1.

The Commandant of the Joint Services Staff College at Latimer, Bucks., Rear-Admiral D. H. Mason, was promoted to Vice-Admiral to date October 1.

Appointments recently announced include the following:

- The Rev. B. S. O'Connor, Chaplain (R.C.), To be Principal Chaplain (R.C.), January 13.
- Capt. R. I. D. Tiddy, Pembroke in command and as Flag Captain to Flag Officer, Medway, January 21.
- Capt. G. R. Villar, Excellent in command, January 10.
- Capt. P. G. R. Mitchell, Director of R.N. Staff College, February 21.
- Capt. T. A. C. Clark, Neptune as Captain, 3rd Submarine Squadron, February 7.
- Capt. J. F. R. Weir, Raleigh in command, February 12.

Capt. R. P. Clayton, Kent in command, October 1.

Capt. S. W. W. Farquharson-Roberts, Berry Head in command, January 27.

Capt. I. G. W. Robertson, Heron for Jt Warfare Est., Old Sarum, as Ch. Dev. Off. January 13.

Cdr. R. A. Stephens, Cleopatra in command, October 23.

Cdr. M. Sands, Zulu in command, January 3.

Cdr. J. M. Lee, Eskimo in command, January 7.

Cdr. T. M. B. Seymour, Abdiel in command January 14, and as S.O. 1st M.C.M. Sq. in cont.

Cdr. M. J. Garnett, Arzonaut in command, January 21.

Cdr. H. Mucklow, Victory for St. George in command, November 8.

Cdr. D. V. Vivian, Collingwood as Exec. Off. February 7.

Cdr. N. F. Fawcett, Mercury as Exec. Off. January 16.

Cdr. J. K. Robertson, Thunderer as Exec. Off. December 11.

Cdr. J. M. W. Morgan, St. Angelo April 28 and as Exec. Off.

Cdr. W. B. Smith, Bellerophon as Exec. Off. February 5.

Eng'r Cdr. R. G. Lamb, Collingwood as Cdr. (Mech.), November 1.

Lieut.-Cdr. C. J. Meyer, Auriga in command, February.

Lieut.-Cdr. T. G. Teasdale, Lewiston January 22 and in command.

Lieut.-Cdr. G. T. Swales, Oracle in command, December 11.

Lieut.-Cdr. J. J. Black, Decoy January 7 and in command, d.t.b.r.

Lieut.-Cdr. S. Idlens, Penelope in command, January 6.

Lieut.-Cdr. J. T. Franks, Tamar January 13 and as Base Comm. Off., and Off. i/c Hong Kong W/T Station.

Lieut.-Cdr. J. D. Ogilby, Flinham in command, March 12.

Lieut. C. A. Robertson, Breerton, December 16 and in command on commissioning.

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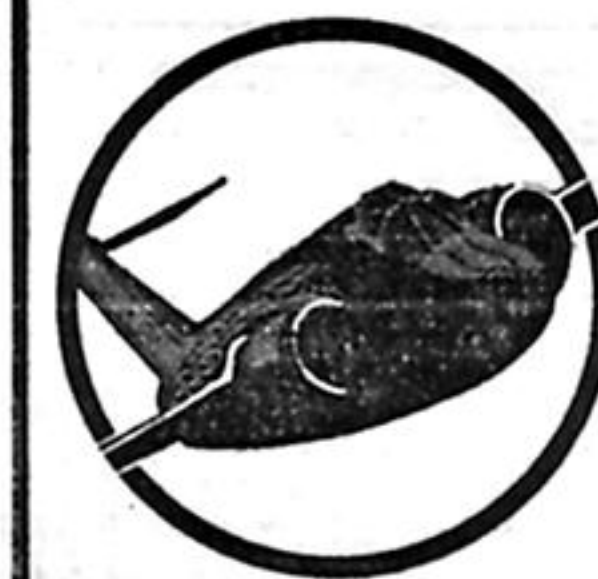
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LONDON GETS 'MONSOON'

Full "monsoon treatment"
was accorded H.M.S. London
for the recommissioning service
in Portsmouth Dockyard on
October 11—appropriate per-
haps for a ship which will be
soon east of Suez.

In pelting rain and high wind,
members of the ship's company
and guests were grateful for the
shelter of the helicopter hangar.

There they admired a magni-
ficent cake made in the shape of
the Tower of London by CPO
George Vassallo, the senior
cook. Alongside it was the huge

table decoration presented by
the City of London to an earlier
ship of the same name.

The cake has been given to
the Queen Elizabeth Hospital
for Children in London.

Another commissioning cake
of more manageable proportions
was cut by Mrs. Jean Jermain,
wife of the commanding officer,
Capt. Denis Jermain.

The Bishop of London (Dr.
R. W. Stopford), who gave the
address at the service, has a
family association with the
Navy, his son being a serving
officer in H.M.S. Arethusa.

Guests included the Flag
Officer Flotillas, Western Fleet

(Vice-Admiral Andrew Lewis)
and representatives of the Royal
Regiment of Fusiliers, with
which the destroyer has a link.

H.M.S. London, one of the
Navy's guided-missile ships, has
just completed a major refit in
the dockyard.

Tenth ship to bear the name
in the Royal Navy, the first
commission of the present Lon-
don sailed over 60,000 miles,
visiting more than 20 countries,
including a tour of South
America.

She also served a year with
the Far East Fleet helping to
combat the Indonesian con-
frontation of Malaysia.

In Memoriam

Jose P. Da Silva, Std. GOA/
062997, H.M.S. Tartar, June 29.
David Scott, M(B1), D/073291,
H.M.S. Kent, August 17.
Keath Neary, El Mech(Air)1,
P/102925, H.M.S. Seahawk,
September 11.
Charles J. Berry, NAM 1,
L/099341, H.M.S. Seahawk,
September 11.
Andrew S. Lindsay, A/PO,
P/JX 842646, H.M.S. Sirius,
September 20.
Albert J. Donlon, REM 1,
P/078084, H.M.S. Neptune,
September 22.
Raymond C. Pulley, LOEM,
P/937199, H.M.S. Aurora, October
4.
Arthur W. Dellow, Mch'n 1,
P/KX 848741, H.M.S. Pembroke,
October 6.



Lieut.-Cdr. John Davies, S.C.O. of H.M.S. London, with his wife,
Susan, and daughters, Emma and Joanna, still manage to smile
despite the weather

Picture by L/Air (Photo) R. Whalley



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A 'Gold' year for the Royal Navy yachtsmen

OLYMPIC VICTORY

The Royal Navy is proud of the Olympics achievement of Lieut. Rodney Pattison and his crewman, Iain Macdonald-Smith, who in the boat Superdocius dominated the Flying Dutchman class to win the gold medal.

Lieut. Pattison, who entered the Navy in September, 1961, and has served in H.M.S. Hermes, H.M.S. Fiskerton, and H.M.S. Wakeful, is a submariner and has served in the submarines Opportune and

Tiptoe. He is the first member of the Royal Navy to win an Olympic gold medal for sailing (Lieut.-Cdr. Stewart Morris, R.N.V.R. won a gold at Torquay in 1948 in a Swallow), and it is believed that Pattison is the first member of the Navy to win a gold for any individual sporting success in the Olympic Games.

Son of Lieut.-Cdr. Kenneth

Pattison, R.N. (ret.)—a Fleet Air Arm pilot—he attended Pangbourne Nautical College.

CONGRATULATIONS

On hearing of his success, the Ministry of Defence (Navy) and the Flag Officer Submarines sent their congratulations.

Superdocius was bought by Rodney Pattison and, in his first year, 1967, he came second in the Torbay Olympic Sailing Regatta.

By 1968 he had won the British and European titles, and won the trials which took him to Acapulco Bay.

His crew, Iain Macdonald-Smith (23), is a 6 ft. 3 in., 13 stone, solicitor's articled clerk. He has been racing for the last eight years, and is himself a most competent helmsman.

SIR ALEC ROSE

This has been a "Golden Year" for the Royal Navy Sailing Association, of which Lieut. Pattison is a member.

The most spectacular event of the year by a member was, of course, the one which gripped the imagination of the whole world—Sir Alec Rose's round-the-world voyage in Lively Lady.

In the single-handed trans-Atlantic race the R.N.S.A. had four members taking part, the most successful being Lieut. Leslie Williams, who came fourth in the Spirit of Cutty Sark.

The others were the Rev. S. W. Pakenham, in the ketch Rob Roy, Mr. N. T. J. Bevan, in the Myth of Malham, and Lieut. A. Munro, R.N. (ret.) in Ocean Highlander.

ROUND THE WORLD

At the moment, working their way round the world, are two others—Cdr. W. D. A. (Bill) King, in Galway Blazer, and Lieut.-Cdr. Nigel Tetley, in the trimaran Victress.

For the record, members of the R.N. Sailing Association have won three medals out of nine British wins since 1932.

Lieut.-Cdr. Charles Currey,

R. Marines judo win

When the Royal Navy Judo Association championships were held in H.M.S. Drake on October 7, 8 and 9, the entries in the individual events totalled 51 players—the best ever.

Portsmouth and Naval Air Command were unable to produce teams, and it was decided not to hold an inter-command team championship. Instead, a match was made between the Royal Marines and the Royal Navy, resulting in a win by the Royals—40 points to 10.

In the Novice and Yellow Belt final Sub-Lieut. A. Carter (Manadon) was the winner. Musn T. Storey (Depot R.M.) won the Orange and Green section, while Mne K. Cooper (I.T.C.R.M.) won the Blue and Brown section.

In the Open championship

RUGBY—DEFENCE TOO WEAK

The chief point arising from the Navy and Devon match, the opening one of the Royal Navy Rugby Football Association's season, at Exeter on October 16, was that it was a most entertaining game to watch.

The Navy lost 19—30, but it was not until towards the end of the second half that Devon really got on top.

Led by "Tigger" Goodwin, the Navy pack played very well, which was acknowledged by the Devon selectors who picked Andy Higginson and Kevin Lavelle for Devon's first championship game.

The Navy's weakness in defence outside the scrum was their downfall—a point which will have to be tightened up.



Inst.-Lieut. Gareth Jones, centre-threequarter for Navy, Combined Services, Cornwall, Eastern Counties and U.S. (Portsmouth)

R.N.V.R., won a silver medal, sailing a Finn, at Helsinki in 1952; Lieut.-Cdr. Graham Mann won the bronze medal in a Dragon at Melbourne; and now there is Lieut. Pattison.

Another yacht which has been in the winning news this year is the Naval Air Command Sailing Association's glass fibre Twister Mark II A, Swordfish of Lee.

This boat won the Illingworth Rose Bowl for the overall best points record in the Junior Offshore Group calendar, and qualified for the Demeter Cup for top points in Class IV.

She also won the Southsea-Dartmouth race, and was chosen as a member of Britain's three-yacht team which took part in the Captain James Cook series in the Solent.

In Inter-Service racing, the Royal Navy retained the Coningham Cup in the Keel Boat Team Racing championship, and also won the Dinghy Team Racing championship.

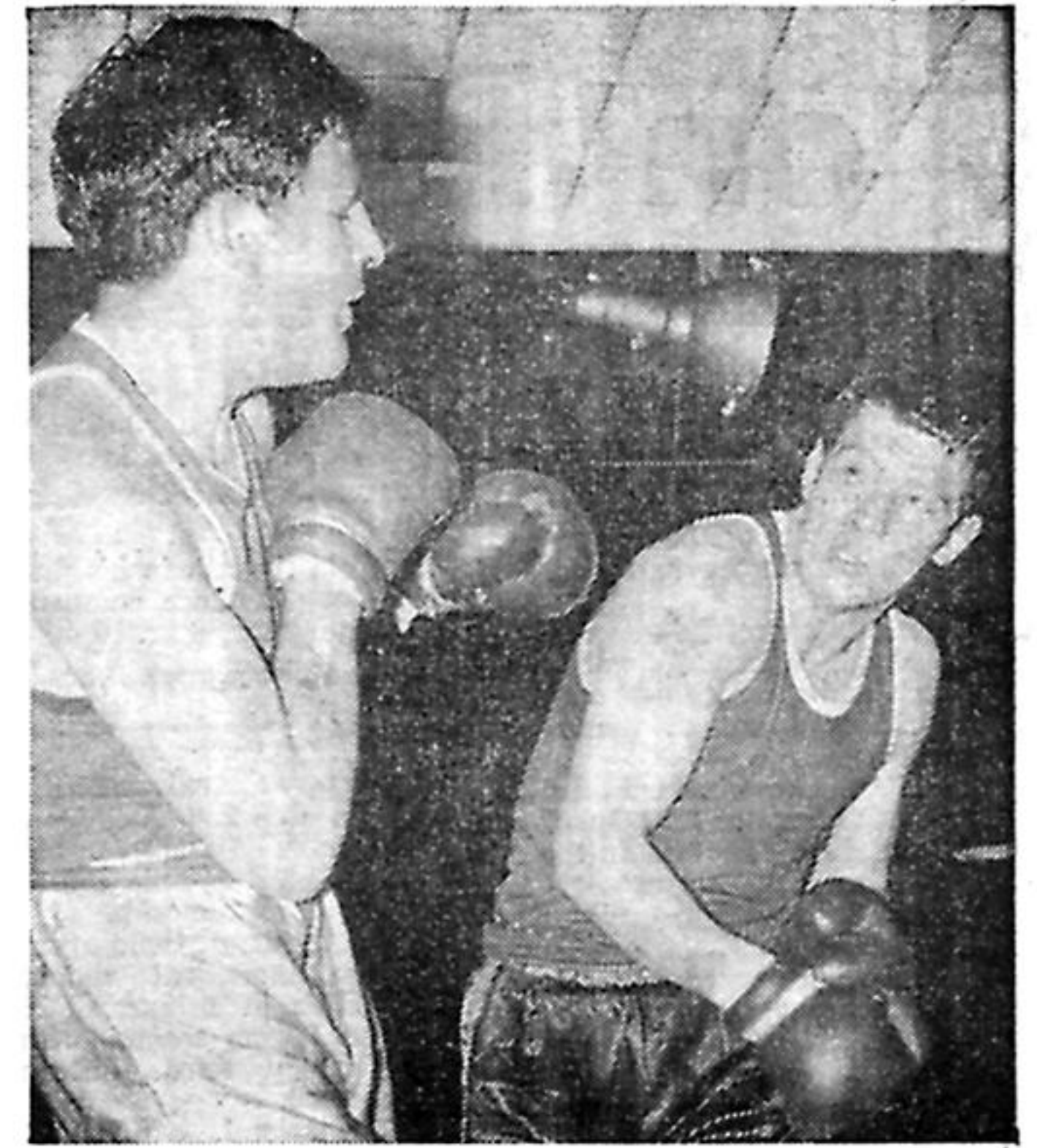
In the annual team race against the Royal Engineers in dinghies and keel boats, the Ilex Trophy was won for the first time since 1960.

DISAPPOINTMENTS

Although the Navy congratulates the Superdocius team, it spares a thought for two other Navy men who suffered severe disappointments.

Lieut. Andrew Trenham was a member of the Great Britain hockey team which finished well down in the list, and Peter Gabbett, the decathlon champion, had to withdraw from the competition because of injury.

Boxing hopes



A spirited encounter between (left) J. Pardoe and Ck R. Rogers in the Portsmouth Command open championships. Rogers won on points

C.S.B.A. CHAMPIONS IN NEW VENTURE

The Royal Navy Boxing Association has embarked on a new venture for the current season, and arranged two team matches—one, on November 13 against Northern Counties at Stoke-on-Trent, and one against Wales (Northern Division) on December 4 at Llandudno.

Boxers already matched for the Stoke match include last year's C.S.B.A. champions, RO2 George Harris and Cpl. Dave Burton who, with Royal Navy champions, Cpl. John Laing and EM "Mack" McChrystal, make a formidable quartet on which to build the team.

The loss of Maxie Smith to the paid ranks seemed disastrous at the time, but in Cpl. Bill Newton, an addition to this season's team, we have a hard-hitting boxer who enjoys his training.

Bill returned from Singapore



AB N. Lumsden, of H.M.S. Wakeful, light heavy-weight winner of the Portsmouth Command Novices' Championship

sian Games. There was a shortage of good "middles" out there, but he will have no difficulties in that respect in the United Kingdom.

He and John Laing, last season's C.S.B.A. runner-up will do battle next March for a right to represent the Royal Navy in the C.S.B.A. championships which, with the C.S.B.A. versus Wales (an A.B.A. quarter-final) should produce a real feast of boxing for the fans.

A charity tournament has been arranged for November 28 at the Royal Marine Barracks at Eastney, several Navy boxers taking part.

This show is for the Deputy Lord Mayor's Leukaemia Fund and should prove a good test for our boxers, who are matched with opponents from the Southern A.B.A. clubs.

The 1968-69 season opened in the Portsmouth area with the Royal Marines Open and Novice championships at Eastney on October 3 and 4.

The Portsmouth Command Open and Novice championships were held in the Royal Naval Barracks, Portsmouth, on October 16 and 17, the Open showing that there are likely to be real struggles for places in the Combined Services team.

last season and has recently passed his course for promotion to sergeant.

Cpl. Peter Bradnam recently returned from the Far East with a gold medal from the Malay-

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Glider men take on RAF

At the Junior Inter-Service gliding competition held at R.A.F. Bicester between September 4 and 13, the Royal Navy team of five glider pilots was placed second overall against a very large Royal Air Force entry who came first, after the results of the "Open" and "Club" classes had been combined.

A most successful contest was held, despite varied weather, and seven contest days were achieved out of the 10 days.

The Royal Navy gained third and fourth places in the "Open" class and 12th and 14th in the "Club" class.

Brighton run

The Royal Naval Athletic Club (South) gained third team awards in the London to Brighton road race on September 29.

The Navy trio was led home by PO Morrall (ninth man home) in 6 hr. 4 min. 46 sec., which is the fastest time by an R.N.A.C. member ever recorded for this race.

ERA Clark (32nd) completed the course for the fourth time despite an injured leg. His time was 7 hr. 31 min. 56 sec.

LS Stockton (38th) did well

CPO - TOP HELMSMAN

"I've got into the habit over the years of asking him not if he won, but how many he won," said Mrs. Peter Woolner, wife of CPO Peter Woolner, of H.M.S. Daedalus, the Portsmouth Command Sailing Association's top helmsman of the year.

Her husband could not be present at the Association's prizegiving, so Mrs. Woolner collected his trophies from Lady Frewen, wife of the Commander-in-Chief, Portsmouth.

CPO Woolner's bag were: the Howard-Davis Cup for whalers, the Spring Individual Trophy for Bosun dinghies, an R.N.L.I. pendant, the R.N.S.A. Bevans Tankard and the R.A.Y.C's Charles Nicholson Trophy.

Sailors in chess test

When the Combined Services Chess Congress was held at R.A.F. Scampton in September, four of the entrants out of the 39 who took part were from the Royal Navy.

The positions and scores of the Royal Navy entrants were: CEA Beardmore-Hyde (H.M.S. Cambridge), third with 7½ matches; Sub-Lieut. Jones (H.M.S. Hydra), 13th with 5½; POSA Pritchard (R.N.A.S. Brawdy), 19th with 4½; and Wtr Baldwin (H.M.S. Centurion), 28th with 3½ matches.

Both the Army and the R.A.F. have flourishing chess clubs and the possibilities of organising a Royal Navy Chess Club is being investigated.

POSA A. E. Pritchard, of R.N. Air Station, Brawdy, the secretary of the Brawdy Chess Club, would be pleased to hear from anyone interested. It is hoped to be able to play Inter-Service matches, and also to arrange a postal league for those unable to go to matches.

Mne B. Shepherd, the Inter-Service 100 yards free-style swimming champion.

SPORTING ROUND-UP

to complete the run in his first year in long distance competition. His time was 8 hr. 10 min. 30 sec.

Cross country

The Victory Casuals were the winners in the first Aggregate Cross-Country championship run over a hard 5½-mile course at Aldershot last month.

R.A.F. Odiham, who provided the individual winner (Cpl. O'Hare in a time of 26 min. 5 sec.) were second, with R.M. Eastney third. Fifteen teams entered.

Pete Horwood, of H.M.S. Daedalus, was second man home in 27 min. 1 sec., with "Daisy" Adams, of R.M. Eastney, third, four seconds behind Horwood.

Portsmouth golf

The inter-establishment stroke play cup of the Portsmouth area was won by H.M.S. Daedalus at Liphook on September 12.

In the morning round off handicap, CPO Wtr Liddell of H.M.S. Daedalus was the best individual with a score of 66: in the afternoon Inst. Lieut. Cdr. Greenwood, of H.M.S. Collingwood, was best with 69, the best 36 holes off handicap was won by Lieut. Boon of H.M.S. Dolphin, with a score of 138 net.

The Portsmouth Command Golf Society beat the Queen's Park Golf Club, Bournemouth, on September 25 by 6½ matches to 5½.

A cricket 'find'

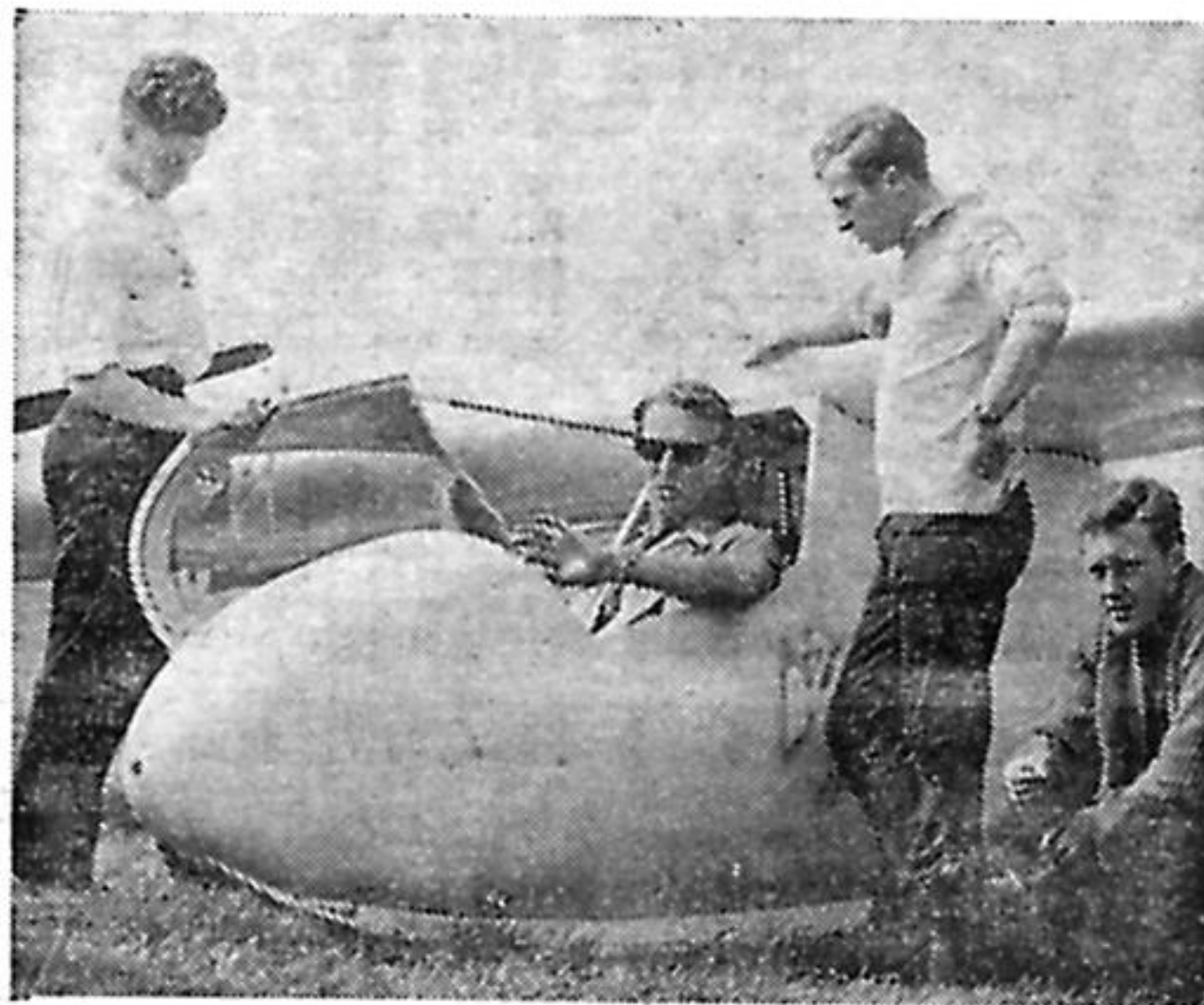
In Raymond Lewis, a 16½-year-old junior mechanical engineer under training in H.M.S. Ganges, the Royal Navy appears to have a real cricketer "find."

Coming from Neath in South Wales young Lewis trained with the Glamorgan County Cricket Club for three years before joining the Navy and played for Wales in 1967.

Swimming honours went to RAF

There was keen competition in the Inter-Service swimming championships held at R.A.F. Cosford on September 23 and 24, but the honours, in both men's and women's events went to the Royal Air Force.

The R.A.F. won the swimming, the diving and the water polo events, while the W.R.A.F. dominated the women's swim-



Lieut.-Cdr. M. N. Livesay, recently in command of H.M.S. Hubberston in the Far East, waiting for a launch at R.A.F. Bicester. He came fourth in the Open class

His results in a three-sided cricket tournament held in H.M.S. Ganges against H.M.S. Figgard and H.M.S. Raleigh, were outstandingly good.

On the Saturday afternoon he took five wickets for nine runs and scored 34. On the Sunday morning he scored 101 not out and took four wickets for 23, including the hat-trick. In the afternoon he scored 114 and took two wickets for six runs.

It need hardly be said that Ganges won the tournament!

Lewis was selected to play for the Navy side at Lords against the Cross Arrows. Unfortunately he was out for a duck, but took one wicket.

Win for Sultan

H.M.S. Sultan swept the board in the 1968 Portsmouth seven-a-side rugby tournament.

The "A" team won the competition proper, while the "B" team won the Plate competition.

First cycling win

For the first time the Royal Navy has won the Inter-Service two-day cycling event. The Royal Air Force was second with the Army third.

Nelson Trophy

The Nelson Challenge Trophy, awarded in the past to the best marksman in the Royal Naval Barracks, Portsmouth, rifle meetings, has been given to the Royal New Zealand Navy for competition in sailing and pulling events by sea cadets at Christchurch, Auckland, Dunedin and Wellington.

Anglers hope to be recognised

Overtures are to be made to the Service sports authorities to have angling—sea and fresh water—officially recognised as a true sport.

Fishing attracts more participants than almost any other sport, yet it has not enjoyed the fringe benefits that are afforded to other recreations.

Instead it has been left to individual establishments to form clubs, acquire premises and boats, clean and restock suitable waters within Admiralty boundaries, etc.

The inaugural meeting of the Portsmouth Command R.N. and R.M. Angling Association was held in September and an interim committee with the Rev. John Taylor (secretary of the H.M.S. Dolphin Angling Club) as chairman was formed.

The association will seek membership from other command clubs, promote competitions and social gatherings, and encourage discussion on angling generally among the R.N. and R.M. personnel in the Command.

The committee feels that, with active support, there is no reason why the association should not, eventually, embrace all Commands, both at home and abroad, and make full use of all the potential facilities to make angling the most popular, competitive and recreational pastime wherever service personnel may be serving.

Successes for Navy fencers

The Royal Navy fencing team scored a resounding success in their match against Cambridge University Fencing Club at Fenner's, Cambridge, on October 19.

The foil events were won by five victories to four, the epee by six victories to three, and the sabre events by five victories to four.

Lieut. C. C. Walker was the epee individual winner, SCPO R. Parry won the foil and C./Sgt. M. F. Joyce the sabre.

won the 100 yards free-style in 53.3 sec. The navy men crashed badly in the diving, obtaining six points to the R.A.F.'s 19. Although the Wrens had to be content with third place in the swimming events, it could not be said that they were out-classed. Wren A. Bartholomew was third in the 100 yards free-style, only .5 sec. behind the winning time of 66.8 sec.

Wren M. Heap was third in both the individual medley and the 100 yards back-stroke. The Wrens were also second in the diving, obtaining 14 points to the A.W.S.A.'s 21, with the W.R.A.F. trailing with seven points.

The Wrens were also second in the diving, obtaining 14 points to the A.W.S.A.'s 21, with the W.R.A.F. trailing with seven points.

Gibraltar record for Yorkshireman

SPORTSMAN OF THE MONTH

LRO Roger Parsons, of H.M.S. Dolphin, has been in competitive swimming ever since he was a school-boy, taking part in the Leeds District of the Yorkshire Swimming Championships from 1955 to 1959.

He also took part in the Sea Cadets National Championships in 1957 and 1958.

On joining the Navy in 1959 he came under PO John Solly for coaching, and swam for the Nore Command and the Navy. He also took part in the Suffolk Junior championships in 1960, winning the breast-stroke event.

On leaving H.M.S. Ganges he went to Aden and took part in the Middle East Inter-Service championships in 1962 and 1963. On both occasions he did very well indeed, coming first or second in the breast-stroke and butterfly events.

Returning to England in 1964, LRO Parsons was again coached by John Solly, and eventually by CPO (PTI) Ken Ogden, the Service's head swimming coach.

Parsons swam for Portsmouth Command and the Navy during 1964.

In 1965 he went to the Far East, winning the breast-stroke, butterfly and individual medley events in the Singapore Inter-Service championships. This was the first time that the Navy had won the trophy for 13 years.

In 1966 and 1967, in the same championships, he gave a very good account of himself.

This year, on his return home, he has played for the



LRO R. Parsons

Navy at water polo against the Army, Wales and Scotland. In the Portsmouth Command championships he came first in the breast-stroke and second in the individual medley.

In August, while at Gibraltar, Parsons represented the Royal Navy and Combined Services with very good results, including breaking the Inter-Service and Gibraltar record for the 100 yards breast-stroke in a time of 1 min. 13.8 sec.

In September, during the Inter-Service swimming championships at RAF Cosford, he came third in the 200 yards breast-stroke.

Although swimming is his first love (it must be a family trait, for he has a sister who was a Yorkshire champion for 12 years), rugby football comes a close second.

FIELD GUNNERS WANTED

The Royal Naval Field Gun competition will take place during the Royal Tournament, which will be held at Earls Court from July 9 to 26, 1969.

Although organised training, with or without field gun gear, may not start before March 3, 1969, the selection of volunteers

may start forthwith. D.C.I. (Navy) 1269/68 gives details of those who may volunteer. Names should be forwarded to the appropriate authority as soon as possible.

Selected volunteers will be stopped draft from February 24, 1969.

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