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No. 162, 14th YEAR, DECEMBER, 1967

Published first Thursday of the month

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Goodbye to all that

Terrain familiar to R.M. Commandos during their seven years in Aden



Aden tribute to our forces

Final military departure from the British colony of Aden in peace—and even with some indications of goodwill—is the finest tribute that could be paid to the tact and restraint of the Services over the long months of battling.

While powerful Royal Navy forces patrolled the waters off Aden, the last defensive positions were handed over one by one to the new rulers, the N.L.F.

When W-Day came—the 29th of November—there were only two units left on the ground, 42 Commando Royal Marines guarding the perimeter of Khor-maksar, and 45 Commando concentrated inside the airfield.

The last phases were executed with clockwork precision. As the build-up of Hercules aircraft increased, 80 men were leaving Aden every half-hour.

At 11 a.m., 42 Commando began to close the cage, and by the time the last Hercules had roared off with the Brigadier and Colonel J. I. H. Owen, commanding officer of 45 Commando, the scene was set for the last 200 men of 42 Commando to withdraw.

Both units had been prepared for a fighting exit, but all was quiet, giving a strange unreality to the drama of the occasion.

At a signal from Colonel Timothy "Dai" Morgan, commanding officer of 42 Commando, helicopters of 484 Squadron made their last runs from H.M.S. Albion, and lifted the remaining Marines.

Only one man was left to go—Colonel Morgan. Waving a final goodbye, and wishing the Press "Good luck," he jumped into the Albion's Wasp helicopter, and at 11.45 was whisked away.

The withdrawal was complete.

NAVAL FORCE

Ships in the naval force have included the carrier Eagle, commando ship Albion, assault ships Fearless and Intrepid, guided-missile destroyer London, frigates Phoebe, Minerva, and Ajax, submarine Auriga, minesweeper Appleton, and nearly a dozen support vessels.

The force will be kept off Aden "for as long as thought desirable," but in present circumstances, nobody believes that this will be for long.

On November 25 the Navy "put on a show" suggested by the Commander-in-Chief Middle East, Admiral Sir Michael Le Fanu. Twenty-five vessels took part in a review, opened with Intrepid firing a 17-gun salute, and including a mass fly-past.

VICTORIOUS LOSS BLOW TO TRAINING

Phasing out of H.M.S. Victorious a year earlier than planned, as part of the Royal Navy's contribution to the devaluation defence cuts, while described in Whitehall as part of "painful" economies, was claimed to be a windfall in reducing stretch.

The Navy's oldest carrier, H.M.S. Victorious was nearing the end of a refit in Portsmouth Dorkyard when she was damaged by fire. This in any case would have delayed her operational fitness until well into next year.

The 2,000 men now freed for Service elsewhere must be helpful in tackling manning problems, but such a sudden disruption in the complexities of naval drafting is unlikely to be ironed out without personal difficulties.

From the moment of the Victorious decision, tremendous efforts were set in motion to ease uncertainty, and keep the ship's company informed of

what was going on, and what was intended.

There will be no drafting from the ship before Christmas, and most of the ship's company will be recommissioning H.M.S. Hermes in May.

From the point of view of Service efficiency, the disappearance of Victorious is a severe blow to training arrangements, by accentuating the scarcity of training billets afloat.

The other major cut for the Navy was the cancellation of eight Buccaneer strike bombers.

Plans will be delayed for a new general purpose floating dock, and the building of two small tugs and a trials vessel.

The Navy's long-term plans for reshaping the Fleet of the 1980's remain unchanged. The carriers Ark Royal and Eagle will go on to 1975, and Hermes to 1971.

It is emphasised that the small amount of redundancy foreshadowed in the July Defence Review will be neither increased nor advanced.

A Merry Christmas to our readers, advertisers, and correspondents



Wren Carmen Brykiert (Miss Fleet Air Arm) helps the commanding officer of H.M.S. Victorious (Capt. Ian McIntosh) to stir the Christmas pudding

WAITING FOR A LETTER?

Closure of the Suez Canal has created difficulties in maintaining a regular mail service, as ships are now routed round the Cape.

This involves long legs during which, even if a ship operates aircraft, there are no opportunities to land or collect mail.

For H.M.S. Hermes on her way out, arrangements were

eventually made for a collection from Freetown, but this still left a 10-day gap in mails before the carrier got them via Capetown and an R.F.A.

In November, nine changes in mail diversions were necessary for this ship alone, in seeking to take advantage of every opportunity for mail.

Queen on board

The four-day state visit to Malta by the Queen and the Duke of Edinburgh included a trip to the neighbouring island of Gozo.

Her Majesty was received aboard the minesweeper Walkerton by Rear-Admiral D. L. Davenport.

MAN-MAID

Charming 22-year-old mermaid Ann Furness, found by Plymouth Command Diving School trainees off the pier-head at H.M.S. Drake. She is the resident mermaid on a Westward TV show



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DRAFTY'S CORNER

The man who said that "evil communications corrupt good manners" could as well have said that they frustrated good drafters. Drafty's lines to you are better than they once were—this column, lectures, and so on—and all the time there is a search for improving them.

Your lines to Drafty are almost entirely confined to the Drafting Preference Card and the Drafting Preference Request. They are as good as you take the trouble to make them.

If Drafty is to take account of your wants, he must know quickly what they are and when they change, as change they will.

You would be surprised how many men assume that Drafty has some other way of knowing when a man has married, bought a house, or changed his mind about foreign travel. He hasn't.

Use the Drafting Preference Card to tell Drafty about areas, types of ship you want, your family circumstances and so on. Use the Drafting Preference Request (a long buff form) for changes to one particular preference, or to nominate a particular ship.

Your divisional officer can let you have the card and the form, and he will help you to fill them in if you ask.

REVISED CARD

As most of the port service billets are in the Portsmouth or Devonport areas, you are asked to state which one you prefer in case these are the only two alternatives.

Next the preference areas

Ships for which C.N.D. will be issuing draft orders during December:

ADVANCE PARTIES

To Join July, 1968
Minerva (G.S.C.)

MAIN PARTIES

To Join July, 1968
Nubian (G.S.C.)

have been arranged in order of the number of billets in the area: Portsmouth first, then Devonport and ending with the Midlands.

Lack of space prevents us from being more specific on the card, but we hope before the end of the year, to publish the whereabouts of all shore billets at home and abroad for each rate, so that you do not waste your choices on areas where there are few or no billets for you.

Also you may now show, by placing an "X" against it, any one area you wish to avoid.

Besides indicating the ship or squadron you would like for home sea service, it is now possible to indicate which area you would like, and you are asked to say which is more important—the ship/squadron or the preference area.

Volunteering for overseas service, i.e., G.S.C., F.S., and L.F.S., remain much the same, but the wording "as soon as possible" has been changed to "early out of turn."

Few men liked to volunteer "as soon as possible" as it implied the possibility of going overseas again before they had time to get used to the British climate.

As explained in other articles, drafting to overseas service is from the top of the overseas roster, and if you indicate "in normal course" you take a chance that the job you want is available when you reach the top of the roster; "Early out of turn" allows the Drafting Office to waive the rules and dip down the roster if the job you want comes up, and there is no one above you with a better claim, and you are not yet due for draft to O.S.S.

There is also now a small box on the card headed, "Personal facts I would like considered." It is not big enough for you to write a lot in, but you can use it to explain any apparent contradictions in the rest of your card. It can come in handy if you have matrimony or house purchase in mind.

In a perfect world it would be possible for Drafty to interview all men to find out their desires for the future, both in the short- and long-term, and to plan their careers accordingly.

Unfortunately this is not yet even a possibility. The drafting preference card is the nearest we can get, and if filled in with thought and care goes a long way to bring the man and his drafting officer closer together.

YOUR DREAM SHIP

Although no harm is done by stating a preference for a particular ship on a drafting preference



DRAFTING PREFERENCE CARD. 1. AREA OF PREFERENCE :- THE SMOKE! 2. DATE WANTING DRAFTING :- NOW!! 3. PERSONAL FACTS I WOULD LIKE CONSIDERED :- 38-22-36 4. PET HATES :- EVERYTHING ELSE

ference card, in practice you have to send in the card rather too soon to have a sporting chance of hitting off a ship that will need men at about the time you are due for sea.

To improve your chances the Editor publishes, on this page, the ships whose companies are being made up at the time of going to press.

You need not write out a complete new drafting preference card. All you need do is ask for the buff form and send it in smartly. It will be taken as cancelling an earlier ship preferences put on a drafting preference card.

ACKNOWLEDGMENTS

Drafty's staff is small—one to

every 900 men on the books—so he has to keep down the chatter.

It is quite out of the question to discuss the chances of meeting the preferences on the card.

The request form, which is usually confined to one subject, is easier. There are three standard answers which boil down to "Yes," "No," or "Difficult to say at this stage whether you'll be lucky, but we'll do our best and you'll hear any good news there is."

This last sentence compresses to one word, "Noted," on the form.

Having said all this it is fair to ask how often Drafty succeeds in meeting preferences. The answer is that about 70 per cent or more of the men return-

Re-engage leave change

The restrictions formerly imposed on re-engaging leave being taken between drafts have now been removed. You may not take all or part (minimum seven days) of your re-engaging leave between drafts.

You will have to apply to your Drafting Authority at least eight months before the leave is to be taken, in order to have it considered.

Late requests may have to be turned down if you have already been earmarked for draft, and a change would cause someone else's draft to be upset.

This applies to leave to be taken between drafts which is in Drafty's time; it has no bearing on leave granted by your commanding officer which comes out of the ship/establishment's time.

ing from abroad get their first area preference for port or home sea service. Of course there are times, particularly in small rosters, when the figure goes below 70 per cent.

It is ironical that the more Drafty succeeds in meeting preferences, the unhappier are those whom he fails to satisfy. It seems worse to be one of few than one of many dissatisfied customers.

Drafting is a much more rewarding job than many would think when they ponder the amount of bad tidings that Haslemere has to put out.

Just as the sportsman knows the satisfaction of a good passing movement or a spectacular goal or try, the drafter really enjoys his tussle trying to match preferences to situations vacant.

He feels better when he succeeds, and it is this feeling that is your best assurance that people in a drafting organisation really do try to help the people they have to draft.

The seventh County class guided missile destroyer, H.M.S. Antrim, launched and named by Mrs. Roy Mason, wife of the Minister of Defence for Equipment, at Fairfields, Govan, on October 19, features in the latest commissioning forecast.

She is expected to commission for trials and subsequently for a General Service Commission in Home Waters and East of Suez, in April, 1969.

The commissioning forecast is as follows:

- DECEMBER, 1967
ARETHUSA (G.P. Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/West Indies/Home, U.K. Base Port, Portsmouth (A), (Captain's Command).
HECATE (Surveying ship), December 12 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).
CLEOPATRA (G.P. Frigate), December 12 at Devonport, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Devonport, (A).
ZULU FLIGHT, December 12 at Portland, General Service Commission, Wasp, U.K. Base Port, Rosyth.

- JANUARY, 1968
SIRIUS (G.P. Frigate), January 3,

ANTRIM FOR TRIALS—APRIL, 1969

- at Portsmouth, Home Sea Service (Phased), 12 months, (Londonderry Squadron), U.K. Base Port, Portsmouth.
VIDAL (Surveying Ship), January 9 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Chatham, (A).
LEANDER (G.P. Frigate), January 9 at Portsmouth, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Portsmouth, (Captain's Command).
MOHAWK (G.P. Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Rosyth, (B), (Captain's Command).
LYNX (A/A Frigate), January 18, General Service Commission (Phased), Home/East of Suez (FE) Home, U.K. Base Port, Devonport.
HYDRA (Surveying ship), January 30 at Chatham, General Service Commission, North Atlantic/Indian Ocean, U.K. Base Port, Chatham.
PALLISER (A/S Frigate), January 31 at Portsmouth, Port Service, Reserve crew
FEBRUARY
APPLETON (C.M.S.) February 7 at Bahrain, Foreign Service (Middle East), (E), 9th M.C.M. Squadron.
FEARLESS (Assault ship), February 14 at Devonport, Reconmission (Phased), Home Sea Service/Foreign Service (from date of sailing), East of Suez (FE) U.K. Base Port, Devonport, (A).
CLEOPATRA FLIGHT, February at

- Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
EXMOUTH (Frigate), February 22 at Chatham, Trials crew, Port Service, Commissions April 25.
DUNDAS (A/S Frigate), February 28 at Gibraltar for trials, Home Sea Service, Commissions June 21 for Londonderry Squadron, (A).
LINCOLN (A/D Frigate), February 29 at Devonport for trials, Port Service, Commissions May 2.
MARCH
YARMOUTH (A/S Frigate), March 28 at Portsmouth for trials, Port Service, Commissions May 30.
APRIL
AJAX (G.P. Frigate), April 2 at Chatham, General Service Commission (Phased), Home/East of Suez (FE), (Captain's Command.) U.K. Base Port, Chatham.
ROTHESAY (A/S Frigate), April 10 at Rosyth for trials (ex Dockyard Control), Port Service, Commissions June 6.
MAIDSTONE (S/M Depot Ship), April 19 (tentative date), Port Service, Reserve crew.
LONDON (G.M. Destroyer), April 25 (tentative date) at Portsmouth, General Service Commission (Phased), Home, Flagship of Flag Officer, Second-in-Command, Western Fleet, U.K. Base Port, Portsmouth (A).
EXMOUTH (A/S Frigate), April 25 at Chatham, Home Sea Service (for special trials), U.K. Base Port, Chatham.
AGINCOURT (Radar Picket), April (tentative date) at Portsmouth, Reserve crew, Port Service.

- MAY
LINCOLN (A/D Frigate), May 2 at Devonport, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Devonport.
HARDY (A/S Frigate), May 6 at Gibraltar, LRP complement, Local Foreign Service.
HERMIONE FLIGHT, May at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
HERMES (Carrier), Mid-May at Portsmouth General Service Commission (Phased) Home/East of Suez (FE)/Home.
YARMOUTH (A/S Frigate), May 30 at Portsmouth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.

- JUNE
ROTHESAY (A/S Frigate), June 6 at Rosyth, General Service Commission, Home/East of Suez (FE)/Home, U.K. Base Port, Portsmouth.
BILDESTON (M/H), June 13 at Rosyth for trials, Port Service, Commissions August 8.
LEOPARD (G.P. Frigate), June 20 at Portsmouth, General Service Commission (Phased), Home/East of Suez (FE), U.K. Base Port, Portsmouth.
DUNDAS (A/S Frigate), June 21 at Gibraltar, Home Sea Service, Londonderry Squadron, U.K. Base Port, Portsmouth, (A).
GURKHA (G.P. Frigate), June at Rosyth, LRP complement, Port Service.

- JULY
GAVINTON (M/H), July 4 at Chatham for trials, Commissions August 29.
NUBIAN (G.P. Frigate), July 4 at Portsmouth, General Service Commission, Home/East of Suez (ME)/Home (Phased), (Captain's Command.) U.K. Base Port, Portsmouth, (B).
ANDROMEDA (G.P. Frigate), July 24 at Portsmouth for trials, Port Service, Commissions November 11.
ROTHESAY FLIGHT, July (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
AUGUST
BRINTON (M/H), August 1 at Devonport for trials, Commissions September 26.
BILDESTON (M/H), August 8 at Rosyth, Home Sea Service, 1st M.C.M. Squadron.
RELENTLESS (A/S Frigate), Early August for trials, Port Service, Base Port and place of commissioning under consideration.
BRIGHTON (A/S Frigate), August at Chatham for Special Refit (DY Control), Port Service.
FALMOUTH (A/S Frigate), August at Devonport for Special Refit (DY Control), Port Service.
PHOEBE (G.P. Frigate), August 22 at Chatham, General Service Commission (Phased), Home/East of Suez (FE)/Home, (Captain's Command.) U.K. Base Port, Chatham.
GAVINTON (M/H), August 29 at Chatham, Foreign Service (Middle East) 9th M.C.M. Squadron.

- SEPTEMBER
HERMIONE (G.P. Frigate), September 20 at Glasgow, General Service Commission, Home/East of Suez (FE)/U.K. Base Port, Portsmouth.
PUNCHESTON (C.M.S.), September at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).
PLYMOUTH (A/S Frigate), September 26 at Chatham for trials, Port Service, Commissions November 28.
CHICHESTER (A/D Frigate), September 26 at Chatham, General Service

- Commission, (Phased), Home/East of Suez (FE), U.K. Base Port, Chatham.
BRINTON (M/H), September 26 at Devonport, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

- OCTOBER
BURNASTON (C.M.S.), October 7 at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).
BRERETON (M/H), October 8 at Portsmouth for trials, Port Service, Commissions December 17.
DEVONSHIRE GM Destroyer, October at Portsmouth, LRP complement, Port Service.
WHITBY (A/S Frigate), October at Rosyth, L.R.P. complement, Port Service.
JUPITER (G.P. Frigate), October at Glasgow, General Service Commission, Home/East of Suez (FE) U.K. Base Port, Devonport.

- JUPITER FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
BEACHAMPTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).
WISTON (C.M.S.), October at Bahrain, Foreign Service, Middle East, 9th M.C.M. Squadron, (E).
YARNTON (C.M.S.), October at Bahrain, (Tentative), Foreign Service, Middle East, 9th M.C.M. Squadron, (E).

- PHOEBE FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Chatham.
PLYMOUTH FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Devonport.
ANDROMEDA FLIGHT, October (tentative date) at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
MINERVA (G.P. Frigate), October 17 at Chatham, General Service Commission (Phased), Home/East of Suez (ME)/Home, U.K. Base Port, Chatham.

- NOVEMBER
CHAWTON (C.M.S.), November 4 at Bahrain, Foreign Service Middle East, 9th M.C.M. Squadron, (E).
KEDLESTON (M/H), November 7 at Devonport for trials, Port Service, Commissions January 3, 1969, 4th M.C.M. Squadron.
ANDROMEDA (G.P. Frigate), November 11 at Portsmouth, General Service Commission, Home/East of Suez (FE), (Captain's Command), U.K. Base Port, Portsmouth.
KELLINGTON (M/H), November 14 at Chatham for trials, Port Service, Commissions January 17, 1969.

- ALBION (Cdo Ship), November 20 at Singapore, Foreign Service East of Suez (FE), U.K. Base Port, Portsmouth.
PLYMOUTH (A/S Frigate), November 28 at Chatham, General Service Commission, Home/East of Suez (FE), U.K. Base Port, Devonport

(Continued on page 3)



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FIFE HAS HER OWN PIPE BAND

H.M.S. Fife, the County class destroyer, armed with guided missiles, is the first warship to bear the name of the county. She and her ship's company received a warm welcome from the people of Fife during a visit to Rosyth, at the end of October.

Commanded by Capt. R. H. Graham, Fife is on a general service commission, and is expected to sail for the Far East this month.

Living up to her Scottish connection, Fife is probably the only ship in the Service to have its own pipe band, which attends the various sports events in which Fife is taking part.

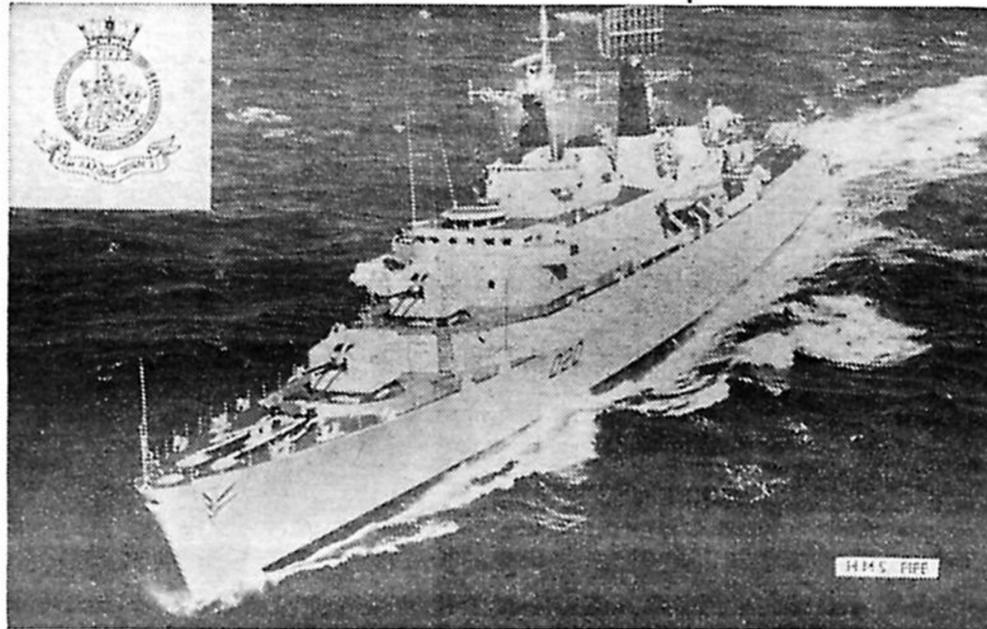
GLASGOW BUILT

The band was started by CERA Donald Sheppard, the only Scot in the band, and Lieut.-Cdr. Peter Wippell, when the ship was being built in Glasgow.

Shpt. Patrick White, bass drum; Shpt. Ray Groves, side drummer; RO Lunn and EM Maguire, pipers, complete the band, which practises mainly while the ship is at sea, in a compartment near the engine-room.

Fife, built by Fairfields, of Govan, was laid down on June 1, 1962; launched on July 9, 1964; and completed on June 21, 1966. She displaces 6,200 tons (full load), is 520½ feet in length, and has a beam of 54 feet.

She has four 4.5-inch guns in twin turrets forward, and two 20-mm. guns. The missile launchers are: one Seaslug twin aft, and two Seacat quadruple mounting abaft the funnel.



Fife's speed is 32.5 knots. Her main engines are a combined steam and gas turbine (COSAG), and two sets of geared steam turbines.

The gas turbine provides a high concentration of compact power, and is used to supplement the steam power for high-speed work, as well as enabling the ship to get under way instantly in an emergency.

A Wessex helicopter, fitted with the latest type of homing torpedo, to combat submarines, is carried.

Complement is 33 officers and 407 men.

Accommodation is of a high standard, and all living spaces are fully air-conditioned.

SHIPS OF THE ROYAL NAVY

No. 145

POINT LEADERS ON ROSTERS

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

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

Advanced to chief

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

CPO 2061 Ch Smkr 780	PO 392	LS Int
CPO Wtr 1753	PO Wtr 216	L Wtr 236
CPO SA 1677	PO SA 360	L SA 178
CPO Ck(S) 1701	PO Ck(S) 1425	L Ck(S) 382
CPO Std 2135	PO Std 906	L Std Int
CPO Ck(O) 2113	PO Ck(O) 1003	L Ck(O) 238
MAA 1626	RPO 835	
CERA/Ch Mech Int	Ch M(E) 2057	PO M(E) Int
L M(E) Dry	COEA/Mech Dry	CC EI/CO EI 1814
CCEA/Mech Dry	COEA/Mech Dry	
PO C EI/PO O EI	LCEM/LOEM Dry	
CREA/Ch REI Mech Dry	Ch REI 1399(2)	PO REI Dry
LREM Dry		
CPO MA 538	PO MA 432	LMA 251
CCY 1444	CY 416	LRO (T) 435
CRS 1786	RS Int	LRO (G) 305
CRS (W) Dry	RS (W) Dry	LRO (W) Dry
CAA(AE) Dry	CAA(O) Dry	CAM(AE) Dry
CAM(O) Dry	CEA(Air) Dry	CREA(Air) Dry
Ch EI Mech (Air) Dry	Ch REI Mech (Air) Dry	
CAF(AE) 2455	POAF(AE) 899	LAM(AE) Dry
CAF(O) 2363	POAF(O) 458	LAM(O) 392
CA(AID) 2129	POA(AID) 821	LA(AID) Int. (19)
CA(SE) 1033	POA(SE) 1120	LA(SE) Int. (2)
CA(Phot) 1472	POA(Phot) 1051	LA(Phot) 476
CA(Met) 1374	POA(Met) 687	LA(Met) 582
CHEL(Air) 2134	POEL(Air) 368	LEM(Air) Int. (25)
CHREL(Air) 2190	POREL(Air) 274	LREM(Air) Dry

To A/CERA MX 855870 D. Denne, MX 855907 G. F. Lee, MX 888055 P. E. Smerdon, To A/Ch Mech KX 848504 H. J. Withers, To A/Ch Shpt MX 902357 K. G. Robinson, M 956651 M. R. Sothcott, To CPO M(E) KX 86507 A. R. Farmer, KX 901375 J. G. Carey, KX 92509 D. Rimmer, KX 152523 C. Slade, To A/CCEA MX 902440 D. C. Daniells, M 928607 D. G. Lemon, To A/Ch CEI Mech M 946751 K. N. Bowen, To Ch CEI MX 915591 C. Atkinson, MX 841918 J. T. Cooper, MX 801068 L. W. Milligan, To Ch OEI MX 856410 M. K. O'Neill, MX 667547 L. C. B. Edgcombe, To A/Ch REI MX 833459 T. V. Giles, To A/Ch REI Mech MX 908730 P. E. Hewson, MX 864069 J. Dunn, To CRS JX 889316 C. S. Johnson, JX 660365 R. J. Barber, JX 858361 P. G. Haines, To CRS(W) J 942033 J. C. Wise, J 980136 W. H. R. Adams, J 983497 A. F. Carr, J 976904 R. L. Fenwick, J 982340 R. R. Osbison, To CCY JX 882728 R. A. Underwood, To A/Ch Med Tech 52967 R. H. Thurgood, 55863 W. J. D. Richards, 65973 H. S. W. Poolman, 851350 G. Nichols, 58774 C. Rees, 56597 T. J. Stephens, 57577 C. W. Clements, 667885 H. Cunliffe, 85356 W. D. Jones, 816617 D. K. Blakie, 819612 P. L. Blythe, 874954 K. C. Bruce, 874513 H. R. Seaney, 556836 J. H. Stowe, To CPO 162246 C. Martin, 144544 B. Cross, 157491 E. J. Lintern, 153457 R. C. Bruford, 836334 R. W. Inarcy, 292599 P. T. O. Bright, 646225 G. L. Banks, 661361 D. J. Moutell, To CPO SA 872537 D. J. Hawes, 845885 G. Stuart, 904181 F. C. Maynard, To CPO Cat 918599 N. Leask, To CPO Std 869235 K. Collick, 854214 H. R. Symonds, To CPO Ck(S) 869640 B. Hough, To A/CAM L/FX 837118 V. L. Stannard, To CA(SE) L/FX 783250 A. Argo, To CA(Met) L/FX 906939 J. W. Oughton, To A/CEA(Air) L/FX 669405 J. R. Humphreys.

ORDERS FOR POSTCARDS

Postcard photographs of H.M.S. Fife, or any of the previous ships in the series (listed here), may be obtained from "Navy News" Postcard Dept., 13 Edinburgh Road, Portsmouth. Each card costs 6d., post free.

Readers may send a sixpenny stamp or a postal order for each card, or a 6s. postal order or cheque to cover a year's supply, sent on publication.

Albums to hold 64 postcards may also be obtained, price 10s. post free.

The full list of ships is as follows:

Theseus, Bulwark, Centaur, Glasgow, Kenya, Newcastle, Albion, Ark Royal, Loch Killisport, Diana, Taciturn, Darling, Chevron, Zest, Vanguard, Murray, Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Jutland, Talent, Palliser, Explorer, Porpoise, Redpole, Gambia, Tiger, Russell, Dainty, Protector, Undine, Defender, Dartington, Carron, Whitby, Eastbourne, Torquay, Mounts Bay, Belfast, Hermes, Armada, Yarmouth, Lion, Hartland Point, Leopard, Token, Chichester, Echo, Loch Fada, Tenby, Puma, Blake, Excalibur, Troubridge, Rhyll, Camperdown, Oberon, Cachalot, Blackpool, Berwick, Diamond, Acheron, Layburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadsword, R.F.A. Tidesure, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Agincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Osiris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Siddlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursa, Woolston, Dundas, Fearless, Manxman, Glamorgan, Auriza, Forth, Hecate, Finwhale, Olwen (formerly Olynthus), and Relentless.

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.

COMMISSIONING FORECAST

Continued from page 2

DECEMBER
FIFE (G.M. Destroyer), December 5. Recommissioning for General Service Commission Home/East of Suez (FE)/Home. (Phased). U.K. Base Port and place of commissioning under consideration.
BRERETON (M/H), December 17 at Portsmouth. Foreign Service, Middle East. 9th M.C.M. Squadron. (E)
CAPRICE (Destroyer), December 19 at Chatham. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Chatham.
MINERVA FLIGHT, December (tentative date) at Portland. General Service Commission, Wasp. U.K. Base Port, Chatham.
826 SQUADRON, HERMES, December (tentative date) at Culdrose. General Service Commission, Wessex. U.K. Base Port, Portsmouth.
S.A.R. FLIGHT, HERMES, Late 1968 at Culdrose. General Service Commission, Wessex. U.K. Base Port, Portsmouth.
ZEST (A/S Frigate), December (tentative date). Reserve crew, Port Service. Base Port and place of commissioning under consideration.
EAGLE (Carrier), December at Devonport. General Service Commission (Phased). Home/East of Suez (FE)/Home. U.K. Base Port, Devonport.
JANUARY, 1969
KEDLESTON (M/H), January 3, at Devonport. Home Sea Service, 4th M.C.M. Squadron.
KELLINGTON (M/H), January 17 at Chatham. Home Sea Service, 4th M.C.M. Squadron.
EURYALUS (G.P. Frigate), January at Devonport. General Service Commission (Phased). Home/East of Suez (FE). (Captain's Command.) U.K. Base Port, Devonport.
SIRIUS (G.P. Frigate), January at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE). U.K. Base Port, Portsmouth.
FIFE FLIGHT, January at Portland. General Service Commission, Wessex. U.K. Base Port, Chatham.
SALISBURY (A/D Frigate), January at Devonport. General Service Commission, Home/East of Suez (FE). U.K. Base Port, Devonport.
RELENTLESS (A/S Frigate), January (tentative date) at Portsmouth. Reserve crew, Port Service.
ESKIMO FLIGHT, Early 1969 at Portland. General Service Commission, Wasp. U.K. Base Port, Chatham.
S.A.R. FLIGHT, EAGLE, January at Culdrose. Whirlwind. U.K. Base Port, Devonport.
ASHANTI (G.P. Frigate), January 30 at Portsmouth for trials. Port Service, Commissions March 27.
FEBRUARY, 1969
GALATEA (G.P. Frigate), February at Portsmouth. General Service Commission (Phased). Home/East of Suez (FE)/Home. Captain's Command, U.K. Base Port, Portsmouth.
ESKIMO (G.P. Frigate), February at Chatham. General Service Commission (Phased). Home/East of Suez (ME), U.K. Base Port, Chatham.
LONDONDERRY (A/S Frigate), February 20 at Rosyth for trials. Port Service, Commissions May 2.
MARCH
ASHANTI (G.P. Frigate), March 27 at Portsmouth. General Service Commission Home/East of Suez (ME)/Home. U.K. Base Port, Portsmouth.
ANTRIM (GM Destroyer), April at Glasgow. General Service Commission Home/East of Suez (FE). U.K. Base Port, Portsmouth.
GLAMORGAN (GM Destroyer), April 3 at Devonport. General Service Commission (Phased). Home/East of Suez (FE). 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 reform. For ships which are to be phase-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

EXCHANGES OF SHIPS

The following ratings are anxious to exchange ships. Anyone interested should write to the applicants direct. In accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

F. W. Hepple, OS (Gunner star), BH 34 Mess, H.M.S. Bellerophon (under six months) will exchange with anyone serving in Scotland, preferably H.M.S. Cochrane.

R. T. Cameron, L Ck(S), H.M.S. Myrmidon, details for H.M.S. Wasperton on January 11, 1968, will exchange for larger ship, or shore establishment Scottish Command.

J. Kirk, L M(E), H.M.S. Penelope, Home Sea Service, Plymouth, wants to exchange with rating in Portsmouth area—Home Sea Service or Home port duty.

D. Cox, L M(E), H.M.S. Cleopatra, on draft to H.M.S. Tiger, Port Service for over six months, will exchange for draft to H.M.S. Osprey. Reply to 16 Old Parish Lane, Westham, Weymouth, CPO SA(S) D. C. Perry, H.M.S. Vernon, on draft to H.M.S. Triumph (Singapore L.F.S.) next April, will exchange for Portsmouth based general service commission about same date.

BELLS PRESENTED

The bells of the cruisers Belfast and Sheffield were presented last month to their namesake cities.

ROYAL HOSPITAL SCHOOL CRUISE

Boys in the second form stream at the Royal Hospital School, comprising 128 in all, and 11 members of the staff, have just returned from an educational cruise in m.s. Devonian.

They visited Lisbon, Palma, Ajaccio and Naples, ending in Genoa. From there they flew home to Gatwick, enjoying a wonderful view of the Alps in excellent weather.

Places of interest seen during the cruise included Pompeii.

A recommissioning service for H.M.S. Zulu was held at Rosyth Dockyard on October 27. The frigate will have trials and work-up before joining the Western Fleet.

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Navy says farewell to the Q.M.

As the liner Queen Mary sailed from Southampton on October 27 to her permanent berth in America, her deep-note siren sounded its acknowledgment to the Royal Navy's farewell.

Warships exercising locally at the time escorted her through the Solent to the Nab Tower. The moment of departure from the docks had been marked by an overfly of Fleet Air Arm helicopters in anchor formation.

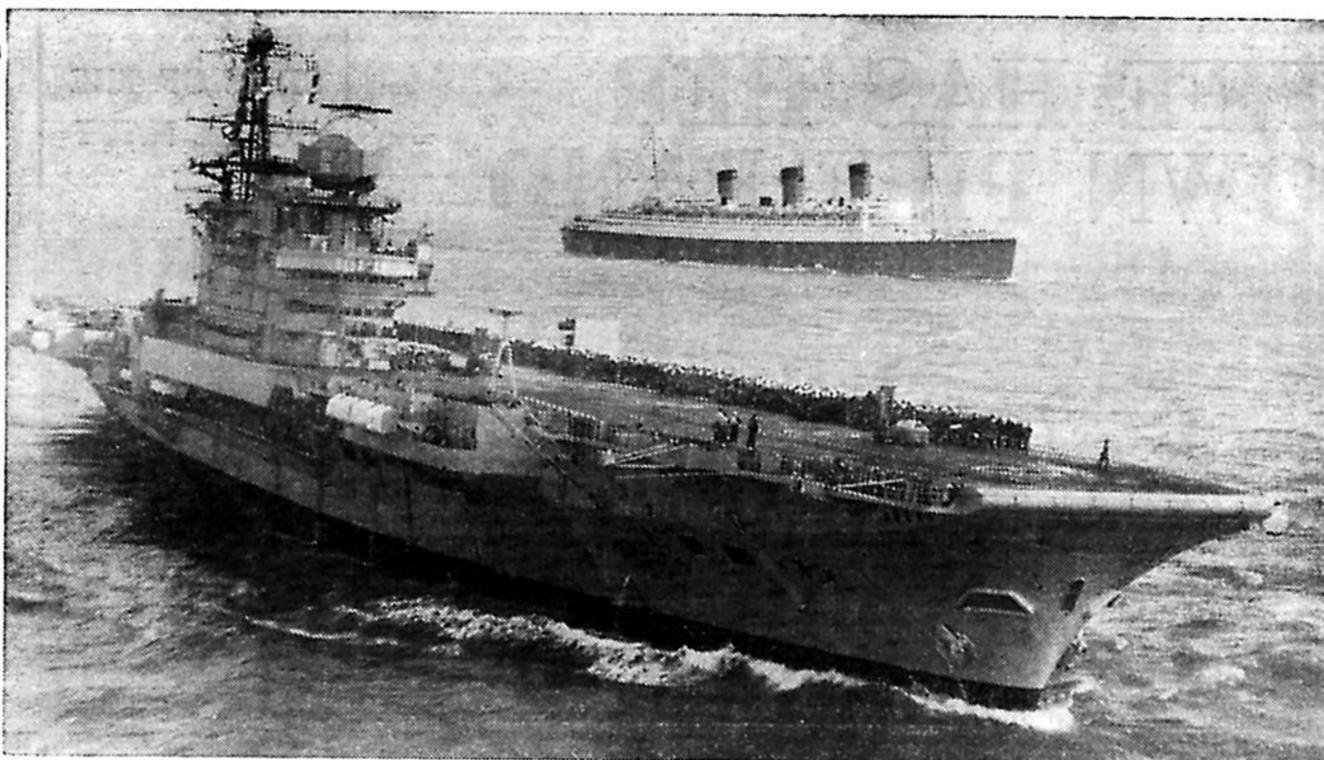
The 14 helicopters were led by a Whirlwind from 771 Squadron, Portland Naval Air Station. Other squadrons represented were 826 from the carrier Hermes, and 829.

In addition to Hermes, other warships taking part in the farewell were the frigates Argonaut and Wakeful, and the destroyer Dainty. Smaller vessels included an MFV, aboard which officers from the Royal Naval Barracks, Portsmouth, manned ship, cheered, and toasted the great liner as she passed.

Once the Queen Mary was clear of the Nab Channel, H.M.S. Hermes steamed past, her flight deck lined by the ship's company who "cheered ship" as a final tribute and farewell.

The Royal Marines had made their contribution with a band playing on the jetty as the liner left Southampton.

At the time of the farewell, Hermes was on her way east of Suez to join the task force off Aden. She had been home for a month to give her crew leave after nine months overseas.



ON TOP OF S.E. ASIA



To have the whole of South-East Asia at one's feet is an experience given to few men, but four climbers from the Singapore Naval Base recently did so.

For 30 minutes the four, numb with cold although only a few hundred miles north of the equator, stood on the 13,455 ft. peak of Mount Kinabalu in Sabah, the highest mountain in the region.

The four, Lieut. J. Elliott, of Merstham, Redhill; CPO G. Stretton, of Longsight, Manchester; REM D. Ayres, of Sheffield; and Mr. Lim Teow Kim, flew to Jesselton from Singapore.

They reached 11,000 feet as a result of the first day's climb, and spent the night huddled in sleeping bags in the rain and cold.

A start was made at dawn the next day. The summit, where they recorded their names in a record kept there, was reached in about three hours.

In the picture are (left to right) REM Ayres, CPO Stretton, Lim Teow Kim, and Lieut. Elliott.



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N.N.

814 gets latest Wessex mk. III

Throughout the long and varied history of 814 Naval Air Squadron, it has never been slow to adapt itself to the use of modern equipment.

Monday, October 2, saw the opening of the next chapter in its history. On that day, the squadron, which has been in commission off and on since 1938, was formally re-armed with the latest anti-submarine helicopter, the Wessex H.A.S. Mark III.

The ceremony, at R.N.A.S.

Culdrose, was attended by Vice-Admiral C. P. Mills, Commander-in-Chief, Plymouth, who was with the squadron in the Far East as Flag Officer, Second-in-Command, Far East Fleet, during their tour in H.M.S. Victorious, their present parent aircraft carrier.

No. 814 is the first front-line squadron to be equipped with the Wessex Mark III and it is now the most formidable anti-submarine unit in the Fleet Air Arm.

In many respects the new aircraft is far ahead of its contemporaries throughout the world. Basically developed from the Wessex H.A.S. Mark I, the Wessex Mark III is fitted with a vastly improved anti-submarine weapon system.

This is based upon the 195 Sonar set, the first medium range sonar to be carried in an aircraft. In addition, the helicopter has a radar set which has revolutionised anti-submarine tactics in the Fleet.

FOR VICTORIOUS

The computerised Flight Control System Mark 30 and the Duplex Automatic Stabilisation Equipment enables the aircraft to be flown "hands off."

The squadron will re-embark in H.M.S. Victorious next year.



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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

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December, 1967

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Over-Zealous

MISTOOK THEM FOR GERMANS

Reading about the Israeli destroyer Elath being sunk by the Egyptians, and that she was the old R.N. destroyer H.M.S. Zealous, certainly brought back some memories.

I am sure it would also to any of my old shipmates of the submarine Varne.

One night, when on patrol in the North Sea, we surfaced to charge our batteries, to find Zealous waiting for us. She proved to be a little over-zealous for our liking!

Mistaking us for a German U-boat, she gave us the appropriate treatment as such. However, we made it O.K. and the beer that was laid on for us on our return to Lerwick by the Venturer's crew and spare crew nearly made it worth while.

Later we learned that we were supposedly sunk.

I had often wondered what became of Zealous having heard nothing of her over the years. Now I know.

Jock McQuade,
Kilbirnie, Ayrshire.

Sheffield research

A colleague and I have been carrying out detailed research on H.M.S. Sheffield, cruiser 1936.

As reference books give only a limited amount of information, I would be pleased to hear from anyone who served in her, or has any information whatever about her.

R. Wilson,
16 Crownhill Park,
Torquay.

Iron Duke plea

It was with great interest that I read the article in "Navy News" (October issue) about the handing over of trophies from H.M.S. Iron Duke.

As commanding officer of the Sea Cadet unit who have adopted the name of Iron Duke, I was wondering if any of your readers have trophies or photographs they do not want, and

would be prepared to donate them.

It may be of interest that one of the members of my instructional staff served in Iron Duke.

J. Broadley,
(Lieut.-Cdr., R.N.R.)
11 Incheape Road,
Liverpool 16.

Tyndareus news

Reference the request for information about the s.s. Tyndareus in the Second World War (September issue). I was a deck officer in the Merchant Navy throughout the First World War, and served in a ship of that name from December, 1918, to May, 1920.

This may be the same ship, or a previous holder of the name. The information required should be obtainable from the owners—Alfred Holt & Co., Steamship Dept., India Buildings, Water Street, Liverpool.

O. B. Tott,
(master mariner, aged 84)
Lancing, Sussex.

His memories

I was interested to read your article regarding Capt. E. M. Brown, of Lossiemouth (November issue).

The world's first deck landings of twin-engined aircraft are

HONOUR FOR MILES

A message to "Navy News" from 42 Commando, Royal Marines, says: "Your November edition has arrived in Aden, and has given us all much pleasure. In particular we very much appreciated the excellent cartoon depicting our withdrawal over the beaches."

The Corps Museum at Eastney asked Miles if they could have the original, and he replied that he would be delighted to give it to them. The cartoon will be framed and put on display.

well remembered by me, as I was "jumbo driver" in the flight deck party of H.M.S. Indefatigable at the time of these landings.

It was a great relief when the twin-engined Mosquito landed plumb in the middle of the flight deck, brought in perfectly by the batsman, because although

Two V.C.s exchanged

One of the earliest Victoria Crosses, won by William Hall, a native of Nova Scotia, on November 16, 1857, at the relief of Lucknow, and held in the wardroom mess of the Royal Naval Barracks, Portsmouth since 1925, now occupies a proud position in the Province House of Nova Scotia.

The mess was asked to lend the medal to the Nova Scotia Government for display at Expo '67. This request was readily agreed to.

The Government of Nova Scotia expressed a wish to purchase the medal and, discovering that another V.C. could be obtained, offered to purchase it and to present it to the mess in exchange for the William Hall medal.

The medal offered was won at Sebastopol, in the Crimea, by John Sullivan, when in charge of a landing party from H.M.S. Rodney. Subsequently he was, for ten years, Boatswain of Portsmouth Dockyard.

Feeling that such an exchange was appropriate, the wardroom mess committee agreed, and both medals are now in their rightful places.

The John Sullivan Victoria Cross and his other medals are now in a special display cabinet at the entrance to the wardroom, and the picture shows Cdr. R. E. de M. Leathes, president of the mess, alongside it.



COOL COURAGE EARNS AWARD

Although not a bomb disposal expert, PO Alfred F. Slingsby volunteered to assist the Fleet Clearance Diving Officer to remove a couple of live German bombs, and has been awarded a Queen's Commendation for his "courage, coolness and devotion to duty."

The bombs were buried in thick mud in Bighi Bay, Malta. Working in total darkness and using his bare hands, PO Slingsby gently made a tunnel through the mud, so that a lifting strop could be passed through.

The bombs were then lifted, taken into deep water and exploded.

Letters to the Editor

by that time I had had considerable experience lifting Barracudas, Hell Cats, Corsairs and Seafires, and in fact had ditched a few, I don't know what I would have done if the Mosquito had pranged or hit the barrier.

So far as I know, nobody on the flight deck at that time had any previous instructions on what to do.

Congratulations to Capt. Brown on all his other firsts. It was nice to read how well he has done since those first deck landings.

George Doole
Drayton, Portsmouth.

Wrong date?

Reference "In Bolshevik Uprising" (October issue), Mr. J. W. Stott must be mistaken to state that H.M.S. Kent was in Vladivostok in 1917.

I served in Kent from 1914 to 1919. We left Portsmouth on October 19, 1914, and after action in the Falklands Battle, refit in British Columbia, and proceeding to Simonstown to escort troop convoys, left for Hong Kong, arriving on October 10, 1918.

Kent sailed for Vladivostok on December 21, 1918, arriving in the New Year. She finally paid off at Hong Kong on August 7, 1919.

H. Bartlett,
Langley Moor, Durham.

Wolverine call

We are shortly opening an exhibition of modern warships, in which will be a model of H.M.S. Wolverine.

Can any of your readers provide details of the war-time career of this destroyer, particularly an action in which she rammed a U-boat?

A. M. Preston,
(museum assistant)
National Maritime Museum,
Greenwich, London, S.E.10.

P.R. CHIEF IN AMERICA



Matelot's regret

I am ex-Royal Navy and was discharged in 1963 after serving seven years. As you will see from my address, I am at present serving a term of imprisonment due to most unfortunate circumstances.

Since I have been out of the Navy I have had nothing but troubles. I very much wish I had stayed in the R.N.

Being still very interested in the Navy I have many ex-Navy badges, cap tallies, etc., which I collect.

On my release from here next year I hope to be able to join the Merchant Service.

Number 210,
Albany Prison, Isle of Wight.

Pictured during his recent visit to the United States is Capt. H. Home Cook, R.N., Director of Public Relations (Royal Navy).

He is seen at the Defence Information School, Fort Benjamin Harrison, Indiana, with the Deputy Commandant, Capt. McCool, U.S.N.

Commented Capt. Cook, whose visit included a three-day Navy Public Affairs Conference in Washington, and extensive tour of the P.A. set-up in New York and Norfolk Virginia, "I found much that was new in P.R. techniques. The U.S.N. could not have been more helpful and more hospitable."

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172. 1 Diamond, 1st payment 44/- and 8 payments 43/- or Cash price £19-10-0	344. 3 Diamonds, 1st payment 54/- and 8 payments 48/- or Cash price £28-1-0	507. 5 Diamonds, 1st payment 127/- and 8 payments 106/- or Cash price £48-15-0
140. 1 Diamond, 1st payment 73/- and 8 payments 64/- or Cash price £28-5-0	386. 3 Diamonds, 1st payment 68/- and 8 payments 56/- or Cash price £38-5-0	922. Gold Wedding, 1st payment 18/- and 8 payments 18/- or Cash price £4-15-0
143. 1 Diamond, 1st payment 84/- and 8 payments 72/- or Cash price £33-0-0	342. 2 Diamonds, 1st payment 92/- and 8 payments 81/- or Cash price £37-0-0	871. Solid Gold, 1st payment 15/- and 8 payments 13/- or Cash price £4-0-0
201. 2 Diamonds, 1st payment 41/- and 8 payments 40/- or Cash price £18-5-0	502. 5 Diamonds, 1st payment 45/- and 8 payments 41/- or Cash price £19-5-0	633. Ruby cluster, 1st payment 67/- and 8 payments 73/- or Cash price £33-15-0

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BOARDING PARTIES

Seventeen girls from the Wrens' detachment serving in Malta spent a day aboard H.M.S. Penelope while it manoeuvred for a party of scientists.

Penelope, commanded by Cdr. G. J. Sherman, sped out of harbour showing off her delightful contingent.

When the scientists broke for lunch, "hands to bathe" was piped, and the sight of bikinis over the side soon produced a full muster.

The bikinis stayed around for sunbathing in the afternoon, and it was a regretful ship's company which saw the girls leave by harbour launch at 6 p.m.

Penelope returned to Plymouth at the end of October, after a period of successful trials in the Mediterranean.

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With one girl and a guinea . . .

Although the Royal Naval and Royal Marine Children's Home, Portsmouth, was founded as long ago as 1834 "with one girl and a guinea," as the records state, the organisation has moved with the times, and the present home at Waterlooville, built in 1952, is a pleasant modern building, standing in its own grounds.

The people of Natal subscribed £10,000 towards the cost, and the name, South Africa Lodge, recognises this generous gift.

The 30 children attend local schools and take part in all the activities and organisations for children in the area. In fact, apart from the size, life at Africa Lodge closely resembles that of any family in Waterlooville.

FINDING JOBS

Children can be withdrawn by their parents at any time, but if they remain at the home

until they complete their education, they can stay on at Africa Lodge to take up some training.

Otherwise every effort is made to find suitable jobs for those who leave the home, and the choice is left to the individual child.

The main object at Africa Lodge is to provide a home for fatherless or motherless children of serving or ex-serving personnel below officer rank of the Royal Navy, Royal Marines, W.R.N.S., or Auxiliary Services.

When accommodation permits, children from "broken homes" can be accepted, as well as temporary emergency admissions when illness has created domestic crises.

Having no separate nursery, however, the Committee cannot accept children before they are old enough to take their place in the normal family life of the home.

BATHING POOL

This summer, the children have been gaily splashing about and learning to swim in their new pool, paid for through the generosity of Welfare Committees in ships and establishments.

The home is also trying to keep its head above water, as the income from investments is not sufficient to meet the running costs.

During the financial year ended March, 1967, the cost of maintaining a child had risen to £426 per annum, while income from investments amounted to only £240, the gap having to be filled by parents' contributions and voluntary gifts.

SQUARED OFF

During a routine check of ratings' documents aboard H.M.S. Rhyl at Devonport, it was noted from the front cover of a Service Certificate that an ordinary seaman had shrunk 12 inches during the first two years of his time.

On July 27, 1965, his height and chest measurements were 6 ft. 2½ in. and 31, but by October, 1967, his height was down to 5 ft. 2½ in. while his chest had blossomed to 36.

It has been calculated that allowing for continuation of the process, the seaman in 1979 will be two-and-a-half inches tall and 57 round the chest!



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H.M.S. BRIGHTON AGAIN

A Coastal Command Shackleton swept out of the clouds and crashed into the sea. And for the fifth time in six months H.M.S. Brighton was involved in a rescue mission.

Shortly after 8 a.m. on November 19, the frigate, under the command of Cdr. L. A. (Dicky) Bird was 180 miles south-west of Land's End.

From the upper deck, Lt. Std. Hope and Lt. Malcolm Quiller saw the crash 3,000 yards away. Immediately Cdr. Bird turned towards the wreckage, lowering the seaboat as they raced into the area.

The small boat, with Midshipman Bill Woodard, Lt. Jim Beckett and POMA John Edwards, was on the scene in minutes. Combating a long swell, avoiding exploding marine markers, and steering clear of flaming fuel, they were able to rescue two of the crew—Sergts. Bradshaw and Collins—both unconscious.

DOCTOR INJURED

Having returned the injured men to Brighton, they set out again to collect Surgt. Lieut. Paul Breddy from the nuclear submarine H.M.S. Warspite. The state of the sea hampered their efforts, and the doctor broke his ankle as he jumped from the forward hydroplane into the seaboat.

By this time other naval boats were assisting, including H.M.S. Duncan (Lieut.-Cdr. P. A.

Pinkster), and H.M.S. Naiad, whose commanding officer, Capt. Sir Peter Anson, Bt., assumed overall command of the operation.

Throughout the 10-hour dash to Plymouth, Surg. Lieut. Breddy, although in severe pain, remained in Brighton's sick bay attending to the injured sergeants from a chair, or supported by PO Williams.

In the picture, Sergt. Bradshaw is being carried ashore.

Grenville in the Med.

Brought out after five years in reserve for a General Service Commission in the Western/Far East fleets to replace H.M.S. Agincourt, H.M.S. Grenville commissioned on July 1, 1967, under the command of Cdr. G. M. K. Brewer.

Intensive training at Portland gained the signal for a "Good" work-up, and after a short stay at Portsmouth, Grenville sailed for a seven-week cruise in the Mediterranean, with calls at Gibraltar, Sardinia and Malta for the Western Harbour Assembly.



NAVY IN FAR EAST RESCUES

Ships of the Royal Navy have been involved in several Far East rescue operations recently.

H.M.S. Ajax, on passage to Aden, was diverted to co-operate in the rescue of the three survivors of a Royal Air Force Shackleton, with a crew of 11, which crashed in the Indian Ocean west of Sumatra.

The survivors were picked up by Ajax, which also recovered the bodies of two of the casualties. An emergency operation at sea was performed on a seriously injured survivor by the medical officer of Ajax.

NOTORIOUS REEF

In a China Sea gale, the minesweeper support ship H.M.S. Manxman stood by the Liberian steamer Loyal Fortunes after she grounded on the notorious Pratas Reef, 200 miles south-east of Hong Kong. The crew were eventually taken off by helicopters from a U.S. carrier.

An SOS from the Indonesian vessel Perak was answered by H.M.S. Minerva and the Royal Fleet Auxiliary Gold Ranger. The Perak was towed to Sabank by Gold Ranger.



See Thetis piece on the telly?

Wives and families of present-day submariners, watching the Granada Television reconstruction of the loss of H.M.S. Thetis, may well have had their minds filled with forboding.

Water pouring into the doomed vessel, weeping widows, and all the aftermath of disaster were not calculated to encourage an enthusiastic view of the Submarine Service.

But times have changed. And so have the submariners.

Most submariners today feel a lot safer "down below" than on the M1, on trains, or in aircraft. The final measure of their confidence is the taking of their wives and children to sea on family day outings—including submerging.

Tragedies such as Thetis resulted in the "Thetis clip" development, and a complete revolution in the technique and

training for underwater escape.

In the words of the Flag Officer Submarines: "The Thetis submariners did not die in vain. We learned many things which ensure maximum operational security for the people who man the submarines today."

Mrs. Sheila Haddock had a double reason for recording a Christmas message this year. Her husband, CPO Leslie Haddock, and her son, Junior Seaman Peter Haddock (17), are both serving aboard H.M.S. Eagle and will be away for Christmas Day.

Mrs. Haddock and her twin daughters, Carole and Linda, aged 13, recorded a joint message to their menfolk at Plymouth. On Christmas Day it will be part of a tape played on the ship's relay, with a selected record.



DANAE'S CAKE

Led by Lieut. David Fremantle, crew members of the newly commissioned Devonport-built frigate H.M.S. Danae presented a yard-long cake to children in No. 5 Ward, Plymouth General Hospital. The cake, the work

of PO Cook Walter Summers, of Danae, and Mr. Hambly, of the H.M.S. Drake bakery, featured the Danae crest and replicas of the ship in icing. Handing out a generous slice to a young patient is Leading Cook Robert Stewart Geoghan, of Danae, whose home is in Dundee.



A FAREWELL APPEARANCE

One of the last public engagements for Lady Hopkins before her husband relinquished his appointment as Commander-in-Chief, Portsmouth, was to attend the annual sale of work of the Victory branch of the Royal Naval Wives' Association. She is seen (left), accompanied by the wife of the Commodore, R.N. Barracks, Mrs. Lee, who is branch chairman. The bouquet is being handed over by Mrs. Genge (wife of Cdr. C. J. H. Genge) the branch secretary.

Welfare 'adequate for future'

Families' Page

The pattern of family welfare in the Royal Navy is likely to be set for years to come on the basis of the report of the recent Working Party.

This Working Party was set up with the approval of the Admiralty Board, following a request of the then Second Sea Lord for an examination of the best way to achieve preventive welfare arrangements to supplement the existing Family Welfare Organisation, and a submission from the then Commander-in-Chief, Portsmouth, for a full-scale review of that organisation.

The terms of reference were: "To decide whether the present Family Welfare Organisation is adequate for present-day needs and whether its scope should be enlarged, particularly as regards preventive welfare, and to make recommendations accordingly. Due account is to be taken of the future disposition of the Fleet and naval families, and of the experience of the other two Services, bearing in mind the possibility of some form of co-ordination."

The Working Party met in full session on 22 occasions and heard many witnesses. Their report and recommendations were divided into two parts—Family Welfare Organisation, and Preventive Welfare.

Those who gave evidence

PLACE FOR CARAVANS

Forty caravans can be accommodated on a site recently completed at Devonport, close to a large married quarters estate, thus easing the commuting problems of ratings who have hitherto had to park their vans far outside Plymouth.

Any rating serving in an establishment in Plymouth Command, or on a Devonport-based ship on General Service Commission or Home Sea Service, may apply to the Staff Married Quarters Office, H.M.S. Drake, Devonport.

GIRL BOARDERS

Parents seeking boarding accommodation for their girls (5-11) may be interested in vacancies at the Royal Victoria Patriotic School, Bedwell Park, where eight daughters of naval men are already attending. Tuition is in local day schools. Greatly reduced fees are charged, according to circumstances, for children of parents no longer serving, and for orphans.

The Secretary's address is: "Royal Patriotic Fund Corporation, Wellington House, Buckingham Gate, London, S.W.1."

were predominantly Service, including the wife of a petty officer and the wife of an admiral, but civilian social workers were also heard.

In dealing with the broad principles of Family Welfare, it comes as some surprise to find that the Working Party also considered such points of detail as whether a particular office should have another telephone line, grading of a clerk, status of workers, and so on.

Many of these recommendations were put into effect at once, but the report as a whole is more an examination of facts and a defining of guide lines, rather than a document which

could be adopted or rejected in its entirety.

The main finding, "That the present Family Welfare Organisation is adequate for the foreseeable future, subject to minor modifications," is a statement which demands full knowledge of the contents of the report, in order to be fair both to the Working Party and to critics of Family Welfare.

In view of the importance of the report to all families, "Navy News" proposes to deal with it in succeeding issues, taking a chapter at a time.

The first of these articles will deal with "History and Present Organisation," and will appear in the January issue.

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'SECOND' GIVES HINT

The Royal Navy got a gentle hint from its Second Sea Lord, Vice-Admiral Sir Frank Twiss, when he addressed the annual meeting of the Royal Naval Benevolent Trust at the Mansion House, London, on October 27.

After praising the work of the Trust's local committees, and the support given to the Regular Forces Employment Association whereby nearly 3,500 naval men had been placed in employment in 1966, Admiral Twiss went on:

"I was particularly struck when reading the annual report to see how much of the R.N.B.T.'s work is concerned with ex-serving sailors, the invalids and disabled, the widows and orphans, and the aged, a category who, by and large, are not looked after by the very considerable welfare effort within the Royal Navy.

"I think this last point is important, and is one which, if more widely appreciated in the Navy, could be accorded greater recognition and gratitude by serving ratings today."

Fund helped

In expressing his own appreciation, and that of the Admiralty Board, for the fine work of the R.N.B.T., Admiral Twiss made special mention "of the invaluable help given to the Navy when the Trust agreed to act as one of the initial guarantors in setting up a most successful new venture known as the Royal Naval and Royal Marines Dependants Fund, of which I, as Second Sea Lord, am the President."

He was happy to say that so

Serving Navy's recognition of the R.N.B.T. work



Ch Supt Art C. D. Wiggins

far 16,379, or 39 per cent, of ratings and Royal Marines eligible to join had done so.

"I hope that a great many more will follow their example," said Admiral Twiss, "particularly when they appreciate that, for a very small outlay, a man is able to make a money provision for his widow, which is paid immediately and without question: a circumstance which no insurance company could be expected to equal."

The President of the R.N.B.T.,

Admiral Sir Alexander Bingley, in presenting the 45th annual report, welcomed to the meeting Admiral E. L. S. King, who last January retired from the position of Governor appointed by the Admiralty Board after more than 20 years of service to the Trust.

"During that time," said the President, "we and countless numbers of our clients owe more than we can say to his wisdom and kindness, and above all to his calm common sense. We are delighted to see him with us again."

Admiral Bingley recalled that last year he warned that the economic and financial measures—the squeeze—could lead to a considerable increase in the calls upon their resources.

"It did happen," he went on, "but fortunately to nothing like the extent we feared. But we are not out of the wood yet. Last quarter's figures do show a further increase in applications."

In reviewing the Trust's work, Admiral Bingley made special reference to the scheme, introduced in 1960, to provide invalided and disabled men, accepted under the Government's Disabled Persons Training Scheme or its Industrial Rehabilitation Scheme, with weekly allowances to augment income from other sources.

Not only men about to be invalided from the Service could benefit, but all who had been invalided at any time, and those, who, through injury or disease occurring after discharge, were so handicapped as to experience difficulty in obtaining suitable employment.

Admiral Bingley also spoke of the care for the aged.

"In this field," he said, "besides our own home, Pembroke House, and the contributions we make to other organisations who take retired Navy and Royal Marine men or dependants, there are our Jellicoe annuities."

The annuities were granted to retired men or their widows who had not enough to live on, and it had been found possible to increase the number who would be able to benefit.

The President, paying tribute "to those who did the work," mentioned that during the past year the local committees had dealt with 150 to 160 applica-



CERA G. F. Mace



CPO H. Winter

tions for financial help per week.

"All these have to be fully investigated," he said, "but this is only part of the work. Many of the people who visit the local offices do not want financial help. They need advice on all sorts of subjects—filling up forms, conducting cases with local authorities, housing authorities, and even government departments. And of course there are the annuities, training schemes, and all the other things in the report which have to be administered."

Labour of love

"It all represents a tremendous amount of work. It is a labour of love, and everybody who has ever been in the Service, and their dependants, owe an enormous debt to the people who do it."

Mr. G. A. Morley, the honorary treasurer, presenting the balance sheet and statement of accounts, said the income was higher and the expenditure lower than the previous year.

There was a favourable balance of £8,712, but it had to be borne in mind that the income included no less than £13,291 from legacies.

More income required

Difficult times still lay ahead said Mr. Morley, who warned: "The Trust will require a larger income if requirements are going to be met without touching our resources."

The resolution for the adoption of the annual report and balance sheet was proposed by Mr. H. Winter (chief petty officer, coxswain), seconded by Mr. J. T. Milliken (band sergeant, Royal Marines), and supported by Mr. G. F. Mace (chief engine room artificer).

A vote of thanks to the Second Sea Lord was proposed by Rear-Admiral P. N. Buckley, the Governor appointed by the Admiralty Board, and supported by Mr. C. D. Wiggins (chief shipwright artificer).

Forgotten truth

The meeting was presided over by the Lord Mayor of London (Sir Robert Bellinger).

Proposing a vote of thanks to him, Admiral Bingley said:

"At the beginning I said how much we appreciated being allowed to hold our meeting here in the Mansion House, and to having the Lord Mayor in the chair. We always did, but never more so than nowadays when governments of both parties, Parliament, and the Press seem to have forgotten the truth—for truth it is—so well expressed in the opening of the Articles of War, 'Whereas it is upon the Navy under the good providence of God that the wealth, safety, and strength of this Kingdom do chiefly depend.'"

"It is reassuring to know that the City of London is still aware of this truth, and comforting to reflect that the views of the City on almost any subject usually prove to be more consistent and more enduring than those of the other agencies I have mentioned."

Yours . . .

The Royal Naval Benevolent Trust belongs to the men of the Navy and is administered by them.

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WELCOME HOME FOR AMBUSH

SUBMARINERS' CORNER



After a 14,500-mile voyage lasting 111 days, H.M.S. Ambush returned to the U.K. on November 13 for the first time in almost eight years. She is likely to spend the remainder of her active life in home waters.

Third Polaris is launched

Britain's third Polaris submarine, H.M.S. Repulse, was launched at Barrow-in-Furness on November 4 by Lady Zuckerman, wife of Sir Solly Zuckerman, Chief Scientific Adviser to the Government.

Within half-an-hour she was aground on a sandbank, where she remained until next day. Seven tugs then edged her off and got her docked in a fitting-out berth.

To ensure that Repulse spends the maximum time on patrol, she will, like others of her class, have two full crews of 143 officers and men each. Port Crew commander is Cdr.

J. R. Wadham, and Starboard Crew, Cdr. A. J. Whelstone. Repulse is the 13th ship of the Royal Navy to bear this famous name.

Continue to pray

A few days before the launching, Rear-Admiral I. L. M. McGeoch, Flag Officer Submarines, had written a forthright letter to the Times commenting on the controversy of whether a Polaris submarine should receive the blessing of the Church.

After pointing out that the function of the Polaris force was to take part in countering the corruption which possession of absolute power by another nation would inevitably engender, Admiral McGeoch added: "As to the moral and spiritual dilemma, may I express the hope that Christian leaders will eventually decide (assuming they can agree about God) to bless Polaris. For the time being, we in the Navy continue to pray, whether or not a parson is present, and well aware how far we are from Grace, that Divine Providence

will guide and fortify us in the execution of our duty—to keep the peace."

Mercy trip

The submarine Truncheon arrived at Lisbon on October 26 after an all-night 120-mile trip with an American yachtsman, Mr. D. Sits, who was taken off a chartered boat after becoming dangerously ill with acute peritonitis.

Mr. Sits is now recovering after an operation.

The yacht, Romany, had on board two other men and two girls, who were sailing from Falmouth to Gibraltar.

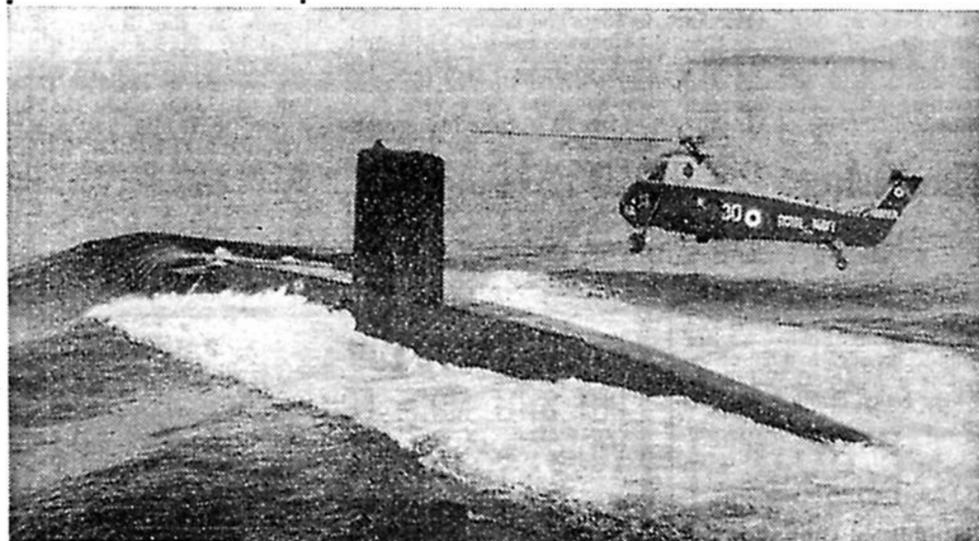
Alderney's end

Returning from Mediterranean exercises, H.M.S. Alderney streamed a paying-off pennant as she came alongside at H.M.S. Dolphin, after a full life of 22 years.

In command of Lieut.-Cdr. David O'Brien, she had visited Genoa, Naples, Malta, and Gibraltar. Alderney will now pay off for scrap—a fate likely to follow others of the "A" class.

Shhh! we're followed

A Wessex helicopter gets a close acquaintance with the nuclear-powered submarine H.M.S. Warspite off the Scottish coast. For amateur photographers wishing to take this type of picture it is necessary to get a sky hook. Or, of course, having another chopper comes in handy.



DREADNOUGHT IN FAR EAST

After a submerged passage of over 10,000 miles from Gibraltar to Penang—the longest underwater distance covered by a British submarine on a west-east voyage—H.M.S. Dreadnought berthed at Singapore Naval Base.

She was the second nuclear-powered fleet submarine to visit the Far East to test her operational qualities under the vary-

ing conditions encountered travelling half-way round the world from the Gareloch base.

TACTICAL EXERCISES

Dreadnought took part in tactical exercises with R.N. and R.A.N. ships in the northern entrance to the Malacca Straits, and these were described by her commanding officer (Cdr. P. Cobb) as "very successful indeed."

He was pleased with Dreadnought's performance, and the health of his crew was good after the seven-week passage, although everybody was a little pale after so long away from sunlight.

Dreadnought is taking part in exercises with the Far East Fleet, and her return to the U.K. is scheduled for "before Christmas."

GREETINGS ON THE JETTY

Top left: CPO Brian Thomas met by his wife Pat and children Marie aged seven and Mel, three.

Top centre: Malcolm, Ian, Paul, Andrew and wife Joyce welcomed Leading Cook Robert Wishart.

Top right: Up in the air for two-year-old Paul who was waiting with his mother Carol for Radio Operator Richard Scott.

Left: Nicola, three-year-old daughter of Lieut.-Cdr. Christopher Wood, commanding officer of Ambush, was there with her mother Margot.



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A burnt offering

Turbulence is a word much used in the Royal Navy nowadays, and may be regarded as the condition in which men are not so much moved around as pushed around. While strenuous and successful efforts have been made to ease turbulence among personnel, the latest round of defence economies suggests that at Service level it is likely to remain until the nation is severely jolted.

After the Defence Review of 1966, gloom descended, but by the beginning of this year there was promise in the air, blooming into the July defence statement. Misgiving might remain, "but at least," the Navy was told, "we now know where we are, with stability and a planned future of reasonable brightness."

The ink was scarcely dry before the pruned Services were ordered to take a share of new cuts. "Painful" was the description applied. The Secretary of State for Defence admitted "an element of risk" which, however, he believed acceptable in the circumstances.

The Admiralty, seeking the least harmful way out, reached the almost inevitable decision to have a burnt offering as sacrifice to the evil spirits of financial stringency. H.M.S. Victorious, old in the tooth and wounded by fire, went on the altar.

Blue pencil

What has been deleted seems of no great consequence, except to those marvellously unquenchable spirits of the Service—the Fleet Air Arm. It is the very sight of the blue pencil again that is so shaking.

The shape of the new Fleet in the light of reduced commitments still looks good, but there should be no surprise if that awkward question wriggles out, "But will we get it?" The Management maintain a splendid front of continued optimism for the capability of the Navy to match its future role. Spreading that glow to all levels must be top priority.

"Strength through joy" was the Nazi gimmick. "Joy through strength" is more appropriate to our national security.



"... and don't go smelling their breath—remember you're driving us back afterwards."

SETTLED LIFE PROSPECTS FOR THE SERVICE

Crystal ball 'no dream'

by
Vice-Admiral Sir Frank Twiss, Second Sea Lord, in an address to the annual meeting of the Royal Naval Benevolent Trust.

The July White Paper marked a definite starting point in devising a new Navy—the Navy of the 1980's. We can see a recognisable shape of the future Fleet, and we have already some idea of the number of ships and men we can have in that Fleet, on the budget we have been allocated.

How will this Fleet operate? In the first place, the reduction of fixed overseas bases will mean that our ships will be based upon and operate from United Kingdom ports.

Near home, we shall provide the First XI in the N.A.T.O. naval forces supporting the land and air shield forces in Europe.

Beyond this our ships will sail forth to all parts of the world where, as has ever been the case, the presence of a ship or ships is needed.

Separation

These sorties are not likely to involve such long absences from home as we have had, and still have, and which are the most disturbing part of that separation which is inevitable to the naval way of life.

The periods of absence in the 1980's are likely to be shorter, not only because our commitments and type of commission will be different, but also because our ships will have to return to the U.K. base for maintenance.

and so forth are supported by first-class arrangements for health, cleansing, welfare, sport, and information.

When the husband is at home, the family is complete and well found; when he goes away from this nest it is for an enduringly short period, with the ratio of home to away time better than today.

Peering even more deeply into the glass, I think I can just discern a possible opportunity for a wife to climb into a jumbo jet and join her husband for a few weeks in say Australia where, by good fortune, his ship is part of a group visiting Perth, Melbourne, and Sydney, and exercising with Commonwealth Forces.

The home will be a well fitted modern house in an area where good shops and services are at hand, and where excellent amenities including schools, community centre, bowling alley, playground, gymnasium,

The vision

You may say it is all too rosy—the crystal ball I use is a dream.

I don't think so—and I would not call it a dream; call it if you wish a vision of what we are trying to produce in 1980 or so. That is a highly skilled, most efficient Navy, firmly based and

C-in-C. CALLS

H.M.S. Defender was included in the programme when Admiral Sir John Bush, Commander-in-Chief Western Fleet, visited Portland to see ships under his command. He went into the junior ratings' mess and is seen talking to AB Peter Burrows, whose home is at Haslemere (Surrey).

Accompanying the C-in-C. is Rear-Admiral J. C. Y. Roxburgh (Flag Officer Sea Training) and Cdr. G. M. F. Vallings (commanding officer of Defender).

offering a worth-while career and a good settled life to the sailor and his family.

I am happy to report a good deal of progress in family housing.

The Assisted House Purchase Scheme, with which I have been associated since its introduction, continues to flourish, and the Army and Royal Air Force are keen to follow our lead.

This time last year about 2,800 loans had been made. The total is now on the 4,500 mark, with a fairly steady flow of 30 to 35 applications per week.

For those who do not wish to purchase a house, married quarters are springing up in increasing numbers so that we are now able to relax some of the more stringent rules for their allocation, and give men and their families longer tenure.

Big drive

We see, at last, a real prospect of achieving our aim of cutting out waiting lists, and making possible a house to house move.

All this is but part of a great drive now really getting under way to improve the lot of the sailor and his family—and I stress the importance we attach to home and family.

Unquestionably if I had more time to peer into my crystal ball I would see that the grass was not green everywhere.

I would still see many problems of welfare, possibly of a different kind from today, and caused by different stresses.

But my speculative piece of crystal gazing shows, as I hope it does, that in my view there is a rosy future for the Navy.

Reclaim resuming diving trials

H.M.S. Reclaim, the Royal Navy's deep diving trials ship, is to carry out further trials exercises aimed at sending her divers deeper, increasing their working time on the sea bed, and improving the number of dives which can be carried out in one day.

On November 22, Reclaim sailed from Port Edgar, South Queensferry, which has been her base port for seven years, and where one of her roles has been that of mine counter-measures support ship.

After a refit at Portsmouth, she will continue her deep diving trials.

Last year, divers from Reclaim salvaged a crashed Buccaneer Mark II aircraft off the Lizard in a depth of 360 feet—the deepest salvage operation ever carried out by Royal Navy divers under operational conditions.

600 FEET DOWN

In 1965, under trial conditions off Toulon, Reclaim's divers each spent an hour working at a depth of 600 feet.

They descended in a submersible chamber and then, wearing only normal frogmen's suits and light breathing apparatus, stepped out into the sea and performed such operations as sawing metal, underwater welding, taking photographs, etc.

The commanding officer, Cdr. Peter Messervy, is an expert diver himself, and was awarded the George Medal for removing live torpedo warheads from a submarine wreck.

RAIL CRASH VICTIMS

Victims of the Hither Green train disaster included Rear-Admiral Edward Ashmore's 20-year-old daughter Elizabeth, Cook Geoffrey Sellings, of H.M.S. Hardy, and Leading Wren Betty Lewis.

Admiral and Mrs. Ashmore, whose home is at Headley Down, Hants, have another daughter and a son, Admiral Ashmore, Flag Officer Second in Command Far East Fleet, flew from Aden for the funeral.

Shipmates of Cook Sellings, aboard his ship at Portland, raised £1,100 from the sale of his kit. The money will go to his next-of-kin.

Leading Wren Lewis's many friends at the Royal Naval Barracks, Portsmouth, were shocked to hear of her death. She worked in the Pay Office until last July when she was drafted to H.M.S. President.

During her time at R.N.B. she was an active member of the Welfare Committee, and helped to organise many successful ship's company dances. She was always ready to lend a helping hand in any good cause.



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MORE NEW SHIPS JOIN THE FLEET



Launching of guided missile destroyers

Two guided missile destroyers of the County class were launched within a month—the Antrim on October 19 and the Norfolk on November 16.

These two complete the class of eight—the others being Devonshire, Hampshire, London, Kent, Fife, and Glamorgan.

The Antrim was launched at Fairfields, Govan, by Mrs. Roy Mason, wife of the Minister of Defence for Equipment, and the Norfolk by the Duchess of Norfolk at the Swan Hunter Group's Wallsend-on-Tyne yard.

With a displacement of 6,200 tons (full load), an overall length of 520½ feet and a beam of 54 feet, both ships have the following armament—one Sea-

slug guided weapon system with a twin launcher, two Seacat close range weapons systems, and four radar-controlled 4.5-inch guns in twin mountings.

Antrim and Norfolk, like Fife and Glamorgan, are designed to carry the more powerful Sea-slug Mark II system, later to be fitted in the first four.

The first Antrim (or Mary Antrim) appeared about 1645 and the next was a 1903 cruiser sold in 1922. The trawler base at Belfast from 1941 to 1944 was also named Antrim.

The new Norfolk is the fifth ship of the name to serve with (Continued in column 3)

Seventh nuclear submarine

An order has been given for a new nuclear-powered fleet submarine. Until officially named, the new submarine, stated to be "faster and deeper diving" than the Valiant class, will be known as "07."

The new ship will be the Navy's seventh nuclear-powered fleet submarine, and it is reported that it will be a "considerable improvement" on the Valiant class.

The other six are Dreadnought, Churchill, Valiant, Warspite, and two others, one ordered last year and one this.

07 is to be built by Vickers of Barrow, and the contract will require up to 1,000 men for more than four years.

With its more advanced equipment, endurance, greater speed and ability to work at greater depths, the new submarine will be even more effective for hunting and destroying enemy submarines and surface ships than any predecessor.

ARGENTINE VISITOR

Admiral B. I. Varela, Argentine Chief of Naval Operations, visited the U.K. from November 16 to 22 as a guest of the Admiralty Board. He had discussions in the Ministry of Defence.



"Found skulking in the Wrens' bathroom, sir. Said he wanted to see how the new 'Golden Showers' worked, sir."

Danae and Abdiel

The ship's company of the 14th Leander class anti-submarine frigate, H.M.S. Danae, commanded by Capt. J. D. Honywill, have the nickname "The Golden Shower."

The name is derived from the legend about the Greek goddess, Danae, who had been imprisoned by her father, Zeus changed himself into a shower of golden rain so that he could enter the keyhole and see the beautiful maiden.

Sixth of her name to serve with the Royal Navy, Danae was built in Devonport dockyard. She is on a general service commission (Home and Far East), but will be working-up until March next.

Her predecessor was a 1918 cruiser which was broken up in 1948.

NEW MINELAYER

Below is H.M.S. Abdiel, the first and only ship of her class, which commissioned under the command of Lieut.-Cdr. D. P. R. Lermite, at Woolston, on October 17.

An exercise minelayer, Abdiel can also act as a mines counter-measures headquarters and support ship.

Accommodation is provided for seven officers and 70 ratings, but additional space is held for a total complement of 14 officers and 100 ratings. The extra accommodation is for headquarters and support parties.



TYPE 82, SHIP-SHAPE AND BRISTOL FASHION

The keel of the new Type 82 guided missile destroyer, ordered in 1966, was laid at the Wallsend-on-Tyne shipyard of Messrs. Swan Hunter and Wigham Richardson, on November 15.

The ship is to be named Bristol, and the choice is a fitting one in view of the city of Bristol's long and close association with the sea. It will be the seventh ship of the Royal Navy to bear the name, the first being one in 1653, when it was spelt Bristol.

The last Bristol was a cruiser of 4,800 tons, built at Clydebank and launched in 1910. She saw service in the First World War, including action in the Falkland Islands. She was sold in 1921.

A training ship at Bristol during the last war also bore the city's name.

Slightly larger than the

present County class destroyers, Bristol will be capable of high speeds, with automatic steering, and will be fully stabilised.

She will be equipped with the Sea Dart missile system which has been developed to meet the air threat of the 1970's and 1980's, and has an anti-surface capability.

Labour-saving devices will be included to make the most efficient and economical use of manpower, resulting in a smaller ship's company for its tonnage than any other previous warship.

The ship will be fitted with the Action Data Automation weapon system, the latest sonar systems, to provide information for the long-range, anti-submarine weapon Ikara, and the new automatic 4.5-inch guns.

The Defence White Paper

last July stated that the Type 82 will be the only one of her class, but the design will be developed in two ways—a new class of cruisers to replace the Tiger class, and a scaled-down new class of destroyers.

(Continued from column 6)

the Royal Navy, the first being a third rate, built at Southampton in 1693.

The last was the cruiser of nearly 10,000 tons built at Fairfields in 1928. She played a leading part in the destruction of the Bismarck in 1941, and claimed a record for Arctic service during the war.

After the war the Norfolk made the historic voyage taking King Haakon back to Norway five years to the day after he had been evacuated from Tromsø and brought to Britain.

FOX WITH A LONG RANGE

H.M.S. Fox, third of the new coastal survey craft under construction at the Lowestoft shipyard of Brooke Marine Ltd., was launched on November 6.

With a displacement of just under 1,000 tons and an overall length of 190 feet, the Fox will have a speed of 15 knots.

A cruising range of over 4,000 miles will enable H.M.S. Fox to undertake hydrographic survey work in coastal waters anywhere in the world.

The general layout of the ship has been designed for maximum comfort, to allow detached and lengthy surveying operations by her ship's company of four officers and 34 ratings.

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Bernards extend seasonal greetings to all readers of 'Navy News'

Work-up can be fun



Our 'shop window'

The Ministry of Defence offer a Portland work-up as part of the after-sales service they give on all warships built or refitted in this country.

As well as ships from the Netherlands and the Federal German Republic, warships from Ghana, Malaysia, South Africa, Kenya, New Zealand, Nigeria and the Trinidad and Tobago Coastguard have all been through the mill, while even the United States Navy has been represented for weapon training.

There are other but less tangible advantages in encouraging our NATO allies and Commonwealth friends to work-up at Portland, for there is a continuous "shop window" of British equipment.

With further applications from other countries being received, Portland could well become more international than it is now, with eventual benefit not only to our exports, but also to understanding between the navies of the world.

'CEREMONIAL'

"Oh yes, Your Excellency, I love the Navy, and especially work-up at Portland."

The "President of San de Fosta" and his lady inspect the guard mounted by H.N.M.S. Holland and talk to Cpl. Heussen, of the Netherlands Marine Corps.



At times it's really a riot!

When the Royal Navy entertain VIPs, quell riots, maintain security, help in earthquakes, or rescue ships, the reason they are so efficient (apart from being pretty good anyway) is that all these happenings will have been practised during work-up under the Flag Officer Sea Training.

Portland was made the Navy's work-up base in 1958, when it had become apparent that with ever-increasing and complex equipment, a work-up on station was not satisfactory.

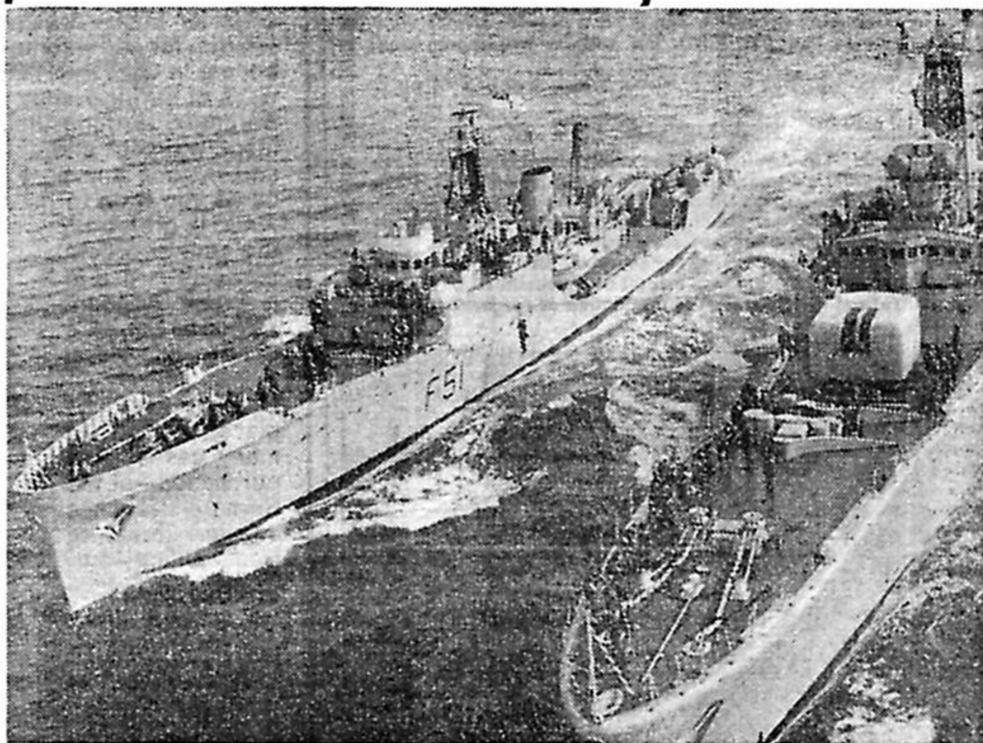
In seven weeks, FOST assists a ship to bring herself up to standard, both operationally and technically, until she is able to take her place in the operational fleet.

No aspect of life aboard escapes attention. The ship's company will learn to live together, and work with other ships, R.A.F. Shackletons, V-bombers, fighters, and co-operate with helicopters in searching for faster and deeper submarines—and all under realistic war conditions.

They receive "presidents" and "royalty," fire salutes, deal with damage control, maintain calm

The Flag Officer Sea Training goes afloat with ships on work-up, and frequently makes use of the jack stay to move from vessel to vessel.

"Rioters" hurl their soot and flour bombs at the "law men"—a naval squad landed to quell the disturbance and restore order.



WHEN DID YOU LAST SEE YOUR FATHER?—The man with the bomb? Which might have been the conversation between Lieut. Larmouth (H.M.S. Diana) of Norwich, and his prisoner. Covering is AB Neville, of Stockport.



Test—and reward

(From Rear-Admiral J. C. Y. Roxburgh, Flag Officer Sea Training)

Sooner or later you will serve in a ship which will come to Portland for work-up.

A work-up is hard work. Of course it is; in the space of seven weeks a ship's company has to work itself and its ship up to a state of operational and material efficiency which will enable her to face with equanimity the duties and obligations which every ship may have to contend with during its commission.

But it is a rewarding time, working for yourselves and the good of the ship in a way you will be unable to repeat during the rest of the commission; testing, trying, proving to yourselves—and not to FOST or his sea-riders—that you can cope with anything likely to come your way.

By the end you will be a wiser and more professional member of a competent team, confident in yourselves and your ship. If you remember to use your sense of humour you will leave having enjoyed Portland, and having more new friends and "oppos" from the many ships of the Royal and allied navies present. The more fun a ship gets from its work-up the better that ship invariably proves to be—and work-up can be fun!



BLACK LOOK

Well you could hardly blame ME Lindsey, of Birmingham, for that, having enough stuff on his face to pass for the Black and White Minstrels. Serving in H.M.S. Diana, he was taking part in an internal security exercise.

before a pelting mob, or guard an area at night.

On one occasion the smiling "President," complete with top hat and all his home-made decorations, was nearly lost when the gangway collapsed—a situation which would certainly have tested all the Navy's aplomb and diplomacy.

The village of Campo di Portlondo is (twice weekly) severely damaged by earthquake. Sailors cheerfully tackle all the problems necessary to feed the starving population, rescue the injured, deal with the press, set up field kitchens, sterilise water, and not be bothered overmuch by bubonic plague or looters.

At the end of it all, everybody is on his toes and ready for the final test.

The admiral embarks with his staff, the ship sails in a war state, and returns after "an exciting and full day."

A United States Navy officer who witnessed such an inspection declared afterwards, "that more happened to that ship in 12 hours than has happened to the entire U.S. Navy during the Vietnam war!"

Girl among the 'masters'

The 'News' Diary

First (and last) photo

On the right is a photograph never seen before, and will probably never be taken again. Assembled in the Armada Pavilion in H.M.S. Terror, Singapore, were the masters-at-arms of the Far East Fleet.

They were hosts at a reception at which the Fleet Commander (Vice-Admiral W. D. O'Brien) was guest of honour to senior captains of the Fleet.

It was the first time that they had met in this way, and in view of the pending amalgamation of the masters-at-arms and coxswain branches, may also be the last.

Only "absentee" was MAA G. Whale, of H.M.S. Terror, who was unable to be present because of ill-health.



Left to right: C. Guest (H.M.S. Terror), H. Sheppard (H.M.S. Forth), W. Cable (Inshore Flotilla), E. Smith (R.N. Patrol), W. Jacobs (H.M.S. Mull of Kintyre), Chief Regulating Wren J. King (H.M.S. Terror), F. Wilkinson (Combined Military Establishment, Singapore), R. Chiverton (Fleet Security), K. Bates (H.M.S. Simbang), and A. Somerville (Fleet Security)

TARE—the Navy's space age link

Advanced space-age techniques, with machine "talking" to machine around the world, have been introduced in the million-pound modernisation of the Royal Navy's communications centre—"Whitehall Wireless"—in the heart of London.

It is the Telegraphic Automatic Relay Equipment (TARE), a wired programmed machine and a message file and retriever computer system, which has related transmitters in Lancashire and receivers in Yorkshire.

It enables a supervisor to see at a glance how signal traffic builds up on world-wide circuits to all three Services. Different outlets for messages are selected by the use of advanced digital techniques.

For the first time, Wrens are operating computers in a complex world-wide communications system.

Glamorgan is 19-year-old Naval Airman Peter Hardyman, who, in one post, had over 40 letters from girls living in the Newcastle-upon-Tyne area.

A letter from him sent to the "Sunday Sun" appeared under a photograph of the ship, and asked for pen-pals for the lonely hearts on board.

Most of the replies came from girls in their twenties, and gave a fascinating insight into the vital statistics, likes, dislikes, hobbies, wishes, beauty, and virtues of the Geordie lass.

Dangerous living

Living dangerously has won a commendation from the Commander-in-Chief, Plymouth, for the newly titled "Explosive Ordnance Disposal Unit," led by Lieut. P. R. G. Park.

Since beginning these duties two years ago, Lieut. Park has led his unit in dealing with an unprecedented number of incidents, the most dangerous of which he has always dealt with personally.

These have included the destruction of mines and bombs of both the First and Second World Wars recovered by trawlers.

Lieut. Park, who is 35, has been named as the Royal Navy's "Man of the Year" by the British Council for the Rehabilitation of the Disabled.



Lieut. Park with an unexploded bomb



Blonde 20-year-old Wendy Walker is the personal assistant to the Fleet Recreation Officer at Singapore. Her off-duty sporting activities include squash, swimming and sailing. Wendy's father is Lieut. F. Walker, the Port Diving Officer

Eagle Gallantry awards

An M.B.E. and a B.E.M. are awarded to a lieutenant and a petty officer in the aircraft carrier H.M.S. Eagle, for their prompt action and coolness when a serious electrical fire broke out at sea, in the bilge of a boiler room, on April 11 this year.

They braved red hot decks and bulkheads, with molten lead, pitch, oil and burning insulation dropping from the deckhead as a physical danger.

Lieut. Stephen Gardiner Austin, formerly of Winslow (Bucks), the officer-in-charge of the machinery unit when the fire broke out, gets the M.B.E.

His citation reads: "His coolness, endurance, and professional application in the face of great personal danger, was an inspiration to all."

PO Terence John Latham, of the Moorland Links Hotel, Yelverton (Devon), who is awarded the B.E.M., assisted with distinction and coolness.

ADEN 'MENTIONS'

For gallantry in Aden, Mentions in Despatches have been awarded to three Royal Marines—Cpl. Francis James Brewer, of Peverell, Plymouth; Mne. Bernard Anthony Quinn, Southway, Plymouth; and Sergt. Peter William Atlay Kennedy, of Plympton, Plymouth. All are of 45 Commando.



PO Wren Hilary Wilson, one of the Wrens serving with "Whitehall Wireless"

Geordie lasses

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£1,700 from the national draw

The funds of the Royal Naval Association will benefit by no less a sum than £1,700 as a result of the national draw, which took place at the annual reunion, held at the Royal Festival Hall on November 4.

So successful was the effort that the promoters were able to add a further 17 prizes to the list, and make a contribution of £25 to the Star and Garter Home's appeal for funds.

Admiral Sir David Luce, who recently accepted the presidency of the R.N.A., welcomed as principal guest Admiral Sir John Frewen.

Admiral Frewen said that ships of the Royal Navy were more powerful, better armed, and more comfortable than ever before. If he had to give advice to any youngster today he would unhesitatingly say "Join the Royal Navy."

LINK WITH HOME

The reunion followed its familiar and well-loved pattern of entertainment, music, and memories, with a land-like link enabling residents of the Star and Garter Home at Richmond to hear the programme.

Portsmouth Group Royal Marines Band, playing at the home, combined with the bands at the Festival Hall—H.M.S. St. Vincent, Commander-in-Chief Portsmouth, and the Royal

Marines School of Music.

Entertainers were Syd Marx, Charlie Stewart, Doreen Hume and Robert Thomas.

The Royal Marines Band delighted the audience with "Old Comrades," "The Rodetsky March," "Trumpet Voluntary," and "Jorlocks Chase." The finale was from Symphony No. 4 in F, by Tchaikovsky.

Lowestoft service

Organisers of this year's wreath-laying service at the Royal Naval Patrol Service memorial at Belle Vue Park, Lowestoft, on October 8, were members of the Aldeburgh branch. The Rev. G. H. K. Sherlock, chaplain of the branch, conducted the service.

Admiral Sir Walter Couchman, president of No. 5 Area, and Capt. H. J. Murphy, president of the Aldeburgh branch, laid wreaths. The exhortation was recited by Shipmate G. P. Ward, the No. 5 Area chairman.

In addition to shipmates from Aldeburgh, there were shipmates from Lowestoft, Wells, Ipswich and Braintree branches.

BEER'S TROPHY

The Beer branch has a new trophy—a crest of the Royal Yacht Britannia, presented by a member of the ship's company, a branch member and a native of Beer.

CALLING OLD SHIPS

Mr. H. J. Bentley, 48 Exeter Road, Southgate, N.14, asks for information of K. C. Cross, C/MM, D/MX68728, with whom he served in H.M.S. Glengyle, and also at Tobruk.

Mr. A. Paton, 40 Corlaich Avenue, Glasgow, S.2, would like to hear from anyone who served with him in H.M.S. Nubian, 1942-44, who has a photograph of the ship taken as the destroyer was entering Malta, near the Marsa, from a Malta-based minesweeper.

RED BARREL

for men who can handle a fistful of flavour



WATNEYS RED BARREL

500 miles to dine

One of the guests at the Trafalgar Day dinner of the Port Elizabeth (South Africa) branch was Lieut.-Cdr. I. D. S. McEwen, R.N., who, with Mrs. McEwen, had travelled from Youngsfield in the Cape, a distance of 500 miles, to be present.

Lieut.-Cdr. McEwen, a member of the staff of the Senior British Naval Officer South Africa, presented on behalf of Commodore I. D. S. Cook, a bronze eagle (a South Atlantic and South America Station fleet trophy) to the branch.

The remembrance service was held on October 22 in St. Andrew's Church, Walmer, the lessons being read by Lieut.-Cdr. McEwen and the branch president, Cdr. C. Allen.

Quiet Ashford

The "Messdeck Dodger," our correspondent from the Ashford branch, says "... nothing much ever really happens in Ashford; you could fire a gun off in the High Street, and wouldn't hit anyone."

He was referring to a forthcoming visit of the Hanworth branch, and he hoped another branch would be with them "so that we can have a really good evening together."

The branch is still making headway, but with six old shipmates (all over 65) and recent new members it is still a case of only "slow ahead."

The new club, which has been bought outright by the six old stalwarts, can cater for over 100, and the members hope that many "old ships" will go alongside in the near future.

Bingo sessions are held each week in aid of the local Sea Cadet Unit and, after only five weeks, the Unit was presented with a fine ship's compass.

Gosport shipmates and their ladies spent three days in Jersey during October as guests of the Jersey branch.

Including the deputy mayor of Gosport, Alderman J. F. Fairhall, 76 travelled by air to the island, and were hosts at a cocktail party in the Hotel de Normandie.

The next day coaches, provided by the Jersey branch, took the entire party for a tour of the island, and in the evening Gosport were again hosts at a dance.



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Admiral Dreyer, the Mayor and Mayoress of Newham, Lady Dreyer, Mrs. Britton, and Inst. Capt. Britton at the West Ham dinner

GERMAN DAGGER FOR WEST HAM

The West Ham branch headquarters were not big enough to accommodate the large numbers who wished to attend the combined Trafalgar Day and annual dinner and dance on October 21, and the East Ham (Newham) Town Hall had to be utilised.

Among the 280 at the dinner were Admiral Sir Desmond and Lady Dreyer, and the Mayor and Mayoress of Newham, Alderman A. Edwards and Mrs. Edwards, and they were greeted by the branch president, Inst. Capt. G. Britton.

Admiral Dreyer met several men who had served with him in H.M.S. Ajax when he was the gunnery officer, and he was

presented with a plaque bearing the crest of the Graf Spee.

Also present was the branch's new padre, the Rev. F. Toulson. After 31 years in the Navy, joining as a sick berth attendant and retiring as a wardmaster lieutenant in 1964, Mr. Toulson took Holy Orders and is vicar of a local church.

Early in October the branch arranged a sponsored walk to the Battersea branch, and more than £12 was collected for the Star and Garter Home.

Last month 12 wheel-chair cases from the Home were entertained at the branch headquarters, and during their visit, the Deputy Lord Lieutenant of Essex, Brigadier Smith, called.

As a souvenir of his visit he left a German Naval officer's ceremonial dagger. It was surrendered to him in Norway by a German admiral, and he felt that the headquarters would be a good home for it.

The branch continues to enlist new members and it is hoped that in the New Year permission will be given to enlarge the headquarters.

Purley honoured

There was an honour for Purley and District Branch on Remembrance Sunday, for their standard was the only one allowed at the ceremony in the Guards' Chapel, Caterham barracks.

The Grenadier Guards invited the R.N. Association to take part with them, and with members of the Guards Association and the Royal Artillery Association, in a service, uniting the serving men with ex-Service men.

Officers and cadets from the Sea Cadet unit, H.M.S. Zephyr, were also present and, after the service, took part in a march past, the salute being taken by the commanding officer.

Association Coronel

Eighteen survivors of the 1912-1916 commission of H.M.S. Glasgow, which took part in the First World War battles of Coronel and the Falkland Islands, attended the annual dinner of Association Coronel at Portsmouth last month.

Admiral Sir David Luce, president of the Association, sent a message of greeting to those at the dinner.



Capt. F. T. Healy, commanding officer of the R.N. Engineering School, Rosyth, H.M.S. Caledonia, with four "Old Caledonia's"—Mr. Sydney Avery; Mr. James Stewart; Mr. William Storrar; and Lieut. W. R. Summerfield, R.N. (ret.).

All four live in Edinburgh and served in the old H.M.S. Caledonia, a three-decker, wooden man-o-war, moored off the Beamer Rock from 1891 to 1906. In spite of advancing years they meet for lunch once a month.

Charybdis sinking recalled

Every October the people of Guernsey hold a Charybdis week-end to commemorate the sinking of the cruiser Charybdis and the destroyer Limbourn by German E-Boats on October 23, 1943. Many lives were lost, and 14 bodies were washed up on the coast of Guernsey.

The Guernsey Association of the Royal Navy and Royal Marines arrange the week-end, and this year H.M.S. Pellew visited St. Peter Port from October 6 to 9. The ship carried the Royal Marine Band of the Commander-in-Chief, Portsmouth, together with a ceremonial guard of juniors from H.M.S. St. Vincent.

The chief event of the week-end was the Service of Remembrance at the Foulton Cemetery.

There was a full programme of sport including the annual soccer match between Guernsey and the Naval Air Command. The islanders were the winners for the third year in succession.

H.M.S. Pellew provided teams for soccer, hockey, and shooting, but in all cases the local sides proved too strong.

The band gave a concert on the Sunday evening, the proceeds from which, and from the several collections made during the week-end, were donated to King George's Fund for Sailors.

Bridport dinner

The Mayor of Bridport, Councillor Miss J. Reynolds, attended the Bridport branch's Trafalgar Day parade and service.

The service was conducted by the branch padre, the Rev. J. Barrington-Wood, in his parish church of The Holy Trinity, Bradpole.

The branch president, Admiral Sir Gerald Gladstone, and branch chairman, Shipmate G. D. Roberts, were present.

Over 100 attended the annual dinner and dance on November 11, the guest of honour being the Mayor of Bridport.

One who was sadly missed was Miss Mary Northover, the Mayoress, who was to have attended in that capacity but who had just died.

Miss Northover was an associate member, and during the last war had nursed some of the members at Minterne Magna when that place was a naval hospital.

Another absentee was Shipmate Walter Cast, the branch secretary, who is still ill, but Mrs. Cast was present, together with Shipmate and Mrs. J. F. May, who had journeyed from Plymouth for the occasion.

Gosport and Jersey get together

During the evening Cdr. Fry, president of the Jersey branch, presented the Gosport members with a leather-bound visitors' book.

The gift was accepted by the Gosport chairman, Shipmate L. Oakley, who then presented Mrs. M. G. Hurry, the Jersey social organiser, and Mrs. Etienne, wife of the Jersey

secretary, with gold bracelets. Both ladies have done much to make a success of the previous visits in 1965 and 1966, as well as this year's.

Saturday, October 7, was left to the visitors until the evening, when all attended the "Olde Tyme Music Hall."

After a farewell party at lunch time on Sunday, when the Jersey shipmates were thanked for a wonderful holiday, the Gosport contingent boarded coaches for the airport and home by air.

SELLERS COMEDY AMONG RELEASES

Latest list of pictures released by the Royal Naval Film Corporation for showing to the Fleet:

Triple Cross.—Christopher Plummer, Romy Schneider, and Yul Brynner. A story of double spy activity during the last war. The plot is exciting and suspense well held. With touches of humour, it provides good entertainment. (Warner Pathe).

The Bobo.—Peter Sellers, Britt Eckland, Rossano Brazzi. Set in Barcelona, the story is about a beautiful girl without morals or affection for the rich men who court her. An amusing comedy with touches of farce—certain to please the Sellers fans. (Warner Pathe).

Two for the Road.—Audrey Hepburn, Albert Finney. All about a marriage which turns sour and right itself in the end. Glossily produced in modern style, it provides an irresistible romp. (20th Century Fox).

A Guide for the Married Man.—Walter Matthau, Inger Stevens, Robert Morse. Saucy witticisms about a happy husband who didn't want to be unfaithful. A delightfully acted piece of nonsense—certainly never intended to be a serious guide. (20th Century Fox).



Seems just the right treatment (above) for Christopher Plummer at the hands of lovely Romy Schneider in the film "Triple Cross"

Left: It was only a little garment lost by Toots (Jane Mansfield) in the home of her friend (Terry-Thomas)—but with the wife due home, the search became frantic. It's all in "A Guide for the Married Man"



APPOINTMENTS

Admiral Sir John Byng Frewen succeeded Admiral Sir Frank Hopkins as Commander-in-Chief, Portsmouth, on November 20.

The following promotions have been announced by the Admiralty Board:

Rear-Admiral H. R. B. Janvin, Deputy Chief of Naval Staff, was promoted Vice-Admiral to date November 27.

Capt. D. N. Callaghan, is to be promoted Rear-Admiral on January 7, 1968, and will take up the appointment of Director of Naval Dental Services to date February 29, 1968.

Surg. Capt. (D) W. J. N. Forrest, is to be promoted to Surgeon Rear-Admiral and to take up the appointment of Director of Naval Dental Services to date February 29, 1968.

Colonel A. F. Willasey-Wilsey, R.M., has been appointed Major-General, Royal Marines, Plymouth, to take effect on April 11, 1968, in the acting rank of Major-General. He will be promoted to the substantive rank of Major-General on July 8, 1968.

Other appointments recently announced include the following:

Capt. J. G. Jungius, Saker in command and as Chief Staff Officer to Cdr. Brit. Navy Staff, Washington, January 30.

Cdr. J. B. Hervey, Warspite in command, April 17.

Cdr. G. R. King, Valiant in command, April 17.

Cdr. A. M. G. Pearson, Heron for Phantom I.F.T.U. in command on formation, November 13, 1967.

Cdr. R. C. Read, Bulldog in command on commissioning.

Cdr. P. G. N. Cardoso, Vidal in command, February 28.

Lieut.-Cdr. J. Cooper, Hecla in command, December 18, 1967.

Lieut.-Cdr. C. R. V. Doe, Troubridge, February 26 and in command, d.t.b.r.

Lieut.-Cdr. D. K. F. Potter, Kilmorye in command, January 5.

Lieut.-Cdr. R. A. F. Berger, Montrose in command, March 4.

Lieut. P. J. Irwin, Trump in command, December 28, 1967.

Lieut. C. E. Willcock, Laymoor in command, January 8.

Nubian sailors out on safari

When H.M.S. Nubian returned to Portsmouth on November 30 on completion of the foreign leg of her third General Service commission, she had spent 11 months east of Suez.

This was originally intended to be on the Middle East Station, but in fact covered service under the flags of COMFEF, CINCSA, and FOME.

A full ceremonial visit to Massawa to represent the Royal Navy at the graduation ceremony of the Imperial Ethiopian Naval College was followed by the first of four memorable visits to Mombasa.

During these visits, which were maintenance periods, well over half the ship's company took station leave.

FOR BIG GAME

In addition to normal sports, the rugby XV toured the Nairobi area, shooting teams visited Nairobi for matches against Kenyan teams, and members of the ship's company were also entertained to big game hunting, big game fishing, photographic safaris, and marvellous hospitality on farms and in private homes.

Three Beira patrols, a visit to Mauritius, and involvement in the Arab-Israeli war disposi-

tions were followed by five months in the Gulf.

During a spell of self-maintenance in Bahrain, two officers and 20 sailors were flown to Sharjah, where they were looked after by the Trucial Oman Scouts and the Queen's Own Hussars for a week.

Most of the time was spent riding around in scout cars, or

in the case of those with the Trucial Oman Scouts, on donkey or foot patrols into the interior of the desert.

They obviously enjoyed the visit as they volunteered to a man to remain until the ship visited Dubai the following week.

Nubian, which is commanded by Capt. A. J. Miller, returned to the U.K. via Simonstown, Freetown, and Gibraltar. After leave she will be leaving in January as part of the Western Fleet.



H.M.S. Nubian

No 'Black 13th' at Belfast

The Irish refer to a Friday the 13th as "Black 13th," but Friday, October 13, was far from black for the members of Belfast branch, Royal Naval Association, when 150 members and guests attended the 13th annual dinner.

The principal guest was the Lord Mayor of Belfast, Major W. Geddis, and others included one vice-admiral, a commodore, five captains, and many others of more junior rank.

Capt. Sir Richard Pim, R.N.V.R., announced his retirement as president of the branch, saying that he "would sit back as a vice-president and let a younger man take over."

Cdr. Peter Campbell, R.N.

Apprentice was standard bearer

When Newton Abbot branch held its Trafalgar Day service at St. Mary's Church, Abbotsbury, the branch padre, the Rev. P. N. Longridge, received the standard from Shipmate Ian Lewis, a PO artificer apprentice. Escorts were shipmates G. Bourne and R. Hooper.

Lessons were read by the president, Shipmate W. G. Langridge, and Shipmate L. Honeywell.

The Ladies' Section held their first harvest supper recently, and it was so successful that it has been decided to make it an annual event.

'POLARIS' SIZE CIGARS

Members from the Nottingham and Gosport branches of the International Submarine and Naval Association (British Section) attended the annual dinner-dance of the Cheltenham branch of the association on October 7.

Mr. George Atherton, secretary of the Nottingham branch, thanked the secretary of the Cheltenham branch, Mr. Max Winterburn, a founder of the Cheltenham branch three years ago, for organising the evening.

Two huge 12-inch cigars gave considerable amusement after the dinner. They were in the shape of submarines and were aptly named "Polaris."

AWARDED O.B.E.

Cdr. A. S. MacDonald, R.N. (retd.), president of the Wolverhampton branch, was presented with the O.B.E. at the last investiture.

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Lord Chatfield

The funeral of Admiral of the Fleet Lord Chatfield took place with full naval honours in St. Ann's Church, H.M. Dockyard, Portsmouth, on November 28.

Eight admirals led the Royal Navy Escort for the gun carriage on which the coffin was borne from H.M.S. Vernon, the road being lined by 250 sailors and Royal Marines, heads bowed. The gun carriage was pulled by ratings from H.M.S. Excellent and escorted by 200 officers and men.

Private cremation followed. The ashes were taken by H.M.S. Jaguar and committed to the sea off the Nab Tower.

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ring of the Christmas pudding. The ship was H.M.S. Albion off Aden, and the girl Flying Officer Sue Quinn aged 25. Sue and Flight Officer Shelagh Glenn (31) are Royal Air Force nursing sisters (part of the emergency casualty ward and theatre staff), who had been aboard the commando carrier since November 6.



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Cdr. Lipscomb has done a real service to Portsmouth, to the Navy, and to British naval history. H. R. B.



Cdr. F. W. Lipscomb

War—by the men who fought

Of all the books it has been my pleasure to review, "Freedom's Battle"—Volume I—The War at Sea, 1939-1945—an anthology of personal experience selected and edited by John Winton (Hutchinson—45s.) has been one of the most difficult.

Difficult—because I had to put the book down so frequently, close my eyes, and relive the exploits so vividly described by the people who actually took part in them—survivors, seamen, captain of ships, Wrens, pilots, poets, admirals, war correspondents.

The accounts have a vitality which most of the carefully researched post-war histories lack.

"Therefore," says John Winton, "I hope that anyone who served in the war at sea will recognise some familiar name here, or perhaps a description of his old ship and how she behaved, and will be able to say to himself, 'Yes, it was just like that.'"

In a foreword Admiral of the Fleet Earl Mountbatten of Burma writes: "I would say that so long as this country remains an island, the Navy is certain to have an important future; whatever that future may hold, those who serve in the Navy cannot fail to draw inspiration from the spirit revealed in this book."

This is a first-class anthology which will be of enduring interest to everyone who took part in the war at sea, or who have a love of the Royal Navy and its men. H. R. B.

In Memoriam

Eng. Lieut.-Cdr. Peter B. Davison, H.M.S. Dolphin, October 19.

John O'Donnell, A/PO R. El Mech. P/M. 982388, H.M.S. Colingwood, October 20.

Capt. Ronald M. Levett, H.M.S. Warrior, October 21.

Robert A. Hall, Ck(S). P/058087, H.M.S. Sea Eagle, October 21.

Ross W. Colman, Art. App. 087176, H.M.S. Caledonia, October 22.

Surg. Cdr. Francis Crawford Scott-Pearson, R.N.H. Haslar, October 26.

Geoffrey Sellings, Ck(S) P/075199, H.M.S. Hardy, November 5.

Alan F. Grundman, ERA 1/c. 940124, H.M.S. Chichester, November 13.

Lieut.-Cdr. John G. Marshall, H.M.S. Osprey, November 14.

Lieut.-Cdr. Christopher B. Schofield, H.M.S. Bellerophon, November 19.

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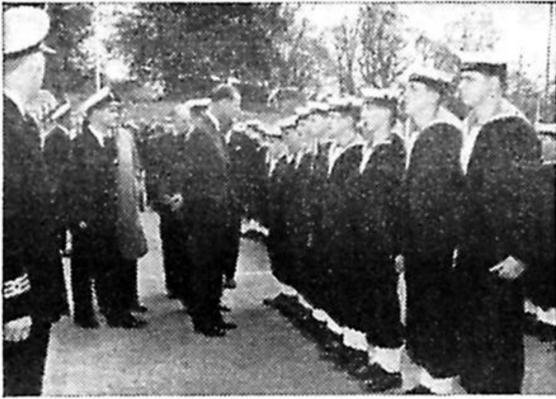
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UNWELCOME VISITOR



Vice-Admiral W. D. O'Brien, Commander Far East Fleet, grasps the python, nearly 10 ft. long, caught by the staff in the car park at Admiralty House. At the time the picture was sent, the python was still alive on a diet of boiled eggs, rats and chicken.

Dependants Fund—join any time

When the R.N. and R.M. Dependants' Fund was instituted, with effect from August 1, 1967, it was stated that applications had to be in the ship's pay office by July 20, and subsequent new subscriptions could only be accepted at the beginning of each ledger period.

The Admiralty Board has now decided that eligible ratings may join at any time, subscriptions starting from the beginning of the next ledger period.

Dependants will, however, be covered from the date of signature of the application form.

There is no change in the arrangements for withdrawal from the Fund, i.e. subscribers may withdraw voluntarily on July 31 annually, by completing a form which has to be lodged with the pay office by the previous July 1.

The light fleet carrier H.M.S. Leviathan, which was never completed, will be scrapped in the spring "unless an offer to purchase is made in the meantime."

AT PALACE



Wren Morfett

Attractive 18-year-old Christine Morfett, of Blackpool, went to Buckingham Palace on November 22 to be presented with the Duke of Edinburgh Gold Award.

Christine is at present serving as a communication Wren at the Royal Naval Air Station, Lossiemouth, having joined the service in January this year.

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PLENTY OF SPORT ON MALTA VISIT



CEA App Noye, of H.M.S. Arethusa, winner of the open tennis competition

The visit to Malta of eight frigates, two Royal Fleet Auxiliaries, and two submarines from October 27 to November 6, gave opportunities for inter-ship sport on a scale not seen at Malta for several years.

The ships concerned were Leander, Arethusa, Scarborough, Tenby, Whitby, Falmouth, Aisne and Grenville. The R.F.A.s were Tidepool and Wave Chief, and the submarines, which joined the force later, were Otter and Alliance. In addition there were six coastal minesweepers of the locally based 7th Minesweeper Squadron.

The highlights were:
Soccer.—King's Cup won by the local 7th Minesweeper Squadron, who beat Scarborough 2-0 in the final, having previously beaten Grenville 1-0 in the semi-final.
Hockey.—In a keenly fought final, Tenby beat Scarborough slightly against the run of the play, the Chief G.I. scoring the winning goal.
Rugger.—In lashing rain—the only time this occurred during the visit—Scarborough managed to resist strong counter pressure from Leander to hold on to a 6-3 win.
Cross-country.—AB C. G. Norris completed the three-and-a-half-mile course in only 32 seconds outside the Navy record, to lead Scarborough to a convincing win. The two pet dogs of the 7th M.C.M. Squadron also completed the course, finishing close on the heels of their masters.
Tennis bowling.—This was the first competition of its kind, and was well

supported by 130 entries. The competition was interrupted by an exercise recall of all libertines. In true Drake tradition competitors managed to finish their games before returning to their ships. Lieut. Cope, of the 7th M.C.M. was a clear individual winner, and also gave his team an easy victory.
Sailing.—With two boats from each of the Dartmouth Training Squadron, there were 12 starters for the whaler and Bosun open and rating races, which took place in Grand Harbour. Ch Supt Sothcott by winning both open and rating Bosun races, led Grenville to victory.
Shooting.—Prizes were well spread among the ships. A team from R.F.A. Tidepool won the rifle title knock-out competition, and the Chief Officer of R.F.A. Wave Chief won the "A" class pistol competition.
Tennis.—CEA App Noye, from Arethusa, was probably the first rating ever to win the open tennis competition.
Squash.—Capt. Loram, commanding officer of Arethusa, resisted the young challenges to take the open squash title.

Far East Fleet sailing regatta

H.M.S. Mull of Kintyre and the Seventh Submarine Squadron were the winners of the small and big ship races, re-



Ch Supt Sothcott, winner of the open and rating Bosun races

spectively, in the Far East Fleet sailing regatta in the Johore Straits in October.

95 Cdo Light Regiment R.A., and the submarine H.M.S. Rorqual, gained second and third positions in the small ships event, while the Naval Base Sailing Club and the Far East Sailing Association were similarly placed in the big ship class.

The open Bosun class race (for the London Cup) was won by Lieut. Leslie Downe, of the Naval Aircraft Inspectorate, Singapore, who had his 13-year-old daughter Wendy crewing for him. Second was Lieut.-Cdr. John Allen, of H.M.S. Forth. Other winners were—open mini sail, Cdr. R. Backstrom, U.S.N.; open Osprey, Cdr. A. Ashmead; open handi-cap, Surg.-Lieut. C. Mackie; whalers, Surg. Lieut. D. Machey; novice Bosun, LA Whitehead.

Air win exciting hockey tournament

The final match in the Royal Navy women's hockey tournament between the title holders, Air Command, and Portsmouth Command, at Portsmouth on November 24, was an exciting occasion.

The Plymouth and Royal Marines team had been beaten by both Air and Portsmouth, and a draw in the final would have given Portsmouth the title on goal average, so there was everything to be fought for.

Air had beaten Plymouth and Royal Marines by two goals to one and Portsmouth had won by five goals to nil.

Wren Rimer opened the scoring for Air, but 3/0 Jolly equalised for Portsmouth close on half-time.

The second half opened with fast, open hockey, and Portsmouth took the lead through a good goal by PO Wren Dierdre Watkinson, but soon afterwards L/Wren Kennerell equalised for Air Command.

Knowing that their title was in jeopardy, Air Command made all-out efforts to get the

winning goal, but this did not come until the closing minutes of the game, when L/Wren Cheesman, of H.M.S. Daedalus, scored a brilliant goal.

All R.M. team

The Singapore Area judo team which beat the Army team of Malaya recently, was composed entirely of Royal Marines. They won four of the five contests, the fifth being a draw.

The R.M. team consisted of: Mne Milford, of Liverpool (Special boat section); Mne Murray of Yorkshire (40 Cdo); Cpl Cumming, of Chester Moor (H.Q. 3 Cdo Bde RM); Mne Wilson, of Worksop (40 Cdo), and Mne Julian, of Barnet (40 Cdo).

Navy cricketers in Far East

Four players from the Royal Navy were included in the British Joint Service, Singapore, cricket team when it toured Hong Kong in October.

Capt. D. Oakley, R.M., the Combined Services and Navy wicket-keeper, who skippered the side, PO Wtr R. Pellew (Royal Navy and Cornwall), R.S. M. Puttick and M(E) "Tug" Wilson, made up the quartet.

The result of the tour—two wins, a draw, and one game lost—flattered the touring side, which did not play up to expectations. Without Oakley and Pellew, who topped the batting and bowling averages respectively, the side would have looked very poor indeed.

Oakley scored nearly 50 runs more than any other batsman, with an average of just over 25. Pellew took 19 wickets on the tour, at any average of 6.05.

Rugger selector has a difficult task

RUGBY NOTES BY NIMROD

Seldom can the Navy selector have been faced with such a puzzle as confronts Cdr. Geoff. Randle this year. With many of last year's side unavailable, and other likely players showing such varying form, it is obvious

that a lot of experimenting will have to be done before the Royal Air Force game on March 2.

Luckily, there are a good number of working-up games after Christmas, the first being against Blackheath on January 27. "The Club" have a very fine side this season, and will be a really hard test for the Navy side.

Meanwhile, all eyes will be on Sub.-Lieut. M. P. Grettton, who is strongly tipped as Oxford University's scrum half for the Varsity match on December 12.

If he gets his Blue he will probably be the first naval officer to win a rugger blue while serving.

A number of rugger blues have, of course, joined the Royal Navy after gaining their blues. Names such as Brian Vaughan, "Rip" Kirby, Terry Hodgson, and Geoff Clements spring to mind.

THE COLTS

The first tour of the season by the Navy representative Colts side was made at the

ROYALS ARE 'TOPS'

Most people who follow boxing realise that a contestant is either novice class, intermediate, or open class, but so far as the Royal Navy team is concerned, all boxers must be "opens."

At the moment the Navy has some very good open class boxers—boys like Ron Adam (light welterweight) who was a semi-finalist in the 1967 A.B.A.s, Dave Boden (welter), another semi-finalist, Colin O'Bray (light middle), the same, and Max Smith who was A.B.A. champion for 1967 as light heavyweight.

All the above named boxers are Royal Marines. They train hard and box often—as much as once a week. The whole point is—to be good you must be fit and very experienced.

The sailors also have some good open boxers—names like Mick Frampton, Peter Henderson, Tony Oxley—and the currently rating England number two, George Harris.

So far this season only Harris and Frampton are available, so if we have any open class boxers hiding their light under a bushel, please come

beginning of November, and it was obvious that although the Colts failed to score a try, they give promise of developing into a strong well-balanced team.

On November 4 the Cornwall "Under 19" team was the opposition at Cudrose. Considering the conditions there was some good handling, but the Cornish "up-and-under" tactics were best suited to the day.

However, the score rested at three all—penalty goals—until late in the second half, when the lively Cornish back row forwards made a try from a scrum-mage close to the Navy line.

This was converted and, close on time, Cornwall scored with another penalty goal to win 11 points to three.

The next day the party travelled to Plymouth to take on Plymouth Albion Colts at Brickfields.

From the start it was encouraging to see the Navy side really become a team.

The only scores were from penalty goals, and the Navy side won a very even game by six points to three.

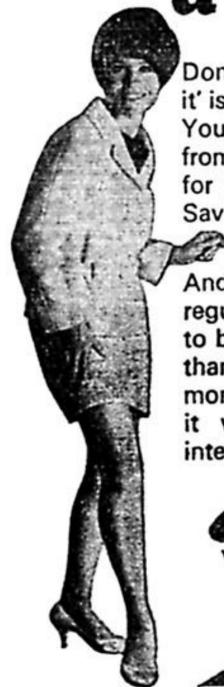
forward. LS O'Carroll, R.N. Barracks, Portsmouth, Gymnasium, would love to hear from you.

At the Royal Navy Novices Championships, held at Plymouth on November 22 and 23, the Royals produced a good team, as did Air Command. Portsmouth had one or two good boys and so had Plymouth.

Having boxed through the preliminaries on the 22nd, the finals were held next day. By the time the light heavyweight contest had been reached, the Royal Marines and Air Command were equal on points, so the whole match depended on this contest.

The Royals produced the winner after a really tough bout, and so won the competition. The final result was—Royal Marines, 22 points; Air Command, 21; Portsmouth Command, 14; and Plymouth Command, 13.

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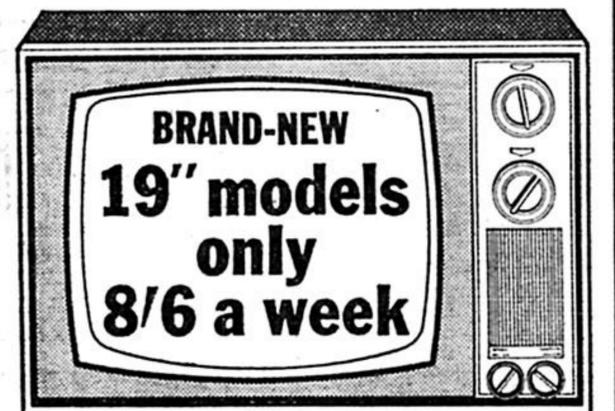
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Inst. Lieut. McGrath

Although he did not enter the Royal Navy until January, 1967, Inst. Lieut. J. N. McGrath, fenced for the Service this year.

This is not surprising, for he has fenced since 1958, achieving many successes.

Born at Hirvaun (Glamorgan) in 1941, Lieut. McGrath was educated at St. Benedict's, Ealing, and University College, Cardiff.

He took up fencing—his only sport—on joining University College, and fenced for his College, the university, Glamorgan, Welsh Amateur Fencing Union, and Wales before entering the Service.

It is interesting to note that in the last two encounters between Wales and the Royal

SPORTSMAN OF THE MONTH

Navy, the Welsh team, in which he fenced, won.

He has fenced against Scotland, England, Ireland, the Navy and the Army, and his many successes include—Welsh épée champion, 1965; finalist, British épée championships, 1965 and 1967; third in foil and épée in the Navy championships; and taking part in Inter-Service matches; fourth place in the individual épée at the International Competition at Ypenberg.

Lieut. McGrath was a member of the Welsh team at the Empire Games in Jamaica in 1966.

Since joining H.M.S. Figgard, where he is now serving, Inst. Lieut. McGrath has started a fencing club in the establishment.

The wisdom of the Royal Navy Football Association committee in permitting the entry of a Navy team in the Southern Counties Amateur championships has been amply demonstrated, and the results have made a great mark on Royal Navy football.

Matches have, indeed, been lost, but the gain in playing against sides, some containing current amateur internationals, has been immeasurable, and at no time has the Navy been disgraced.

NOTHING BUT GOOD

It is only in competition at this level that the Navy can glean that extra bit it needs so badly. It is obvious to all, especially to those called upon to represent the Royal Navy, that nothing but good will come from this uplifting venture.

NAVY CUP TO SEA?

The guided missile destroyer, H.M.S. Hampshire, became the first ship to reach the final of the Navy Cup for soccer for 28 years on November 15, when they beat R.N. Air Station, Culdrose, at Portsmouth, by 5-2.

The win was even greater than the score shows, for after only five minutes the left back, Mitchell, injured a knee. He was limping throughout the first half and did not come out for the second.

Score at half time was 2-1 in Hampshire's favour, Murphy nodding the ball over the line from a free kick taken by Blandford, and Malcolmson equalising for Culdrose. Burns scored Hampshire's second goal.

Sorely pressed at the beginning of the second half, Hampshire held on gamely, and in the 56th minute Blandford beat the Culdrose goalkeeper, Goodchild, with a low drive, from an excellent pass by Quick.

Value of top class matches

SOCCER NOTES BY BENBOW

The Navy side is more or less settled now. It is gratifying that from time to time the second-string players have been called upon, and have not disgraced themselves. Far from it.

As ever, the strength of the reserve players strengthens the first XI, not only by "filling in," but also in making the "stars" aware that good players are breathing down their necks for

In the 70th minute Murphy scored from a penalty. Murphy hit the bar from the spot. Mulloy hit it again from the rebound, but when it came down again Murphy made no mistake.

Culdrose's second goal came a few minutes later, scored by Batten, who nodded the ball into the net after Cupit had failed to gather.

FREAK GOAL

Hampshire's fifth goal was something of a freak. Smith lost possession while endeavouring to dribble the ball out of the penalty area after a corner, and Quick's shot scored while Goodchild was arguing with a teammate.

H.M.S. Hampshire's opponents in the final on December 13 will be H.M.S. Collingwood.

H.M.S. Hampshire: Cupit; Barnett, Mitchell (Wilkinson); Inglis, Blaylock, Lyons; Quick, Molloy, Burns, Blandford, Murphy.

R.N.A.S. Culdrose: Goodchild; Kimber, Holmes; Smith, Symonds, Hughes; Maguire, Batten, Heaton, Malcolmson, Cochrane.

It is 40 years since the Navy won the Inter-Service hockey championship, although the title was shared by all three in 1955.

During the past three years the Navy has been close to winning: in the 1965-66 season the team was unbeaten until the fatal match before the Inter-Service.

ONLY TWO GOALS

The 1966-67 season proved that the Navy was still a force to be reckoned with, and there were only two goals scored in the three Service games, the R.A.F. winning by the only goal in the matches against both the Navy and the Army.

It is hoped that the following will bring the trophy to the Navy by the end of the 1967-68 season: S/Lieut. Weedon, C/Sgt. Lewis; Lieut. Brown, Lieut. Fielding, Lieut. Ellison, Sub-

the opportunity to prove themselves.

NEW BOYS IMPRESS

The Navy's "new boys" continue to impress. Roberts (Ganges) is playing with much more strength and skill, and it is foreseen that he will be a tower of strength for some time to come.

Dixon (Yeovilton) is developing into the type of player the Navy is looking for, and Pugsley (Brawdy) is coming more into his own by hard work.

In fact no one can afford to rest on his laurels with these men—and Currie (Dryad), Lloyd (Victory), and Taylor (DPRORM)—challenging at all times for inclusion.

Mention must be made of Malham (Depot RM) and Malcolmson (Culdrose) who have been desired to be included within the ranks of the opposition during the counties' matches.

A HOCKEY JUBILEE

On April 3, 1968, the 50th hockey match between the Royal Navy and the Army will be played at the Royal Marines Barracks, Eastney.

The committees of the Royal Navy and Army Hockey Associations are planning to celebrate the occasion.

All past representative players of the Navy XI, and officials of the R.N.H.A., who would like further information are invited to forward their names and addresses to the Hon. Secretary, R.N.H.A., Inst. Lieut.-Cdr. N. A. Woodstock, R.N., H.M.S. Ganges, Shotley Gate, Ipswich.

Optimism in hockey world

Lieut. Reed, PO Pimblett; Sub-Lieut. Trentham, Sub-Lieut. Dismore, Lieut. Keeling, R.M., OA Revell, Lieut. Atkins, 2/Lieut. Hawkins, R.M., CPO Binks, Sub-Lieut. Bolton; Lieut.-Cdr. Rowe, Lieut. Pettey, Lieut.-Cdr. Yorke, Lieut. Orsbourne, Lieut. Hooper, R.M., Lieut. Wilson, PO Keal, Lieut. Jones, Lieut. Wallace and Lieut. Dunlop, R.M.

These players were selected from the Command Tournament, and in January the number will be pruned to 16 at the Navy coaching week-end.

With the return of David Wilson and Bill Ellison from the Far East, along with the experienced players Simon Cook, Joe Binks, Bruce Trentham, and Peter Rowe—all this gives

an encouraging start to what is hoped will be a highly successful season.

INTER-COMMAND

The Inter-Command hockey tournament held at Plymouth on a trial knock-out basis, was won by the outsiders, the Royal Marines.

The Marines beat Naval Air Command 2-1 and in the other semi-final, Plymouth beat Portsmouth 4-1 in extra time, three goals being scored by Plymouth in the last five minutes.

Portsmouth beat Air Command 3-0 for the third place play-off.

The final was of great entertainment, but although both teams produced good hockey skills, Plymouth could

SEVENTH-TIME CROSS COUNTRY WIN Navy champion in fine form

SPORTING ROUND-UP

There was a good turn-out for the Portsmouth Command autumn cross-country championships—107 runners for the senior event and 97 for the junior.

Lt Std Bob Meadows, the Navy three-mile track champion and record holder, and five times Navy champion, won the senior event for the seventh time, in a time of 32 min. 17 sec.

He says he is running particularly well at the moment, and reckons he has a chance of retaining his Navy title.

App Love, of H.M.S. Collingwood, won the junior event in 19 min. 54 sec.

H.M.S. Collingwood won both team events—the senior by 95 points to the Victory "A" team's 125, and the junior by 22 points to the Ganges "B" team's 86.

The first five men home in the junior event all came from H.M.S. Collingwood, and only 2 min. 05 sec. separated the first and fifth.



ERA App Radford who received the novices boxing team trophy for H.M.S. Caledonia. (See Sport in Brief.)

'Olympiad'

The major sporting event in the calendar of H.M.S. Caledonia and H.M.S. Condor takes place twice a year, when these establishments stage an "Olympiad." To date there have been 13, with Caledonia winning four and Condor the remainder.

Caledonia was the victor in the last "get-together," by 70 points to 55. Wins included—Soccer, 2nd XI, Hockey, 1st and 2nd XI, Rugby 1st and 2nd XV, with badminton, swimming and water polo, and points being shared by the soccer 1st XI.

Condor took maximum points for golf, sailing and cross-country, quash 1st and 2nd teams, basketball and .22 shooting.

Rosyth trophy

The Rosyth Sports Trophy competition takes place in the

spring and autumn of each year, and for this year's autumn meeting a modification to the rules of entry was made, in order to give small ships and establishments a chance to be among the trophy winners.

This entailed running a major and minor units competition simultaneously, and did, in fact, result in having many more players on the sports field at the same time.

The major units trophy went to H.M.S. Caledonia with 19 points, H.M.S. Lochinvar and H.M.S. Cochrane being equal second with 11 points each.

The minor units first place was shared equally by H.M.S. Safeguard and the staff of FOSNI (18 points) with Churchill Division of H.M.S. Caledonia coming third with 13 points.

Gymnasts in Laos

A team of 12 gymnasts from the Navy's base at Singapore flew to Vientiane in November to give a series of public performances during the That Luana festival.

In charge was Lieut.-Cdr. J. R. Venables, the Fleet Recreation Officer.

Guest of honour

The guest of honour at a boxing display on November 6 at the Robert Browning Amateur Boxing Club, Walworth, was M(E) Peter Henderson from H.M.S. Glamorgan.

In 1965 he was the ABA welter-weight champion, and in the same year represented England at the European Games.

He has been an active

member of the club since his school days and when on leave at his home in Brompton always goes down to the club to give a hand training the young lads who are hopeful of emulating his success.

On this occasion a small presentation was made to him to mark his 21st birthday and in recognition of his services to the club and amateur boxing.

Two in a minute

A strong F.A. Amateur XI beat the Royal Navy at Fratton Park, Portsmouth, on November 29 by three goals to nil, but the score did not really reflect the run of the game.

The Navy centre half, Dixon, handled in the penalty area after only three minutes, Banks scoring from the spot.

It was not until the last five minutes that the F.A. side scored again, twice within a minute, through Bladon and Bass.

On this showing it is felt that the Navy side will give a good account of itself in the Inter-Service tournament next March.

SPORT IN BRIEF

R.N. Saddle Club.—Annual meeting and cocktail party at the Naval and Military Club, Piccadilly, 1700 on December 15.

Sailing.—Portsmouth Command won a home match against Reading University in Bosuns, and an away match against Oxford University in Alphas.

Golf.—Portsmouth Command Golfing Society inter-establishment match play league competition won by H.M.S. Collingwood, and medal play competition by R.N. Barracks.

Tennis.—H.M.S. St. Vincent wardroom mess and wives beat the CPO's mess in a match on October 23, in which 12 teams took part.

Boxing.—H.M.S. Caledonia won the team championship at the Scotland and Northern Ireland Command novices and individual championships at Rosyth, Second, Clyde Submarine Base; third, H.M.S. Fulmar.

Basketball.—H.M.S. Victory (holders) eliminated in semi-final by H.M.S. Ganges, who went on to beat H.M.S. Collingwood "A" in the final. Plate Competition final: Victory beat Collingwood "B."

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