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No. 157, 14th YEAR, JULY, 1967

Published first Thursday of the month

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New dependants' fund starting

From the Second Sea Lord, Vice-Admiral Sir Peter Hill-Norton.

This is a personal message to all ratings, R.M., other ranks, W.R.N.S. and naval nurses who are married.

On August 1 we are starting a fund which will enable you all for a small annual sum to make available for your family that very necessary immediate financial assistance which would be so important to them in the event of your death.

So often it is inconvenient, too costly, or too difficult to do this sort of thing—so it never gets done. Now, through the co-operation of the Navy, your own fund is being started, with capital provided by a generous donation from the Africa Station Ratings' Benevolent Fund.

SIGN ONE FORM

Under this scheme you will be able to take care of this by signing one form, getting it counter-signed by your divisional officer, and simply handing it in to the Pay or Ship's Office.

From then on, for a deduction of only 24s. a year, which will be done automatically for you on the ledger, you can expect that £350 is paid immediately to your family should you die while in the Service.

We hope that as more join we shall be able to enlarge on this figure.

The fund is to be called the Royal Naval and Royal Marines Dependants' Fund, and, as the Second Sea Lord,



Admiral Hill-Norton

It will be its first President.

The aim of the Managing Committee is to ensure that the grant is paid to the bereaved family within 48 hours of death, as in these circumstances speed is almost as essential as having a really worthwhile sum.

Now it is up to you. To be in at the start you must sign an application form by July 20. Husbands DO NOT FORGET—wives MAKE SURE you see something is done. I strongly urge all of you to join.

Peter Hill-Norton

Expenses of running the fund will be less than 5 per cent. of the subscriptions.

A similar fund was started by the Army in 1964. For the same subscription their grant is now £500. Eighty-seven per cent. of all eligible soldiers have joined.

BABY ARRIVED IN R.N. FRIGATE

Aboard H.M.S. Lynx at Port Stanley, a baby was born to Mrs. Betty Biggs, of South Georgia Island in the South Atlantic, and according to the Ministry of Defence (Navy), both mother and 6½-lb. daughter are doing well.

RUN-DOWN AT SINGAPORE

Talks took place last month between the British Government and the Prime Minister of Singapore, Mr. Lee Kuan Yew, regarding the run-down of the Singapore base.

In addition to the withdrawals of British forces which have already taken place, it is planned to withdraw 10,000 more by April, 1968, and about a further 20,000 by April, 1970.

Total withdrawal will, perhaps, be completed between 1972 and 1975.

Mr. Lee thinks the run-down will be so affected that industrial development, and the conversion of part of the dockyard into a civilian one, will cushion the threatened unemployment.

He also hopes that the defence gap will be partly filled by Australia and New Zealand.

Mrs. Biggs was in the liner Darwin, and when it was discovered that her baby was due two months prematurely, the help of Lynx was sought in taking her to Port Stanley in the Falklands.

The baby was born shortly after the frigate arrived at Port Stanley. Mother and child, after spending the night on board, were taken ashore, the baby in a special weather-proof cradle made by Shipwright Douglas Lesanto, of Horndean, Hants.

The baby is to be named Pauline.

Lynx had left South Africa in company with Kent and Arethusa, and these two ships visited Tristan da Cunha (see also page 19).

The mid-winter weather conditions made communication with the islanders difficult, but some flew to the ships in the squadron's helicopters. The squadron's dentist attended patients, and a naval radio mechanic repaired the island's transmitter.

DREADNOUGHT'S 30-KNOT DASH TO SCENE TORPEDOED—AT GERMAN WISH

H.M.S. Dreadnought on June 24 became the first of the Navy's nuclear submarines to fire torpedoes with the intention of sinking a ship.

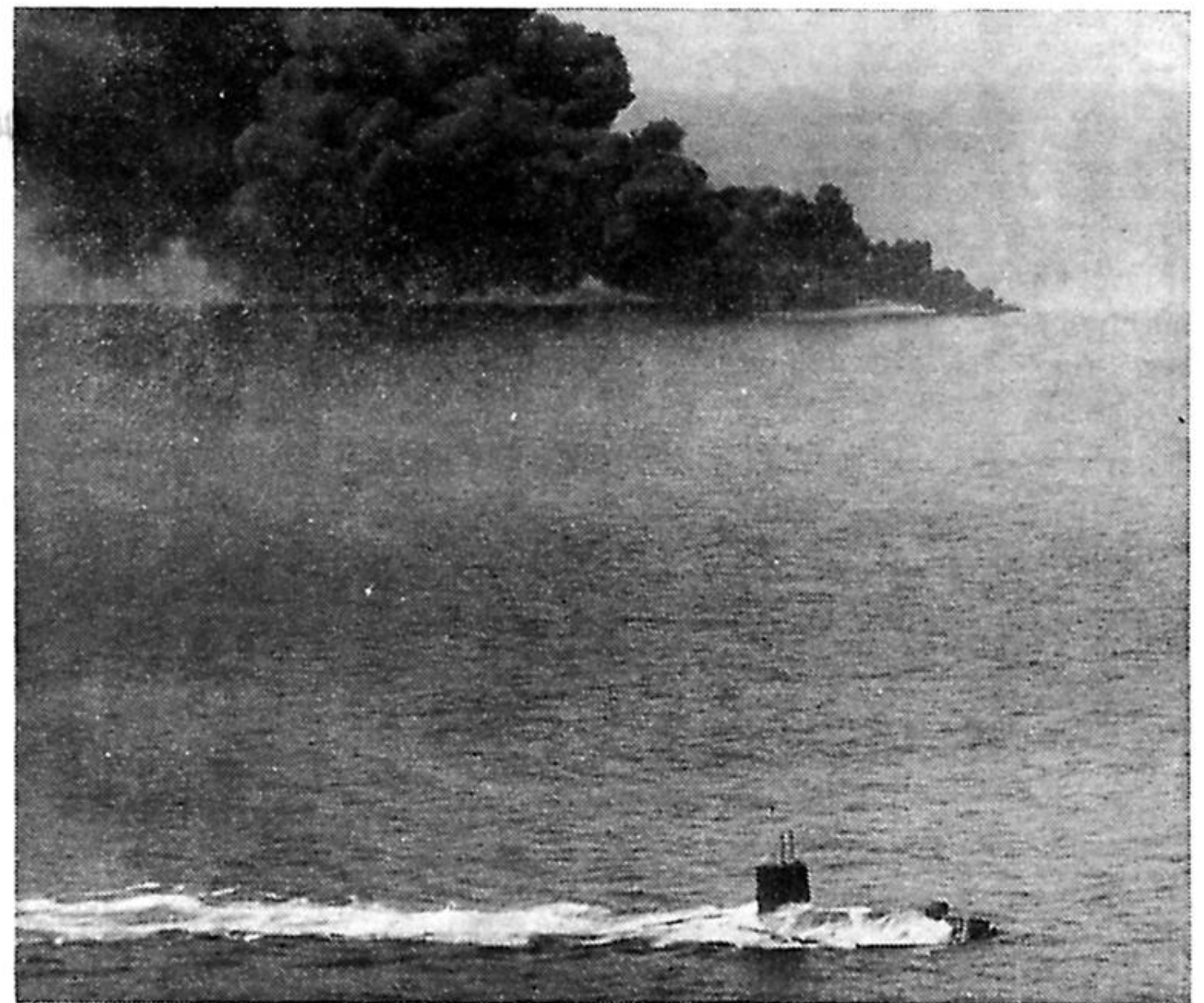
The announcement, "German tanker torpedoed," had a familiar ring to older Service men, adding extra drama to the occasion.

The German vessel, the 12,838-ton Essberger Chemist, broke in half after an accident off the Azores, the forepart remaining afloat with a dangerous cargo of 300 tons of alcohol and 300 tons of acetone.

In response to a request from the owners to sink the tanker, Dreadnought was dispatched from Gibraltar at 30 knots. H.M.S. Salisbury, which was on passage in the vicinity, approached from the west.

Three homing torpedoes from the fleet submarine found their mark, and Salisbury opened fire with 4.5-in. guns. The whole area was covered with clouds of dense black smoke as the blazing tanker went down.

Dreadnought is commanded by Cdr. Peter Cobb, and Salisbury by Cdr. M. Ellis.



Dreadnought circles the "kill"

100 ships in exercise

Nearly 100 ships and aircraft from Belgium, Denmark, Germany, the Netherlands, Norway and the United Kingdom, took part in a NATO exercise "Vivid Tango" at the end of May.

French naval and air forces also took part under the French Commander-in-Chief, Atlantic.

H.M. ships Zulu and Hardy were the principal Royal Navy ships taking part, together with minesweepers, submarines, and merchant ships.

The exercise was designed to train the participants in the defence of shipping against all threats.

NEW C-IN C



Admiral Sir John Frewen, Commander-in-Chief Home Fleet since 1965, takes over from Admiral Sir Frank Hopkins the Commander-in-Chief, Portsmouth, in November. (see also page 12)

Home problems over crisis moves

Warship movements to meet the Middle East crisis brought disappointment and anxiety to scores of naval families during the last few weeks.

H.M.S. Rhyl was only a day's sailing from U.K. when she was turned back to the Mediterranean, and H.M.S. Victorious, having cleared Suez on the way home, was ordered to remain in the Malta area.

Several men were due to be married, and these and other problems resulted in a flood of inquiries.

Unfortunately, some wives were unaware that the carrier would not be returning on June 1 as planned, and travelled from as far away as Scotland and Wales to meet the ship.

Eventually several men were flown home from Victorious "to be at the church on time." A few on board were able to get their wives out to Malta for an unexpected holiday.

Possible an even more difficult situation arose through the mystery departure of the commando ship H.M.S. Albion "to be available in the Atlantic," her future programme. (See also page 12.)

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ADEN CARRIER

For six months after South Arabia becomes independent on January 9, 1968, Britain will keep a strong naval force in South Arabian waters.

In announcing this to the Commons, part of a £60 million "package deal" for independence, the Foreign Secretary, Mr. George Brown, said that the force would include an aircraft carrier.

Shortages —and the effect on manning

When recruitment and re-engagement fail to make good the losses caused by men leaving the Service, Drafty runs into difficulties filling all the billets. The effect of a shortage in a branch can take different forms depending on where the shortage materialises.

If there are enough qualified and recommended candidates for the next higher rate they are advanced, and this means that although the branch as a whole is short of men, the shortage shows only in the Able and Ordinary rates.

One consequence of this sort of imbalance is that some senior rates may find themselves doing jobs for which the Scheme of Complement shows a more junior rating.

Unsatisfactory as this may seem, it strikes Drafty as being better than attempting to spread the shortage evenly over the whole range of ratings; for to do so would mean withholding advancement for some ratings who were fully eligible and deserving it.

DILUTION

If, however, there are not enough qualified and recommended candidates for the next higher rate, the shortage will materialise among the senior ratings. In this situation dilution has to take place, and junior ratings have to be drafted in place of senior ratings.

Here the opportunity exists for someone to be granted a local Acting Higher rate. The local Acting Higher rate is not necessarily given to the most senior of the ratings eligible, but to the rating who by his ability

DRAFTY'S CORNER

shows himself to be the most deserving.

Shortage in the Artificer and Mechanician branches is much more difficult to solve, and is the most serious of Drafty's and the Manning Department's problems.

Artificers and Mechanicians take a long time to train, and there is no one who can replace them at short notice.

DRY ROSTERS

When shortages are in the senior rates, the rosters are dry and advancement for those who qualify is rapid.

Drafty has, therefore, to be on his toes when issuing drafts for a ship re-commissioning, and will usually provide for an underbearing in all senior rates to allow for advancement during the commission, the underbearing being temporarily filled by local acting advancement.

This may also mean that some men at the top of the overseas roster may have their drafts deferred for a month or two if they are to be advanced shortly, in order that they may be drafted in their new rate.

If the shortages in a branch become really acute, the Ministry of Defence will usually first apply what is known as a manning standard, which means that the available men are spread more thinly over the commitments by means of a laid-down scale. (e.g. in Schemes



of Complement for 3 read 2, for 6 read 4, for 10 read 7.)

If a reduced manning standard would result in too much extra work then more drastic measures have to be taken, such as putting some of a ship's armament into Care and Maintenance, or even limiting a ship's steaming capacity. The one way of saving man-

power that we all avoid if we can lies in cutting the shore billets, for it is generally in branches with few such billets that the shortages are worst.

In the short term we could avoid all under-manning in ships if we resisted this way of meeting a shortage, but in the long run we would make things much worse.

List of ships for which C.N.D. will be issuing draft orders during August

Main Parties	SHIP	TO JOIN
APPLETON	(F.S.C.)	FEB. 1968
HYDRA	(G.S.C.)	FEB. 1968
FEARLESS	(H.S.S./F.S.)	FEB. 1968

(The date to join is a forecast date and is subjected to alteration.)

Borrowing a warship

A name which might well have been used 30-odd years ago when the "F" class destroyers were built, H.M.S. Ferocity, will appear in the Navy List for about three weeks.

One of the two fast patrol boats the Navy still possesses is undergoing an overhaul. To cover certain operational requirements, the Vosper-Thornycroft fast patrol boat Ferocity has been chartered by the Royal Navy, being commissioned as H.M.S. Ferocity.

Commissioning of H.M.S. Abdiel

H.M.S. Abdiel, the new exercise minelayer and mine countermeasures support ship being built by Vosper-Thornycrofts of Southampton, is to commission at Southampton on September 28 for Home Sea Service.

Replacing H.M.S. Plover, one of the oldest ships in the Royal Navy, Abdiel will be based on Rosyth.

For the refit of H.M.S. Victorious at Portsmouth, her ship's company will be accommodated in H.M.S. Centaur.

COMMISSIONING FORECAST

Turbine ship on trials in 1968

H.M.S. Exmouth, the first major warship in any Western Navy, possibly in the world, to be propelled entirely by gas turbines, will commission early next year for trials, following the installation in H.M. Dockyard, Chatham, of her two Proteus engines for cruising and a Bristol-Siddeley Olympus engine for high speed.

Exmouth will become the floating laboratory which will help to formulate the designs for the Navy's frigates and destroyers of the 1970's.

This new form of propulsion is at present in use, for boosting purposes, in the County and Tribal classes of warships.

H.M.S. Zulu, the Tribal class, general purpose frigate, which recommissions at Rosyth on July 27 for a further general service commission on the Home and Middle East stations

DIAMOND (Destroyer), August 18 at Chatham, General Service Commission, Home Far East/Home, U.K. Base Port, Chatham.
BERWICK (A/S Frigate), August 21 at Chatham C. & M. Party, Port Service, Special reit starts December 4.
PROTECTOR (Ice Patrol Ship), August 24 at Portsmouth, 50% of ship's company, General Service Commission, Home/South America and South Atlantic, U.K. Base Port, Portsmouth.
VICTORIOUS (Carrier), August 31 (Tentative date) at Portsmouth, General Service Commission, East of Suez, U.K. Base Port, Portsmouth.
PALLISER (A/S Frigate), August at Portsmouth, Port Service, Reserve crew, (Tentative date.)
DANAE (G.P. Frigate), September 7 at Devonport, General Service Commission, Home/Far East, U.K. Base Port, Devonport, (C).
PUNCHER (A/S Frigate), September 9 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
ARETHUSA FLIGHT, September 16 at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
DELIGHT (Destroyer), September 20 at Devonport, General Service Commission (Phased), Home/West Indies/Home, U.K. Base Port, Devonport.
LLANDAFF (A/D Frigate), September 21 at Singapore, General Service Commission (Phased), Far East/Home, U.K. Base Port, Devonport.
CHICHESTER (A/D Frigate), September 21 at Chatham, Re-commission (Phased), Home Sea Service (13 months), U.K. Base Port, Chatham.
JAGUAR (A/A Frigate), September 28 at Chatham, General Service Commission, Home Far East/Home, U.K. Base Port, Chatham.
814 SQUADRON (VICTORIOUS), October 2 at Cullerose, General Service Commission, Wessex, U.K. Base Port, Portsmouth.
ASHANTI (G.P. Frigate), October 2 L.R.P. complement at Portsmouth, Port Service.
BEACONHILL (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
BURNASTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
WISTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
YARNTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
KENT (G.M. Destroyer), October 17 at Chatham, General Service Commission, Home/Far East (Phased), U.K. Base Port, Chatham.
S.A.R. FLIGHT (VICTORIOUS), October at Cullerose, General Service Commission, Wessex.
CHAWTON (C.M.S.), November 4 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).
HECLA (Surveying ship), November 30 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).
ARGONAUT FLIGHT, November at Portland, General Service Commission, Wasp, U.K. Base Port, Portsmouth.
ARETHUSA (G.P. Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/Far East/Home, U.K. Base Port, Portsmouth, (A).
HEGATE (Surveying ship), December 12 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).
ZULU FLIGHT, December at Portland, General Service Commission, Wasp, U.K. Base Port, Rosyth.
SIRIUS (G.P. Frigate), January 3, 1968 at Portsmouth, Home Sea Service (Phased), 14 months, U.K. Base Port, Portsmouth.
VIDAL (Surveying ship), January 9 at Chatham, General Service Commission, Home/East of Suez, U.K. Base Port, Chatham, (A).
MOHAWK (G.P. Frigate), January 11 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (B).

DIAMOND (Destroyer), July 7 at Chatham, Port Service for trials, Commissioning August 18.
AURORA (G.P. Frigate), July 13 at Chatham, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Chatham, (B).
JUNO (G.P. Frigate), July 17 at Southampton, General Service Commission, Home/Far East, U.K. Base Port, Chatham.
SALISBURY (A/D Frigate), July 24 at Devonport, Port Service, L.R.P. complement.
ZULU (G.P. Frigate), July 27 at Rosyth, General Service Commission (Phased), Home/Middle East/Home, U.K. Base Port, Rosyth, (C).
RUSSELL (A/S Frigate), July 31 (Tentative date) at Portsmouth, Reserve crew, Port Service.
JUNO FLIGHT, August 1 at Portland, General Service Commission, Wasp U.K. Base Port, Chatham.
JAGUAR (A/A Frigate), August 3 at Chatham for trials, Port Service Commission September 28.
HAMPSHIRE (G/M Destroyer), August 7 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.
DECOY (Destroyer), August 15 at Portsmouth, General Service Commission, Home/Far East/Home, U.K. Base Port, Portsmouth.
ARGONAUT (G.P. Frigate), August 17 at Hebburn, General Service Commission, Home/Far East U.K. Base Port, Portsmouth.



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SHIPS OF THE ROYAL NAVY NO. 140 FORTH CAN 'MOTHER' ANY CLASS OF SUB.

H.M.S. Forth, built by John Brown's of Clydebank, is known by several generations of submariners, and thousands have relished her comforts on returning from arduous patrols in the cramped conditions of a submarine.

She is the present "mother" of the Seventh Submarine Squadron, based on Singapore.

The ship was laid down on June 30, 1937, launched on August 11, 1938, and completed on May 14, 1939.

She was modernised and converted into a nuclear-powered submarine support ship in H.M. Dockyard, Chatham, in 1962-66.

ROOM FOR 1,500

Displacement is 13,000 tons (full load). Length is 531 ft. (o.a.), with a beam of 73 ft. and a draught of 21 ft.

The ship's own complement is just over 700, but she has accommodation and facilities for attached submarines for up to 1,500 officers and men.

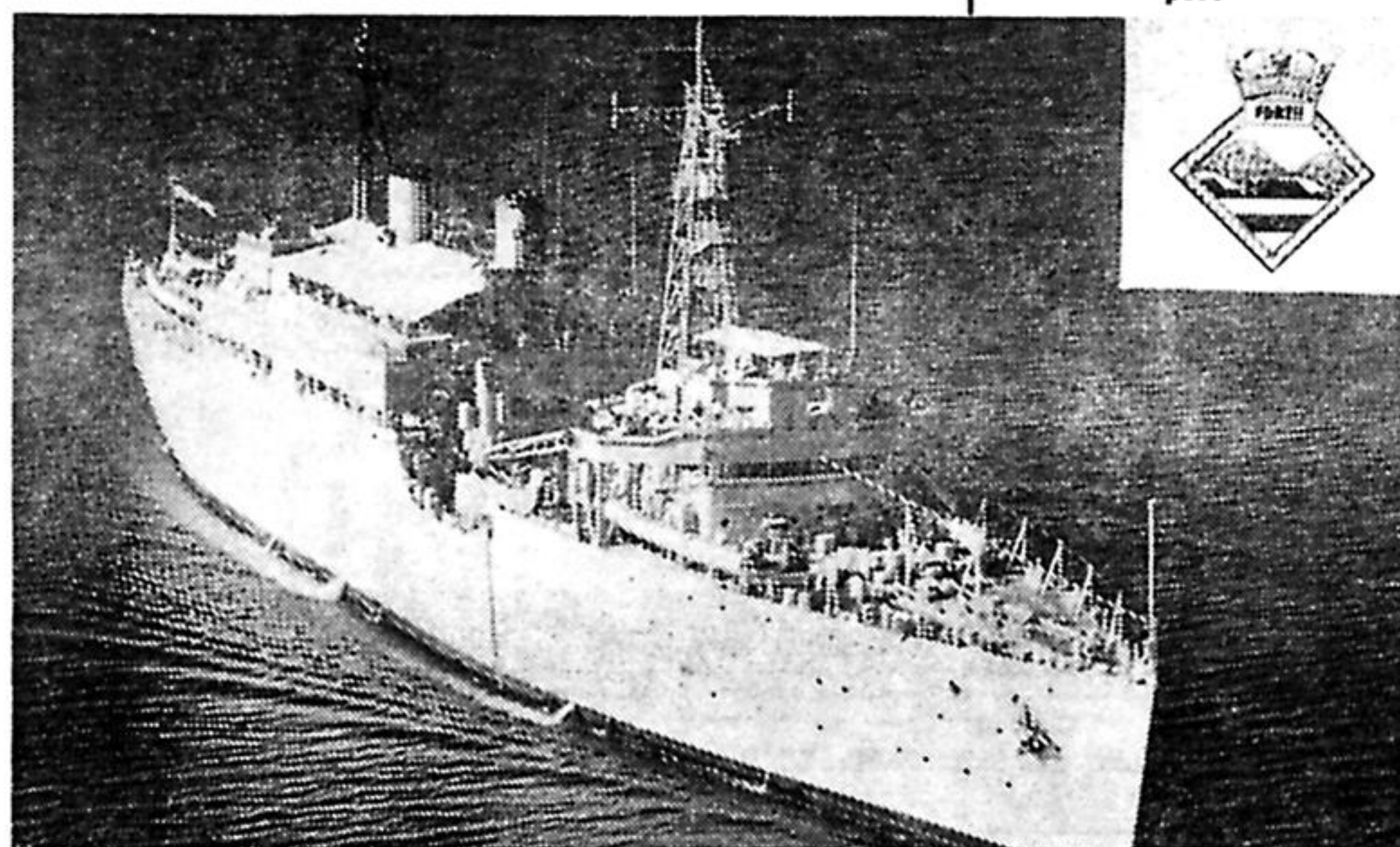
As originally designed Forth mounted eight 4.5 inch guns in four twin mountings, but these have now been removed and replaced by five 40 mm. Bofors.

The ship's equipment includes a foundry, coppersmith's and plumbers' and carpenters' shops; heavy and light machine shops; electrical and torpedo repair shop and plant for charging submarine batteries.

FOURTH OF HER NAME

Designed for looking after a number of submarines, conventional and/or nuclear, torpedo and/or mines can be supplied.

In addition to these there are the usual "household" facilities—laundry, cinema, hospital,



H.M.S. Forth, depot ship of the Seventh Submarine Squadron, based on Singapore



operating theatre and dental surgery, and a chapel, canteen, bakery and barber shop.

The present Forth is the fourth of her name to serve in the Royal Navy.

The first was a frigate of 1812 which was broken up in 1821. Then came a 5th rate of 1833, which later became a mortar, being renamed Jupiter about 1863, and eventually becoming a coal depot.

BRIDGE AS CREST

The third was a cruiser of 1886, which became a depot ship for submarines. This Forth was sold in 1922.

The crest of the ship, appropriately, depicts the Forth Railway Bridge.

POSTCARD ORDERS

Postcard photographs of H.M.S. Forth, or any of the previous ships in the series (listed below), 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, Darwin, Chevron, Zest, Vanguard, Murray,

Cumberland, Scorpion, Liverpool, Apollo, Lynx, Salisbury, Sheffield, Girdleness, Maidstone, Newfoundland, Warrior, Britannia, Bermuda, Victorious, Corunna, Alamein, Vigo, Tyne, Juland, 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, Leyburn, Scarborough, Sea Lion, Falmouth, Ashanti, Broadward, R.F.A. Tidesurge, Striker, Plymouth, Barrosa, Virago, Llandaff, Nubian, Hampshire, Gurkha, Caprice, Adamant, Eskimo, Duchess, Brave Borderer, Aincourt, Leander, Grenville, Tartar, Jaguar, London, Kent, Ajax, Devonshire, Lowestoft, Hardy, Dreadnought, Eagle (modernised), Lynx (modernised), Oaris, Cambrian, Loch Lomond, Dido, Wakeful, Triumph, Sidlesham, Alderney, Trump, Roebuck, Mohawk, Hecla, Naiad, Ocean, Zulu, Lofoten, Reclaim, Grafton, Orpheus, Ursula, Woolaston, Dundas, Fearless, Manxman and Glamorgan.

Advancements

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

To CPO
858437 A. J. F. Culverwell, 712855
E. S. Davis, 888242 P. Brady, 838858
J. K. Martin, 660550 M. Jackson, 660695
M. J. Hester, 646071 A. C. Rhodes, 760217
R. J. Hahn, 243293 W. J. Hunter, 660622
M. K. Healey, 853752
G. Parsons, 843304 R. J. Raines, 818473
A. P. Andrews, 795733 G. R. King.
To CPO Wtr
877148 B. C. Smart.
To CPO SA
894253 W. Jacques.
To CPO Ck(S)
885348 D. G. Boughey.
To CPO Sid
922979 A. Morton.

To CPO Ck(O)
764120 S. T. Fox.
To CPO Cat
889247 J. R. Mealing.
To Ch Mech
KX 897924 J. F. Horton, KX 832012
K. H. Powell.
To A/CFRA
M. 933967 I. C. Abbott, M 943945
J. G. Selwood, M 933603 R. P. Barry.
To Ch MIE
KX 866352 G. E. Allum, KX 599215
A. C. Reynolds, KX 823419 I. H. Swan,
KX 907056 J. Dove, KX 858755 W. G. Nisbet, KX 871766 F. P. Jordan.
To A/CEEA
054542 D. Palmer, MX 857619 B. A. Baldwin, M 928711 D. C. Brown, MX 703935
E. J. Ware, M 942880 P. Downs.
To A/COEA
M 933881 D. J. McGachie, MX 608170
R. K. Dwyer, M 928670 J. D. Veness,
M 950569 A. F. J. Claydon, MX 887916
J. Adams, MX 857439 R. A. J. Southwood.
To Ch CE
MX 915951 A. Wearmouth.
To A/CREA
M 933901 R. J. Warren.
To A/CRE Mech
M 941103 C. K. L. Chapman.
To CRE
MX 923901 R. Mordue.
To CR(S)
JX 838905 K. Randall, JX 882865 P. Harder.
To CCY
JX 899317 W. Kennedy, JX 899432
B. K. Hunter.
To Ch Wren (SA/S)
112296 S. N. Black.
To Ch Air
L/FX 884338 L. T. Scott, L/FX 783593 I. G. Dale.

Children's bathing pool appeal

A swimming pool has recently been installed at South Africa Lodge, which is the R.N. and R.M. Children's Home at Waterloo, Portsmouth.

The pool, which is giving tremendous pleasure to the children, has cost nearly £700, and contributions towards it amount to only £200 so far.

Any contributions or donations from Welfare Funds or other sources towards the cost of the pool would be gratefully received by the Secretary, R.N. and R.M. Children's Home, R.N. Barracks, Portsmouth.

Yacht memories

When the 12th reunion dinner of past and present Royal Yachtsmen was held on June 3, 170 attended, a record, apart from the dinner five years ago when the Duke of Edinburgh was present.

Oldest Royal Yachtsman present was 87-year-old Mr. A. J. Brooks, of North End, Portsmouth, who served in the old Victoria and Albert from 1906 to 1924, apart from the period of the First World War, when he served in H.M.S. Agincourt.

Rear-Admiral P. J. Morgan (Flag Officer Royal Yachts) proposed the toast to the Royal Yacht Service, and Admiral Sir Stuart Bonham-Carter, who served in the V & A as a Lieut.-Cdr. in 1923, responded.

COLLINGWOOD CHEQUE

A rating who lost his sight in a fall at H.M.S. Collingwood was remembered when the establishment handed over a cheque for £250 to the Guide Dog for the Blind Association.

Withdrawal from Simonstown

With the departure from Simonstown on June 17 of H.M.S. Lynx, Britain's withdrawal from the base became complete. No further British warships will be stationed there, but Royal Navy ships will continue to use the base from time to time.

FRIGATE NIPPED

H.M.S. Blackwood, Fishery Protection frigate, arrived at Rosyth with her bows crushed by ice floes off Greenland.

ROSTER POINTS LEADERS

The following table shows the total points of each man at the top of each roster as at June 1. The number in parenthesis indicates the number of men with the same number of points. When a roster is shown as "Int" (Intermediate) it means that there are fewer men on the roster than can

possibly fill the expected vacancies during the next nine months.

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

CPO	PO	LS
2042	326	Int.
CHSLMKR	SLMKR	
798	Dry	
CPWTR	POWTR	LWTR
1753	174	177
CPOSA	POSA	LSA
1761	111	110
CPOCK(S)	POCK(S)	LCK(S)
1685	130	365
CPOSTD	POSTD	LSTD
2070	902	Int.
CPOCK(O)	POCK(O)	LCK(O)
2227	983	180
MAA	RPO	
1628	762	
CERA/	CHME	POM(E)
CHMECH		
Int.	1971	Int.
LM(E)		
Dry		
CHSHT		
Dry		
CCEA/	CCELMECH	
COEA	COELMECH	
Dry	Dry	
CHL	POEL	LEM
1875	Dry	Dry
CREA/CH	CHREL	POREL
RELMECH		
Dry	1309	Dry
LREM		
Dry		
CPOMA	POMA	LMA
597	393	232
CCY	CY	LRO(O)
1540	549	190
CRS	RS	LRO(G)
1754	Int.	289

H.M.S. HOWE REUNION

Twenty-seven officers who served in H.M.S. Howe during 1944-45 met in London on May 6.

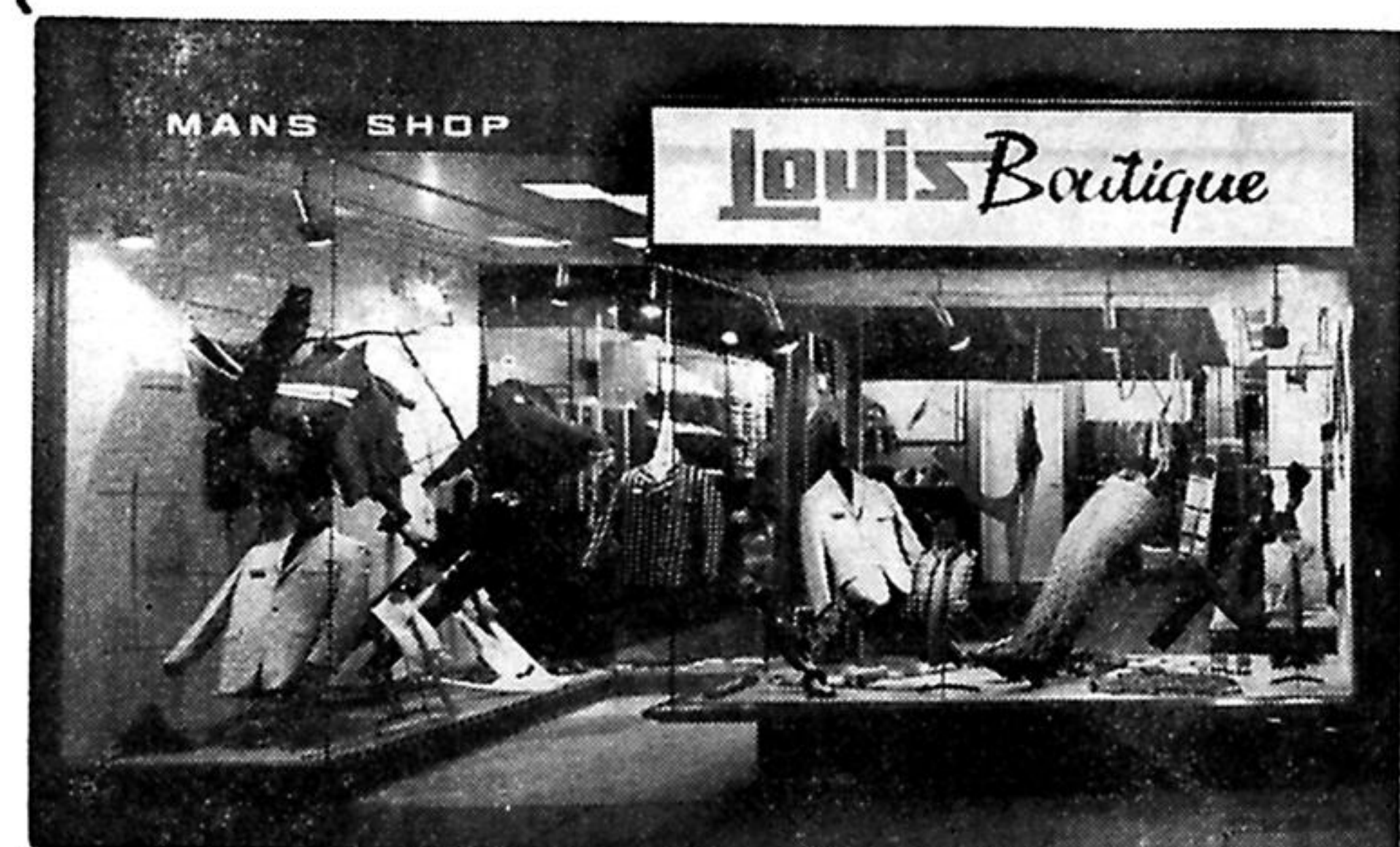
Letters from 39 officers who were unable to attend, including one from Admiral Sir Michael Le Fance, were on display.

Our correspondent, SC(SO) J. (Pony) Moore, appeals to all members of the Howe 1944-45 class to make a special effort to be at the next reunion, which will be held probably in 1970. He says: "It is an interesting, enjoyable and nostalgic occasion, and worth the effort required to be able to attend."

Vice-Admiral Sir Henry McCall, who commanded the ship during 1944-45, made the only speech of the evening, and voiced the thanks of all present to Peter Stokes, whose energy and time had made the reunion possible.

H.M.S. Eskimo, on her way to the Middle East to relieve H.M.S. Ashanti, returned to Malta when the Suez Canal was closed.

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NORTHAMPTON 22/6	GLOUCESTER 27/6
LIVERPOOL 52/6	READING 17/6
MANCHESTER 49/6	PORTLAND 18/6
NEWCASTLE-UNDER-LYME 42/6	PLYMOUTH 36/6
STAFFORD 39/6	NEWPORT 27/6
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Newcastle-on-Tyne ... 76/6	LONDON from H.M.S.
Sunderland 73/6	COLLINGWOOD 15/6
Stockton-on-Tees ... 68/6	

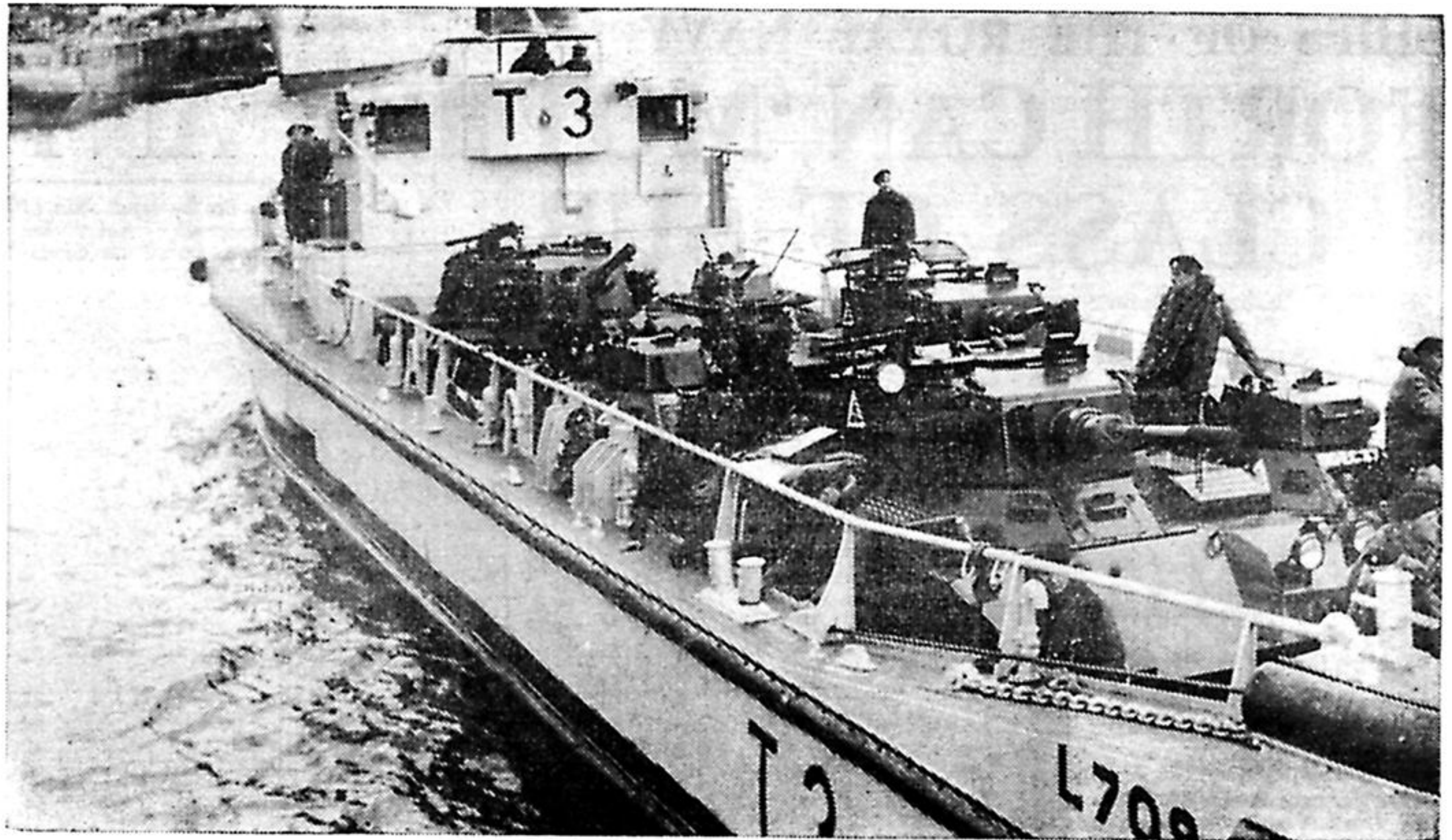
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Army calls on Intrepid

H.M.S. Intrepid spent much of the merry month of May alongside in Devonport while the Dockyard put the finishing touches, and the testers and tuners set up the radio and radar equipment.

Eventually Intrepid did get away from the wall to spend a week working up in the Portsmouth area. On this occasion, a small unit of the Royal Welsh Fusiliers embarked to practise landings on Eastney beach. The only Pompey native who went home for lunch was Colour Sergeant Barnes, one of the L.C.M. coxswains, while the rest had a frequent and frustrating view of Southsea beach.

A number of Army units have been looking at the ship. First were the Argyll and Sutherland Highlanders, who are expected to renew acquaintance again in Aden towards the end of the year. The Durham Light Infantry and the 5th Royal Tank Regiment, who also made an exploratory tour, are to sail with Intrepid for a major landing exercise in July.



Saladins and Ferrets of the 5th Royal Tank Regiment embarked in L.C.M.9 (coxswain C/Sgt Sawtell R.M.)

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AB Mahoney, of Edinburgh, shows the Argyll and Sutherland Highlanders how the Bofors work.

Minister sees the Beira patrollers

Mr. Maurice Foley, Parliamentary Under Secretary of State for Defence for the Royal Navy, visited Mombasa to see ships employed on the Beira patrol, and the resident naval staff headed by Lieut.-Cdr. G. C. Roberts.

During his stay he lived aboard the repair ship H.M.S. Triumph, which was visiting Mombasa at the time, and was able to see her large and well-equipped workshops and skilled personnel.

Maintaining a constant patrol over 4,000 miles from the nearest naval base necessitates

special arrangements for the repair and maintenance of the ships and the rest and relaxation of the crews. A few years ago the aircraft carrier Triumph was converted into a mobile dockyard to meet this requirement.

The Minister also visited H.M.S. Nubian and H.M.S. Chichester, which were alongside Triumph for a brief respite from the Beira patrol.

On shore in Mombasa, Mr. Foley met President Kenyatta. Among places he visited was the rest centre at Nyali, where not only the Royal Navy but also soldiers and airmen from the Middle East and their families can spend their leave.

Mr. Foley sampling the chicken chow mein aboard H.M.S. Triumph.



'Sparkers' got

a shock

I read with interest your article in the May issue on H.M.S. Barrosa's part in the fight against oil from the tanker Torrey Canyon.

While everyone will agree that H.M.S. Barrosa played the largest part in this operation, I feel that some mention could have been made of the communicators from H.M.S. Mercury, H.M.S. Drake, and ships in Plymouth, who were also involved.

When the operations pool from H.M.S. Mercury (the Ever-Readies of the Communications Branch) arrived at Falmouth with the prospect of four full working days over Easter instead of four days leave, we were all in the best of spirits!

A massive organisation was just sweeping into operation, and communications personnel from H.M.S. Drake and ships at Plymouth were already aboard inshore minesweepers (including R.N. Auxiliary Service boats), tugs, and trawlers.

ROLLING ABOUT

Mercury's "buntings" manned signal officers at Falmouth and Newlyn for the duration, while the "sparkers" were put aboard trawlers and tugs, as these boats came into Falmouth to join in the operations, to man circuits with Barrosa.

The trawlers were the boats we had all been joking about a couple of days previously, watching them on the "telly" rolling about all over the place. We'll never joke about them again!

"Sparks," up to his eyes in oil and detergent, soon found out what it was like to be a real sailor, and more than once envied the destroyer crews with their tot every day, and the slow even motion of their ships compared with that of our trawlers. In fact at the time they seemed to us to be more like the proverbial "daddy's yacht."

TOLD THEIR TALES

The trawler skippers on the whole enjoyed having us on board (or so we like to think), if only to tell us their stories of "when I was in the Navy," and "when we met a force 10

AUDACIOUS GUNNERS BEST IN NAVY

It was interesting to read Mr. Leslie T. Dennis's letter (June issue) about the 100 per cent. shoots. Evidently he has never heard about the gunlayers' test carried out in Audacious just before the First World War.

Of the ten 13.5-inch guns, five gunlayers got four rounds four hits, and the other five guns

also did well, which put the Audacious at the top of the Navy easily.

We never got the fine cup that went with it, as the ship was lost in October of the same year.

Most of the gunlayers commissioned the Queen Elizabeth

coming home from a fishing trip."

From the "sparkers" the common cry was, "what a way to spend Easter," but when it was over, everyone looked back on it as a job which had to be done, and was most enjoyable in parts—and certainly an experience.

However, after this little episode, there is no doubt whether any of the operations pool will become trawlermen when their time expires—none!

LRO (G) P. W. Woods, H.M.S. Mercury.

Cardiff honoured

I am enclosing a subscription for "Navy News." My first contact with the paper was during the recent visit of H.M.S. Glamorgan to Cardiff, when I purchased a copy and enjoyed it very much.

I served in H.M.S. Sirius during the war, and my interest has never waned as far as ships—and in particular R.N. ships—are concerned.

My first copy was loaned to my "oppo," who works in the same office, and who served in the R.N. for his 12 after the war. His comment was: "I enjoyed the paper and read every word from first to last page."

We in Cardiff were very pleased to see Glamorgan, and

proud to see the county honoured by a ship of that name. I might add that the ship was a credit to the Fleet, her standard of polish and cleanliness being of the highest order.

E. Fellers.

Cardiff.

Just typical

I think your editions are typical of why the Navy has nearly disappeared. You seem afraid to be blunt and deplore the systematic scrapping of its ships. The Silent Service will soon be the silence of the grave.

J. A. Young.

Warminster, Wilts.

In the trouble

Referring to the letter of A. C. Adams under the heading "Paddy Boyle" (June issue), he mentions the First Cruiser Squadron (minus H.M.S. Dauntless) making the speedy trip to the Far East in February, 1927.

I trust your correspondent does not infer that Dauntless did not share in the incident. I can well recollect following on the squadron and doing a fair share of the work entailed when we sailed on instructions from Paddy Boyle up the Yangste River to Nanking and Hankow

in December, 1914, and on the way to the Dardanelles we did a battle practice run at Gibraltar, and smashed up the great target.

Incidentally the outcome of the test I have mentioned was that five of the GLI's got good-shooting medals, which I never knew to happen in any other ship.

The gunnery officer at the time was Lieut.-Cdr. Douglas, the captain, Capt. Dampier, and the commander, Cdr. Turton.

I was myself GL2, GL1, and HDL from 1905 to 1925, so naturally was very interested, and would be pleased to hear from any old shipmates.

F. E. Carver.

Petworth, Sussex.

Submariners

I would like to correct the report of the submariners' get-together at Cologne. Only four countries (not 15) took part—France, Italy, Germany, and U.K.

From the U.K. the total of visitors was 28—ten plus four wives from the official British organisation (S.O.C.A.), and the remainder from the unofficial organisation known as International Submariners.

The total number attending the convention was 450, according to the official list given to me by the secretary of the Cologne branch, S.O.C.A.

The convention expressed pleasure at seeing members of the S.O.C.A. from U.K., and decided they would in future only recognise that body, it being run on similar lines to the S.O.C.A. in their own countries.

Lieut. E. F. Jerrum, R.N. (ret.) Ealing, W.5.

SUBSCRIBER CHARGE

On reading the June edition I see that the price of "Navy News" is being increased to one shilling per copy. As I have just renewed my subscription, I wondered if I shall have to forward a further 11s.

This, if necessary, I will gladly do, as it has always amazed me how anyone could produce such an interesting, lively, and informative newspaper at such a low cost, and shall have to forward a further amount.

Ian Richardson.

Bishop Auckland, Co. Durham.

Several similar letters have been received. Subscribers will not have to pay the increased charge until they renew their order.

Letters to the Editor

when the trouble was at its height.

We were accompanied by the old Insect class gunboats from Shanghai.

G. Rickard (ex-Dauntless)

Wimbledon, S.W.19.

About monitors

For some time I have been collecting material in order to write a history of British big-gun monitors.

These ships performed a valuable service in shore bombardment in two world wars. However, as they were regarded as "hostilities only" vessels, little appears to have been written about them, although they are a type which survived half-a-century.

I would be particularly interested to hear from any of your readers with experience or records of these ships—their construction, appearance, performance, or operation. Any assistance in this study would be gratefully acknowledged.

I. L. Buxton

28 Woodstone Avenue, Stoneleigh, Epsom, Surrey.

Crests plea

There are three ex-naval men here in Ndola who form part of the committee of the local branch of the R.N.A. We are also the mainstay of T.S. Kofue, a Zambian Sea Cadet unit we formed two years ago.

We wondered if any "Navy News" readers had photos or drawings of ships' crests we could borrow to make copies.

Some of the crests we would like to make include Manchester, Hex, Boadicea, Dundin, Ganges, Vengeance, Havoc, Ajax and R.N. Barracks, Portsmouth.

A. Parker

P.O. Box 2133, Ndola, Zambia.

CHIEFS' GIFT



First patient to use the new cot—Stephen Cluett, aged four—watched by CPO (REL) George Mead and student nurse Angela Turner

A Scandinavian cot, thought to be one of only two in this country, was presented on June 7 to Yeovil Hospital by the Chief Petty Officers' Mess of the Royal Naval Air Station, Yeovilton.

The cot, made in Finland, has special fittings for blood transfusions, and can be adjusted so that the baby's head or feet are raised.

The Chief Petty Officers' Mess asked if they could buy some-

thing for the children's ward at Yeovil Hospital from the profits of their fruit machines. The hospital suggested that they buy the cot—which cost £100.

The gift was handed over to the Matron, Miss E. M. Harvey, by Chief Petty Officer (REL) George Mead, the Mess President.

The C.P.O.s' Mess have promised to give the hospital another similar cot in the near future.

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H.M.S. SIRIUS TO WEAR AN UNUSUAL FLAG

The bold red-and-white flag of the Pacific monarchy of Tonga is to be worn by the new Leander class frigate Sirius, serving with the Royal Navy's

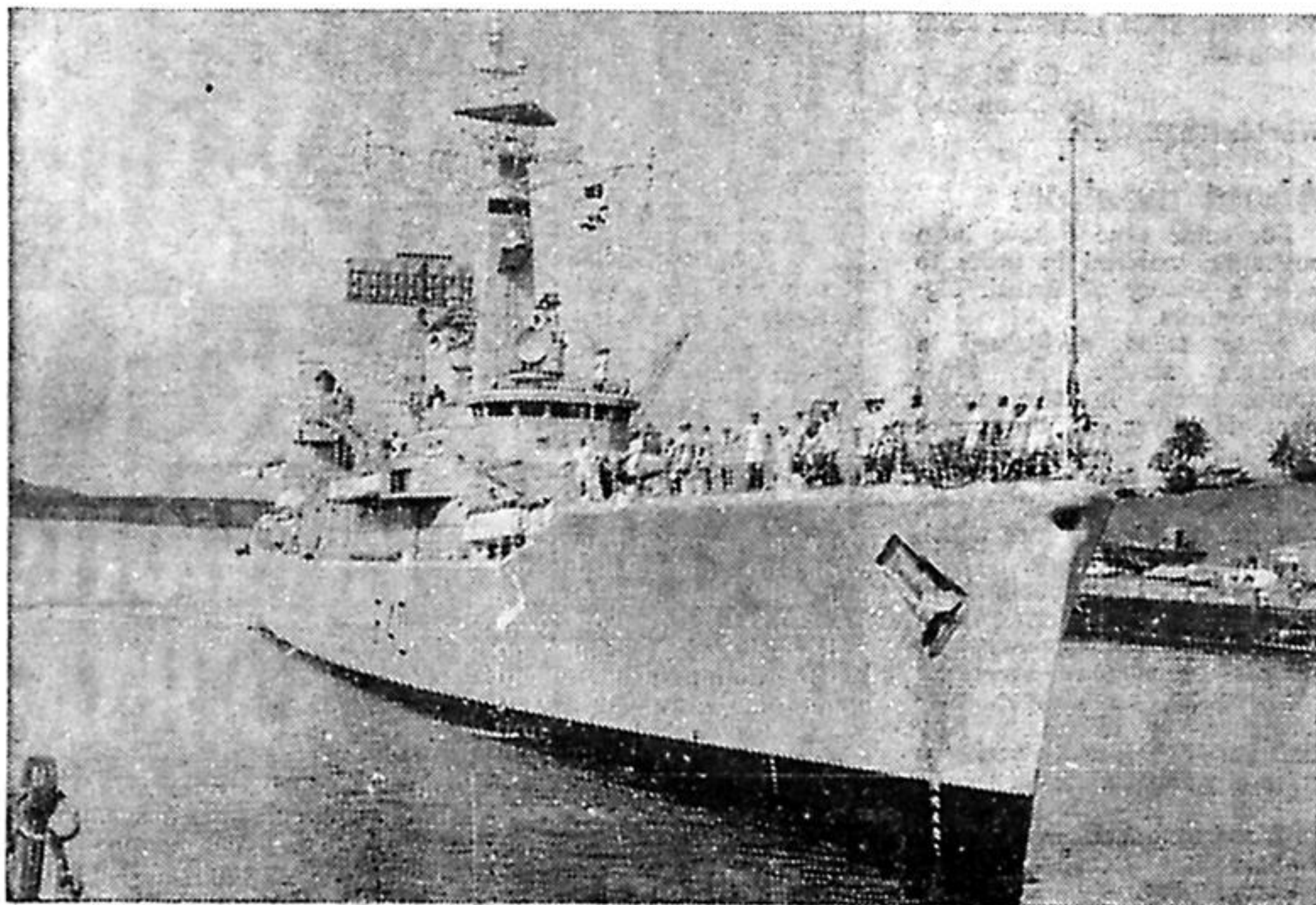
Far East Fleet—and nobody at Singapore Naval Headquarters can recall when that last happened in an H.M. ship. H.M.S. Sirius, captained by

Commander D. R. Reffell, has sailed from Singapore for a 14,000-mile cruise during which she will spend five days at Tonga for the coronation of the

new king.

The Tongan flag, specially made for the occasion in Singapore Dockyard, will fly at her masthead during the festivities in Tonga, whose late ruler, Queen Salote, won the love of Britain for her dignity and complete disregard of the heavy rain that marred the coronation procession in London of Queen Elizabeth.

H.M.S. Sirius is taking the books that are the official gift of H.M. Government to the people of Tonga. During her visit she will have "open house" to the public, and add to the colour of the celebrations with a 30-minute firework display.



H.M.S. Sirius pictured on her arrival at Singapore

'Distex' for Ashanti in Aden Stay

H.M.S. Ashanti, the first of the Tribal class of general purpose frigates, returns to Devonport later this month, having served in the Middle East since August, 1966.

After her arrival on the Middle East Station, the ship was deployed immediately for service on the Beira patrol, but failure of the main blower resulted in a five-week repair period at Mombasa.

Later, however, Ashanti completed three patrols, steaming 20,000 miles in 70 days at sea in the 90-day period. The ship's flight had an extra 20 days of operations as they also completed a patrol in H.M.S. Zulu.

There was no excitement in the way of boarding tankers, but many of the ship's company took advantage of the spare time to prepare for or take educational and professional examinations.

HAD THEIR WIVES

A four-day visit to Mauritius was a welcome break, but most of the recreation was from

Mombasa. During one longish A.M.P., four officers and six ratings had their wives out for a fortnight in the sun.

H.M.S. Ashanti then left for Aden, and a period alongside for maintenance.

Most of the ship's company were given an opportunity of "loan service" with the Army up country. Both the R.M. detachment and the Flight were engaged in active operations against dissident tribesmen in the Radfan.

The great military occasion in the ship's history, however, was the "strike week-end," when 151 of the ship's company were ashore with the Army making internal security patrols, manning road blocks, and assisting in the running of compounds full of curfew breakers—a Portland Distex de Luxe, but without the earthquake or staff!

In March the frigate sailed for the Persian Gulf and a more

routine naval peace-time life. Two cruises were made round the Trucial States. Karachi was also visited.

During this period Cdr. P. R. Compton Hall assumed command of the ship from Cdr. R. S. McCrum.

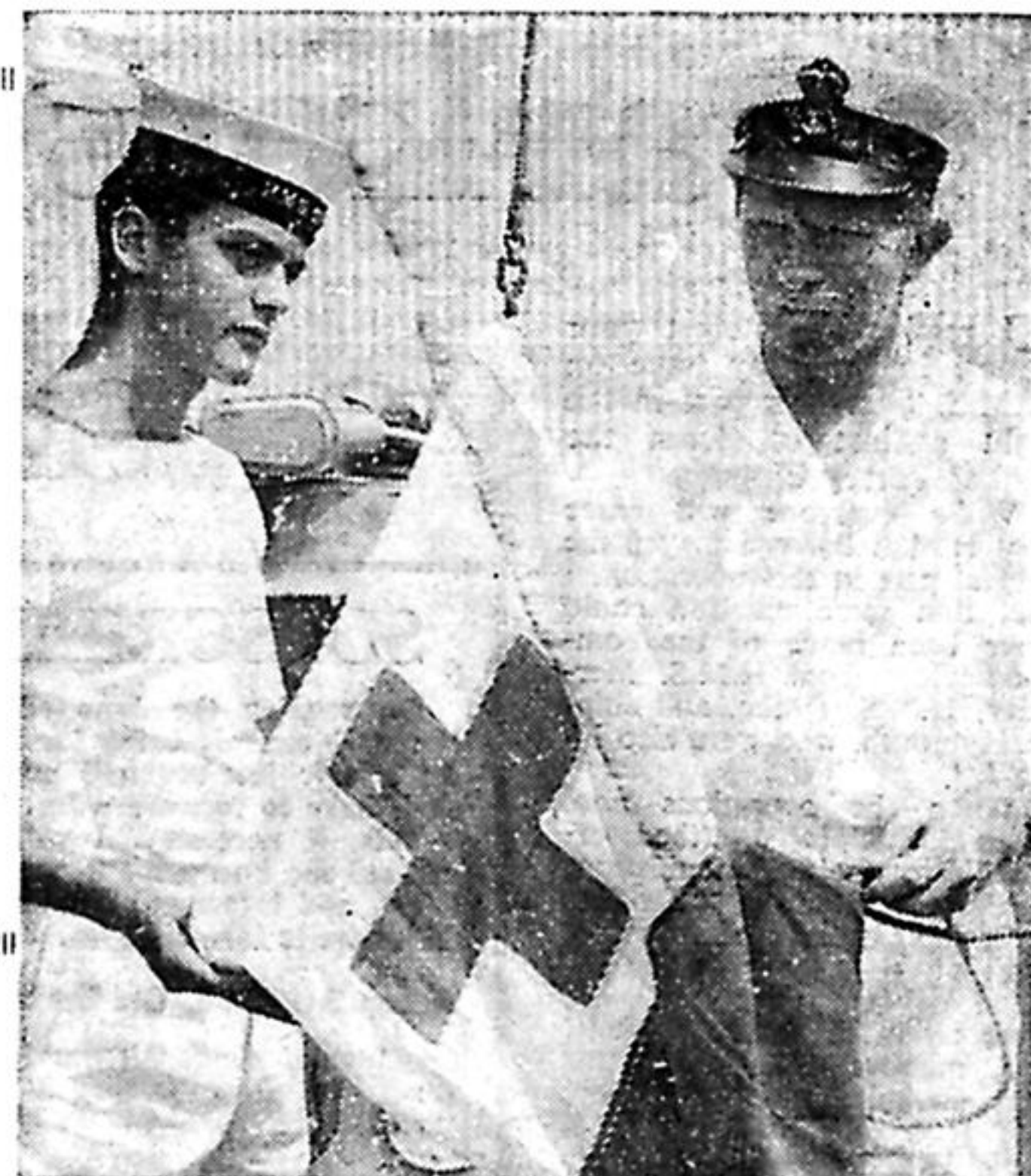
THE GIFT GOATS

During the second of the Trucial cruises the Ruler of Abu Dhabi made an unexpected gift of 10 goats to the Senior Naval Officer Persian Gulf (Commodore T. E. Fanshawe) who was flying his broad pendant on board.

"One mustn't look a gift goat in the face, but no one was sorry to see them go," says our correspondent.

A final visit to Kuwait and a short maintenance period in Bahrain preceded the trip home.

H.M.S. Ashanti is due to serve with the Home Fleet until paying off for a long refit in Portsmouth in October this year



Preparing to hoist the Tongan flag in H.M.S. Sirius—Radio Operator Philip Stobart, aged 18, whose parents live at Dartford (Kent), and Yeoman Ted Pepper, aged 35, of Cowplain, Portsmouth, where his wife Barbara and two daughters have their home

Dalrymple gets the ship's bell

The bell of the survey ship H.M.S. Dalrymple was presented to the village of that name, in Ayr, at a ceremony in the local school on June 1.

It was received by the Lord-Lieutenant of the County of Ayrshire (Cdr Sir G. H. Hughes-Onslow, R.N., ret.) from Capt. E. J. D. Turner, the Captain-in-Charge, Clyde.

Weighing 45 lb., the bell is inscribed "H.M.S. Dalrymple 1949," and will be placed at the entrance to the village school.

Another memento of Dalrymple, the ship's crest, was presented by Capt. W. W. Stewart-Fitzroy, R.N. (ret.), Naval Regional Officer, Scotland and Northern Ireland, to the Secretary of Dalrymple Football Club. The club intend to adopt the crest as their badge.

H.M.S. Dalrymple (1,800 tons) was named after Mr. Alexander Dalrymple, the first Hydrographer of the Navy, and came into service in February, 1949. She was sold to the Portuguese Navy in April, 1966, and will continue to be used as a survey vessel.

Daring returns to the Fleet

After nearly six years in reserve and refit, the destroyer H.M.S. Daring has once more rejoined the Fleet, with working-up at Portland following an intensive period of trials.

Daring was employed off the Scillies as a safety ship to keep other shipping clear while the Torrey Canyon was being bombed by the Fleet Air Arm and the Royal Air Force.

The FAA Buccaneers with their 1,000-pound bombs were particularly impressive as they quickly created an inferno of erupting flame and smoke. The entire ship's company enjoyed a grandstand view of the whole operation.

Captain of Daring is Cdr. John de B. Suchlick, whose family live in Hayling Island,

Hampshire. It is his third sea-going command.

Later in the year the ship will be setting off on the foreign leg of her General Service Commission, which will be east of Suez. It will be the first time Daring has entered these waters, as previous commissions were spent at home and in the Mediterranean.

SIXTH OF THE LINE

The present H.M.S. Daring was the first of a new class of destroyers to which she gave her name. She was built by Swan-Hunter at Wallsend-on-Tyne, and launched on August 10, 1949. She is the sixth ship of the Royal Navy to bear the name Daring.

When completed in 1952, she represented a formidable development in destroyer design, particularly because of her impressive fire-power. Armament includes six 4.5-in. guns mounted in three twin turrets.

QUESTIONS ON THE R.M.

Reassurance for the future of the Royal Marines may be drawn from an answer to questions in the House of Commons.

In view of rumours concerning possible cuts in the Royal Marines, questions were put to the Defence Secretary on May 31, and Mr. Healey replied that he thought the Marines were "the most efficient forces, both on land and sea."

He agreed that the great advantage of the Marines was their versatility, and added that their principal role would continue to be providing forces for Britain's amphibious ships.



Before she went to warmer climes—H.M.S. Ashanti photographed in the Channel

WAKEFUL ON A SATELLITE PROJECT

A satellite communication terminal has been installed for trials in H.M.S. Wakeful, the 2,200-ton frigate which is currently employed as a trials and training ship.

The project is part of the research programme at the Admiralty Surface Weapons Establishment near Portsmouth. The leader of the project is Dr. Glanville Harries.

At present Wakeful is the only Royal Navy ship at sea fitted with the facility to parti-

cipate in the Interim Defence Communication Satellite Programme (I.D.C.S.P.). This is a United States trials programme in which the U.K. and N.A.T.O. are collaborating in the use of military satellite communications.

An agreement concluded between the Department of Defence and the Ministry of Defence allows a limited num-

ber of British earth stations to operate within the network. Three other British stations are in operation, one at Christchurch and two overseas. The provision of a shipborne system presents special problems, and the Naval terminal has been built to explore them. In particular the terminal is being used to determine the communication traffic capacity of a small terminal in a satellite network, and the procedures necessary to provide an effective mobile communication centre.



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'Drafty' calls on the Rowner wives

Some strange theories were heard by the Commodore Naval Drafting, Commodore J. P. K. Harkness, when he talked to a gathering of naval wives at the Royal Sailors' Rest community centre at Rowner, Gosport.

One wife said that her husband, a native of Liverpool, wanted to serve at Admiralty, so he put down three other preferences. And, she said, what do you think he got, Admiralty!

Without knowing the circumstances, "Drafty" obviously couldn't answer that one, but he did describe to the wives some of the working of his organisation, with an explanation of the reasons for the more usual complaints or misunderstandings.

"In an ideal world," he smiled, "I wouldn't draft anyone. Since I have to do so, the choice is not between a good draft and a bad one, but between bad drafts and worse drafts."

MEANT WELL

To illustrate some of his problems, Commodore Harkness had his own story of a man and three preferences.

"We were not able to send him to any one of the three preferences," he said. "They happened to be places with far more requests than vacancies."

"Seeing that his home was in Glasgow, we managed to send him there—only to learn that his wife lived there, and they didn't get on very well."

The Commodore added that in future, in addition to the



three preferences, it would be possible for a rating to say where he did not want to go. Commodore Harkness has

addressed scores of meetings for ratings, both at home and overseas, but this was the first time he had spoken to wives.

Families' Page

The meeting was over, but still more questions awaited Commodore Harkness when he left the platform

Mr. Tuck comes under heavy attack from the Wrens

Angry letters have filled the Families Page postbag in response to the comments of D. Tuck (June issue) about Wrens who, he said, "liked to drink at the expense of others," and as wives "expected to remain childless instead of getting on with the job of being a woman."

From the **Duchess of Kent Barracks, Portsmouth**, Wrens write to say: "We are shocked and humiliated by the letter from D. Tuck. We never fail to chip in on a run ashore."

"Anyway—how does Mr. Tuck know so much about Wrens when he has been a happily married man for the last ten years?"

ALL UNTRUE

Wrens Brady and Doman, of the Royal Marines Depot, Deal, say they have been in the Service long enough to know that the accusations are completely untrue.

"In our experience at naval establishments," they say, "it is these 'civilian' women who 'latch' on to the poor matelots with the intention of drinking all their money."

"As for childless Wrens, we are the ones with more sense to realise that it is damaging in the world of today to bring up a child with only a part-time father."

"The money we earn while awaiting our husbands' release helps to build a secure future for our children."

NOT AMAZONS

An ex-Wren, **Mrs. V. S. Coleman**, with one child and another expected, is "glad to say my husband certainly thinks I'm feminine and a courageous mother, living alone up North while he is drafted to a ship in Pompey."

"I also look forward to each edition of 'Navy News' as I am

very out of touch with Navy life.

"But I know a lot of married ex-Wrens, and we are certainly not drunkards, layabouts, or Amazons as he has made us out to be."

'COME OFF IT'

A particularly blistering retort comes from **Mrs. Corinne Hodgkinson, St. Budeaux**.

"Come off it, Jack," she says. "It takes a Wren to understand a matelot."

"As for civilian naval wives being women—you jest. I have yet to see a good looking, well-dressed, feminine civilian naval wife, with very few exceptions."

"No wonder Jack likes going foreign. It must be wonderful to get among some REAL women."

"And by the way, the majority of matelots who ask Wrens for dates are already married."

According to **Annoyed Chief's Wife**, "D. Tuck is clearly suffering from a very bad attack of sour grapes, as it is obvious that no Wren would ever have gone out with such a bad-mannered young man."

"It is probably correct that Wrens make good wives. I didn't say better!"

After all the expenditure of powder and shot, the Editor feels this would be a good point to close the correspondence, with the privilege of having the last word—"there's nothing like a dame (any variety)."

EMMA KNEW ABOUT SEPARATION

When Admiral Lord Nelson first met Lady Hamilton, "he did not take much notice of her," said Rear-Admiral R. E. Portlock, speaking on "Nelson and Emma" at a Southsea luncheon.

He said that Lady Hamilton was a country girl, the daughter of a blacksmith, who went to

London when she was 15 and had her first illegitimate child before she was 16.

Emma lived at the mansion of Uppark in West Sussex for a time, and then moved back to London—pregnant again. While living with a man called Charles Greville she was seen by Sir William Hamilton, British Ambassador to Naples.

Hamilton, a widower, was taken with Emma, and eventually she went to live with him at Naples, where they were married.

It was in 1793, when Nelson went to dinner with the Ambassador, that he first met Emma.

Five years later, after the Battle of the Nile, he again met Emma in Naples. For the next seven years they were lovers when they had the opportunity, though for more than four of those seven years, Nelson was at sea.

Admiral Portlock said that Hamilton died in 1803. Between then and 1805 Nelson spent only 26 days ashore—25 of them with Emma.

New club opened

One of the last engagements for Vice-Admiral Sir Frank Twiss before he left Singapore at the end of his two-and-a-half years as Commander Far East Fleet was the opening of a Senior Rates Club in H.M.S. Terror, an undertaking with which he first became associated soon after taking up his east of Suez appointment.

It was at the special request of the club's committee that Admiral Twiss performed the ceremony on May 10, before he left for the United Kingdom on the following day to take up the appointment of Second Sea Lord.

The club, built on a site overlooking the Straits of Johore, probably provides facilities for senior ratings found nowhere else in the world.

Facilities include a main swimming pool measuring 100 ft. by 30 ft., two children's pools, and an attractive restaurant and bar.

While the new club has been built from non-public funds, the chairman of the committee, Master-at-Arms Colin Guest, says that money is still needed. Further contributions will be welcomed from any source.

LAM Colin Dale, a driver in the Fleet Air Arm field gun crew, helping to entertain at the H.O.C.H.O. holiday home for handicapped children, Hayling Island



Her holiday is off

The article on "Lonely wives on foreign shores," in the June issue, brought a letter to "Navy News" from Mrs. Gaskin, of Hayling Island (Hampshire).

"I would like to say a word to wives in Singapore. My husband is out there for 18 months, and it was all arranged for me to go for five weeks' holiday, but it is all off because his ship went to Aden because of the Middle East crisis.

"When you are abroad, life is

what you make it, and I am sure they could get together and make life a lot better.

"I know what I am talking about. I went to Malta and at least saw my husband some of the time. That was what mattered."

'Better to come'

Completion of the Lumsden Road estate of 180 dwellings at Eastney, marks the handing over of more than 1,000 quarters for the Navy in Portsmouth since 1963 (when the Ministry of Public Building and Works was set up).

To mark the occasion, there was an official opening of the estate on June 15, when the front door of one of the houses was unlocked with a special key by Colonel A. T. Gardner-Brown, commanding officer of the Royal Marines Barracks, Eastney.

Mr. C. Richards, Director of

Works (Housing) at the Ministry of Public Building and Works, said that even better and larger houses were to be built for the Services in future, under more recent specifications.

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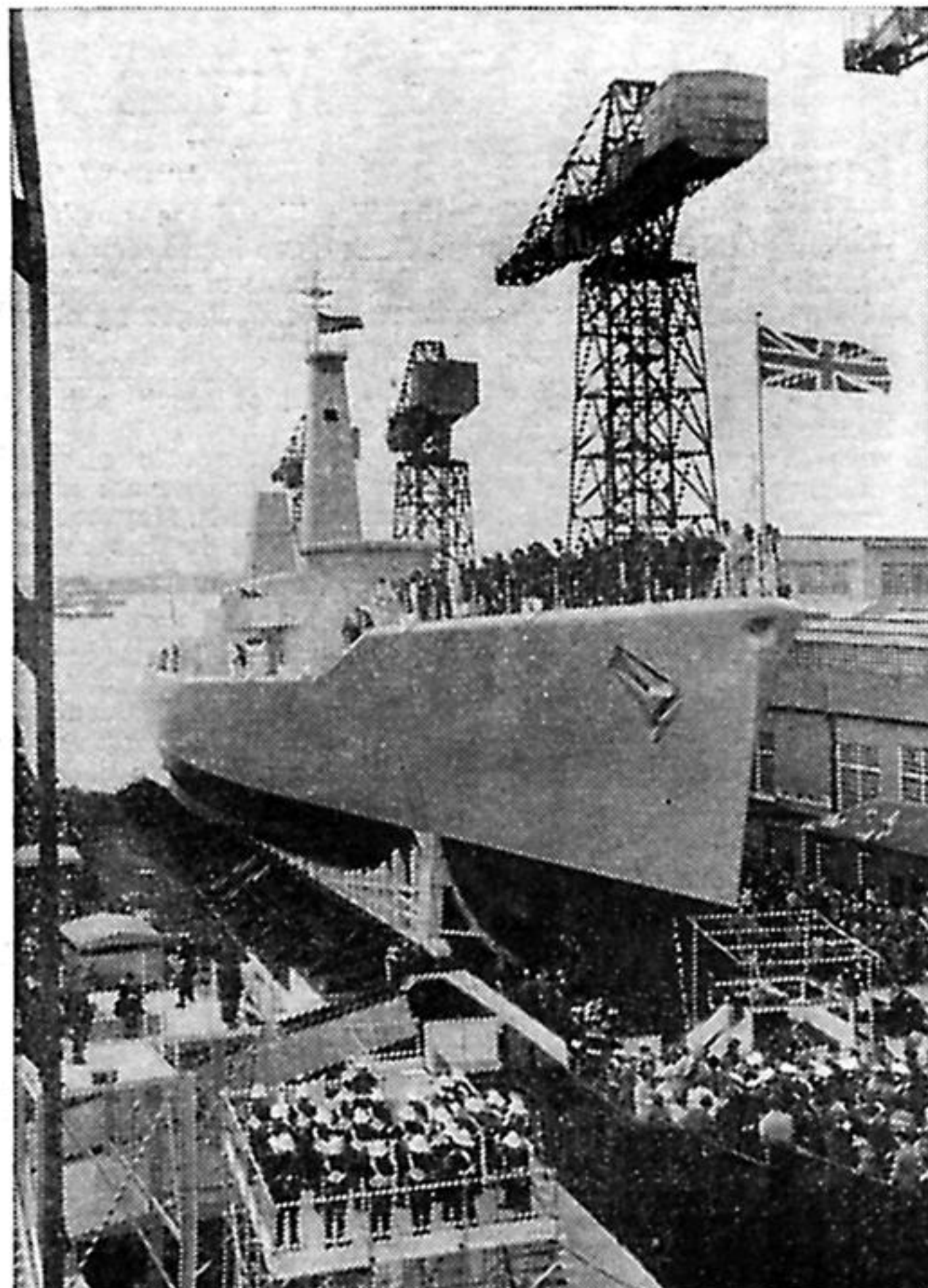
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Leander launch



H.M.S. Andromeda goes down the slips at Portsmouth Dockyard after being named by Mrs. Reynolds, wife of Mr. G. W. Reynolds, Minister of Defence Administration, on May 24. The number of Leanders with the Fleet, or building, now totals 22—by far the biggest class of warship in the Royal Navy

DOUNREAY

Civvies do all the watchkeeping (and no subs involved)

"Well I know where I'm going after the course at Dounreay! . . . Dounreay for two and a half years!"

"You poor soul!"

"Wait till your wife finds out that the nearest sizeable town is Inverness, 130 miles away!"

"Haggis and turnips are the staple diet you know!"

These were just a few of the encouraging comments from my class mates (writes our correspondent from the Bright (Northern) Lights.

MIXED FEELING

Dounreay, or the "Admiralty Reactor Test Establishment" to be correct, is situated on the north coast of Scotland, 10 miles from the town of Thurso, which in turn is 20 miles from John O'Groats.

The majority of people who work at A.R.T.E. live in and around Thurso. This was the sum total of my information about the place.

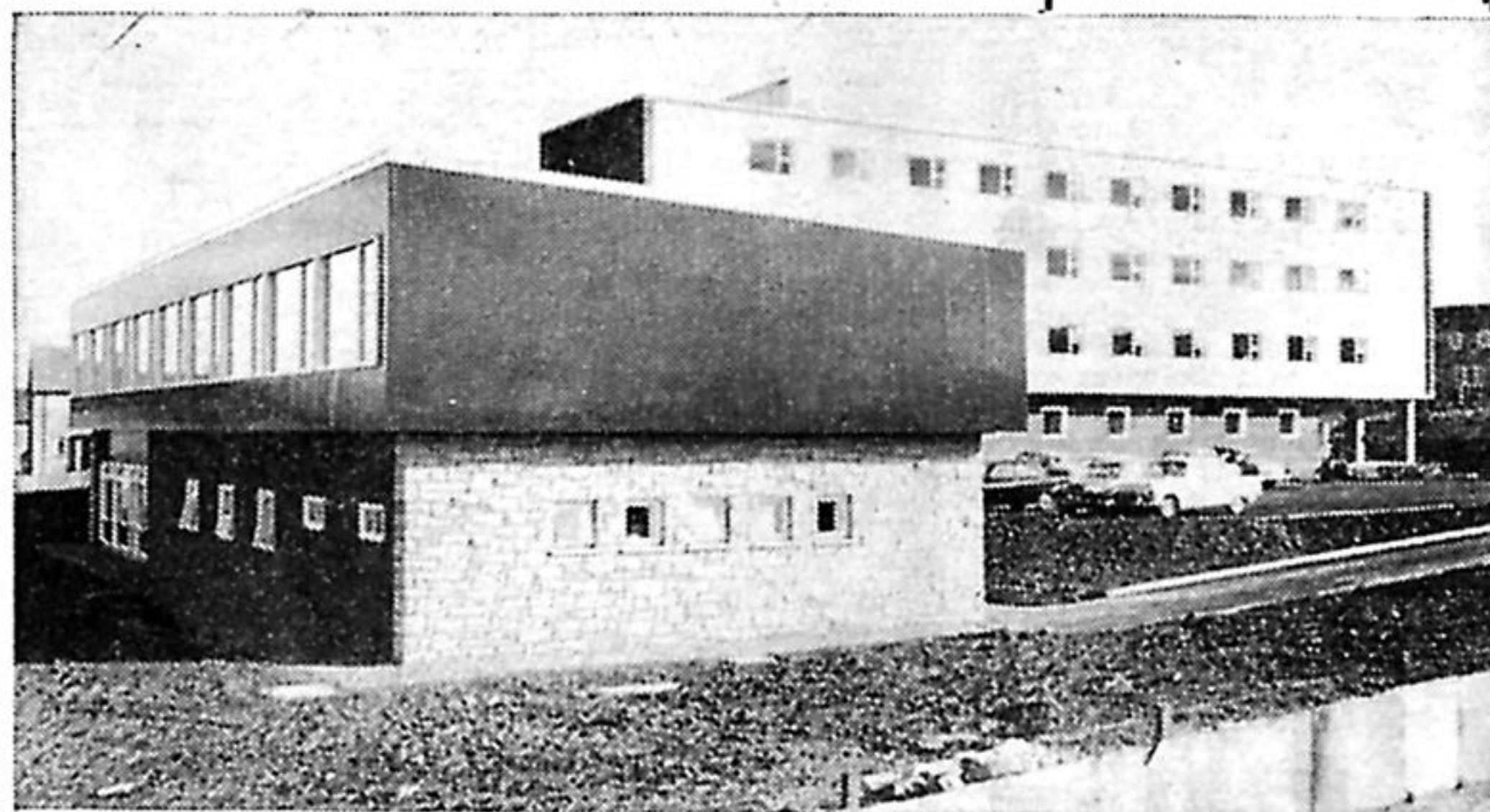
Consequently it was with very mixed feelings that I boarded the "Highlander" at Euston on a bitterly cold Sunday evening in January.

The snow was already one-and-a-half inches thick, and still falling. Conditions like this in London, and I was about to travel 600 miles northwards!

AND NO SNOW!

I had been "virtualised" in to Scapa House. Visions of a granite manor, cavernous rooms, and an antiquated hot-water system loomed up.

Well here we were in Thurso . . . and no snow! Five minutes later I was in the warm reception room of a large modern



building—Scapa House.

On further investigation I found that it was equipped with every conceivable convenience, and as I relaxed in the bar with a pint (served by an attractive barmaid), I decided it wasn't going to be so bad after all.

SANDY BEACHES—AND GOLF, TOO

Thurso is a thriving market town with a population of about 9,000. The shops, ranging from F. W. Woolworth to Tiffany's Boutique, provide all the necessities of life, and most of the luxuries too.

About a dozen hotels, all seven-day licensed of course, cater for every taste.

Miles of easily-accessible sandy beaches are ideal for junior to use up his energy. Mum and dad perhaps reserve theirs for golfing, fishing or yachting (on sand or sea).

There is plenty of time to take up an absorbing and perhaps unusual pastime, and become comparatively expert.

NO PROBLEMS

Traffic jams are unheard of, and the roads are so good that 50-60 m.p.h. cruising speeds are not just normal, but safe as well.

The town, however, has been hit by computerised traffic control, and now boasts one set of traffic lights.

Parking presents no problem, and your car can normally be left outside the shop, although it is in the main street.

A local constable has even been known to make room for parking by moving a No Waiting sign!

There are, of course, disadvantages to living up here. The morning newspapers do not arrive until lunch time, and even the most progressive grocer is unlikely to stock "tinned toasted bumble bees"—he will of course order them for you.

The bright city lights are a long way away, and so most probably are your relatives and friends, but if you don't enjoy life in Thurso, you have only yourself to blame.

NEW UNIT FOR ATOM SUBS.

Mr. Mason, Minister of Defence (Equipment), while on a visit to the Admiralty reactor test establishment at Dounreay, said that British engineers and scientists had developed a propulsion unit for nuclear submarines, enabling them to spend twice as long under the sea.

The unit was ready for testing, and this would take three years.



makes it more like home for the naval types, and adds a touch of excitement for the civilians who, according to their wives, "are in submarines!"

"Actually I've been up here some time now, and I quite like the life."

Guiding the trainees

How many times have you wished that someone else would keep your watch? Well, at A.R.T.E. this happens regularly, and no "subs" are involved.

Although the establishment is commanded by the Captain Superintendent, the engineering side, including the watchkeeping, is run by civilians—i.e. Rolls-Royce and Associates, and this means that when "Jack" wants to do a watch, he sits on a nice warm chair.

Of course, the civilians are mainly there for testing and improving the equipment, but they have become expert watchkeepers, and are able to guide the naval trainees along the right path in the shortest possible time.

So short a time in fact that many trainees qualify as assistant operating engineers in less than six months, which is a good qualification when the time comes to go hunting for a job.

SHORE-BASED SUB.

The reactor and control equipment are actually built into the after-section of a shore-based nuclear submarine, which

Having a dry land submarine is very useful, because all types of machinery manoeuvres and drills can be carried out for

training purposes without the requirement to be able to swim when "Abandon Ship" is broadcast.

Nuclear fuel station opened

With the completion of a £1 million nuclear refuelling station, officially opened on June 19 by Vice-Admiral Sir Peter Walker, Director-General, Dockyards and Maintenance, H.M. Dockyard, Rosyth, is now equipped with facilities to undertake defuel and refuel operations on nuclear submarines, as well as the refit of them.

The station is part of a £4 million modernisation programme of the dockyard. This was started early in 1963 and the first stages, enabling two conventional submarines to be refitted simultaneously, were completed in 1965.

The highly-specialised buildings, above and below ground, include a refuelling equipment shop to provide facilities for the preparatory work necessary for the delicate operation of refuelling, for training personnel, and for the storage of the extensive equipment used.

A health physics building has been provided for the decontamination of personnel and equipment during the refit of the submarines.

A large cantilever crane to serve the two nuclear submarine docks dominates the

site. Beneath it is an emergency generator house and a new sub-station, which houses equipment to provide electric power supplies to the crane and the submarines under refit.

The existing Apprentices' Training Centre has been extended to cope with the additional intake necessary for the training of an increased number of skilled tradesmen.

The building and civil engineering work of the complex, involving about £500,000, was carried out under the Ministry of Public Building and Works. The refuelling crane and extensive plant works and services were designed and installed under the supervision of the dockyard management.

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AT FASLANE



Capt. A. G. Tait (above) a New Zealander, succeeds Capt. D. Kent in command of the Third Submarine Squadron at Faslane on August 5. Capt. Kent becomes the first commanding officer of the Clyde Submarine Base.

Capt. K. Vause (below) has been appointed captain SM 10 in charge of the Polaris submarine squadron at Faslane, taking up his duties on June 19.



Ahoy there! It's me, Bond (R.N.)

"You only live twice"—once when you are born and again when you see the latest James Bond film adventure—or so the publicity puffs would have us believe.

Submariners will have a special interest in the picture about to burst upon the screens. Apart from the usual profiles which create so much glamorous excitement, there is another even more familiar.

The submarine Aeneas pops up in the last few frames of celluloid to rescue a benighted James Bond and his luscious Japanese heroine Mie Hama from a marooned yellow dinghy.

The dinghy floated in solitude at one moment, only to be lifted suddenly on the casing of the submarine, which surfaced right under it, and carried it away like a black cat with a somewhat off-coloured kitten.

THE IMPOSSIBLE

Submariners will hasten into argument at once, telling you that such a feat is impossible. The dinghy would wash off the casing, they will say.

So how does one achieve the impossible? By taking a little longer of course.

The commanding officer of Aeneas (Lieut.-Cdr. R. G. Sharpe) decided to put the dinghy on the casing, and then place James Bond and his girl in it.

Then quietly he submerged stern down and astern on the



From the periscope of H.M.S. Aeneas

engines (or backwards for less enlightened readers). Then the film could be run backwards (or astern!).

VOLUNTEER ACTORS

And how did James Bond take all this Navy Lark? With his usual sangfroid, nonchalance, and all that?

Sad to say he wasn't even there. Nor was his exotic Japanese bloom.

The parts of Bond and Bonded were played by naval volunteers: Lieut. Alick Moore,

engineer officer of Aeneas, and Wren Petty Officer Janet Thomas, a radio supervisor from H.M.S. Rooke, Gibraltar.

In fact, Aeneas put to sea with three different Wrens on four separate days in an attempt to film the rescue, but on three of the days the weather was too rough.

The location was in the Mediterranean in the Gibraltar area.

Resolution 'chef' at Savoy

Meals have added importance for men spending weeks on patrol beneath the waves, but PO Robert Braithwaite should have some bright ideas for the Polaris submarine Resolution after the week he spent working in the kitchens of the Savoy Hotel, London.

He was given personal tuition by the Savoy's maitre de cuisine, Silvino Trompetto, on the finer points of cooking, and the two

of them are shown in the picture on the left.

Aboard Resolution, PO Braithwaite works in a lavishly-equipped galley, with infra-red grills, deep freezes, potato peeling machines, and washing-up machines.



AB Derek Hadden

Record claim

The Royal Naval Air Medical School, Seafield Park, Lee-on-Solent, claims a world record for AB Derek Hadden, who spent 14 hours 10 minutes in water just above freezing point.

Derek, an underwater weapons rating, of H.M.S. Dolphin, was wearing an immersion suit, and his feat will help in designing submarine escape units.

FOR CANADA

The new Canadian submarine, Onondaga, commissioned at Chatham on June 22.

SUBMARINERS' CORNER

UPGRADING SOON FOR FOSM POST?

Speculation on the suggestion that the appointment of Flag Officer Submarines may be upgraded has been heightened by the naming of Rear-Admiral M. P. Pollock as successor to the present holder of the job.

In December this year, Admiral Pollock, at present Flag Officer Second-in-Command Home Fleet, takes over from Rear-Admiral I. L. M. McGeogh, becoming the second non-submariner to hold the appointment out of the last three.

Like Admiral McGeogh's predecessor (Vice-Admiral Sir Horace Law), Admiral Pollock is a gunnery officer. Born in 1916, he joined the Navy in 1930, and during the Second World War was mentioned in Despatches three times—once for his service during the action in which the German battleship Scharnhorst was sunk. He was awarded the D.S.C. in 1944 and the M.V.O. in 1952.

From 1960 to 1962 Admiral Pollock was Director of Weapons (Surface Division) at the Admiralty, afterwards com-

manding the carrier Ark Royal. Before the Home Fleet appointment, he was Assistant Chief of Naval Staff at the Ministry of Defence.



Admiral Pollock

H.M.A.S. Oxley, Australia's only submarine, left Gosport on June 12 on her way home for the first time.



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NAVIGATION-UNDER SAIL, OR THE SEA

Thirty-year-old Lieut.-Cdr. Timothy Richard Lee, seen on the right at the chart table of H.M.S. Valiant, was the navigator of the fleet submarine on its 12,000-mile submerged voyage from Singapore to the Gareloch in Scotland.

Last year he had a very different sort of navigational problem—aboard the yacht Griffin from England to America via the original Viking the quest of Leif Erikson from Greenland through route from Greenland.

There were six men in the yacht, which followed pack ice and gale-swept sea and fog, to Cape Cod in Massachusetts.

The trip from Singapore was in the comparative roominess of a nuclear submarine's control room, but there was one thing in common with the voyage under sail—he often used echo soundings.

In one spell of eight days of fog aboard Griffin, it was the only method he had of trying to ascertain his position.

Life aboard Griffin crashed and thumped to the swell of the Atlantic, but the deep-seeking Valiant offered space, comfort, calm and quiet.



Timothy Richard Lee at the chart table of H.M.S. Valiant.

16 NATIVES HAD SIGHT SAVED BY EXPED. PARTY



SPLENDID LITTLE SHIPS.—H.M.S. Appleton photographed while on patrol in the South Arabian Sea

An unusual voyage was undertaken by the 360-ton minesweeper, H.M.S. Appleton, to the sparsely populated island of Socotra in the Indian Ocean, and the neighbouring islands of Abdal Kuri and Darsa Sumda.

Commanded by Lieut. A. M. de Labilliere, Appleton carried on passage from Aden 16 scientists for an expedition on behalf of Middle East Command.

The aim was a full-scale geological, entomological, botanical, archaeological and linguistic survey.

A Royal Air Force ophthalmic surgeon who took passage treated and restored the sight of 16 Socotrians, and limited medical aid was also given to other inhabitants.

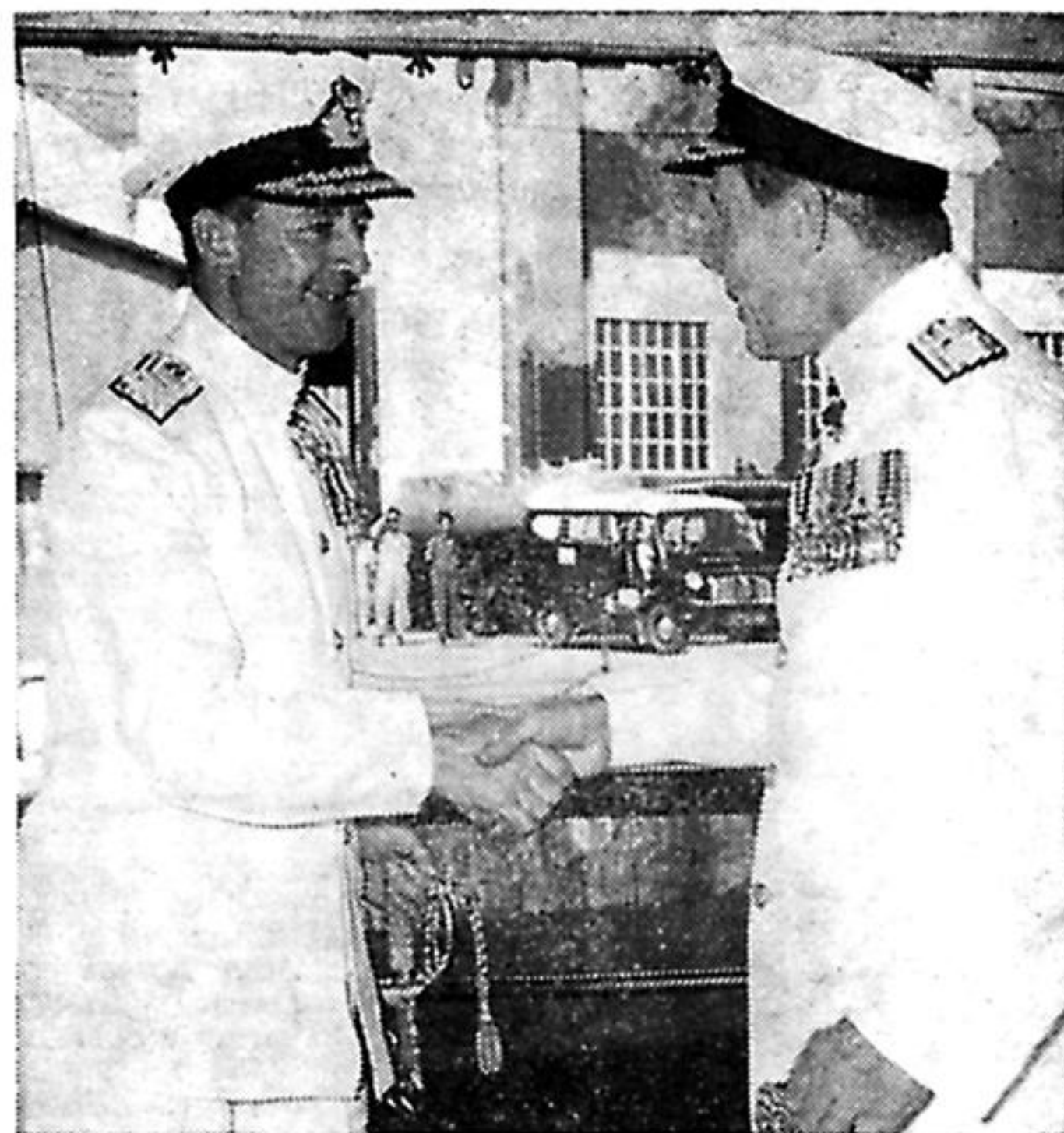
NOT SINCE 1933

After Socotra, Appleton went on to Abdal Kuri, which had not been visited by a ship of the Royal Navy since H.M.S. Penzance in 1933.

During the voyage, navigation was often difficult due to the inaccuracy of the Socotra chart, compiled in 1835, and still the only one in use.

TOURNAMENT DATES

The Royal Tournament is at Earsl Court from July 12 to 29 (except Sundays).



OVER TO YOU.—On board H.M.S. Victorious at Singapore Naval Base, Vice-Admiral C. P. Mills, Commander-in-Chief Plymouth designate, hands over as Flag Officer Second-in-Command Far East Fleet to Rear-Admiral E. B. Ashmore. In this appointment, Admiral Ashmore will be seagoing commander of the Royal Navy's fleet based on Singapore and Hong Kong

Salvation Army leaves the Rock

After 80 years, the Salvation Army is leaving Gibraltar, and in recognition of the help given to the Services, a cheque was presented on May 22 by Rear-Admiral M. F. Fell (Flag Officer, Gibraltar).

The cheque, which was from all the armed forces at the Rock, was received by Brigadier and Mrs. Pearson of the Salvation Army in the presence of Brigadier S. C. Chambers (Deputy Fortress Commander, Gibraltar), and S./Ldr. J. W. Abbott (Officer Commanding Administrative Squadron, R.A.F. North Front, Gibraltar).

The Salvation Army began its activities at Gibraltar in 1887, when Major Ewens was sent by General Booth, founder of the "Army," to establish a centre for men of the Royal Navy. This appointment was made as a result of a direct appeal to General Booth by men of the Fleet.

TROOPSHIP HELP

At times, all that has been needed has been a cup of tea and a chat, but at others, large-scale help has been given, as was the case when survivors from the troopship Empire Windrush, which caught fire and sank, were brought ashore at the Rock.

Fewer Forces men and women at the Rock, and improved conditions of service, have greatly reduced the need for the Salvation Army, which now feels that its resources are needed elsewhere to a far greater extent.

FIRST OF JUNE APPEAL

The 1966 First of June Appeal for R.N. and R.M. Officers' Funds raised £5,732—over £750 more than the previous year. A further sum of £3,446 was received in income from invested funds.

Grants to the 14 different charities established for the benefit of naval officers amounted to £9,009.

FILM UNIT AT YEOVILTON

"Yeovilton, slate 10, take 1." These have been familiar sounds in and around Royal Naval Air Station, Yeovilton, as a film unit from the Bristol studio of T.W.W. shot a documentary on the training of Fleet Air Arm pilots and observers.

A highlight of the filming was a mass fly-past of 20 Sea Vixens from 766 and 899 Squadrons, and a Wings Parade held at General Divisions.

Russians cancel warship visit to U.K.

Just as the shooting began in the Middle East, the Soviet Naval Authorities announced the indefinite postponement of the visit to Portsmouth of one of their latest warships, the Kashin class guided-missile destroyer Obraztsov.

The four-day visit would have been the first by a major Russian warship to Britain

since the 1956 sensation over the disappearance of Cdr. Crabb.

It was in return for the visit made to Leningrad last September by the guided-missile destroyer Devonshire, which had on board Admiral

Sir John Frewen, Commander-in-Chief Home Fleet.

The Soviet Embassy statement said: "The visit of a Soviet warship to Great Britain in the present situation might be wrongly understood, and might give grounds to undesirable and false rumours which naturally would impede the achievement of the aims which both sides had in mind in connection with this event."

Rolling up the red carpet again caused great disappointment in Portsmouth, where hundreds of pounds had been spent in arranging receptions, dinners, dances and coach trips.

There is a possibility the visit might take place at a later date.

All the wise girls love a saver



Don't kid yourself that to be 'with it' is to be without money. You'll get far more appreciation from 'her' if you keep a bit of money for both of you in the National Savings kitty.

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ONE FOR THE SCRAPBOOK

Sightseeing in Bangkok—the city of "Anna and the King of Siam"—are PO Radio Supervisor David Agnelli, aged 25, of Guernsey, and Leading Radio Operator Martin Shepherd, aged 21, of Newquay. Both are serving in the Far East aboard the Leander class frigate Cleopatra, which has been visiting the Thai capital.



University and Navy join in research

As part of the Government's Policy to improve the co-ordination of the scientific effort of the country, and to make full use of the technology and expertise available within the Defence Research Establishments, a link has been forged between the University of Southampton and the Admiralty Surface Weapons Establishment.

It is planned that senior staff of the university will play an increasing part in the research activities of the establishment, and that the naval scientists will participate in the teaching and research of the university.

Common research projects are planned to be undertaken either at the university or within the establishment, which will be recognised for the purposes of higher degrees.

MORE TEACHING MACHINES

H.M.S. Collingwood, where the Navy trains radio electrical mechanics, pioneered the use of teaching machines, and now has 100 of them in use.

The Navy has now placed an order for a further 135 machines for use in a number of training establishments.

UNUSUAL HONOUR

Two members of the Admiralty Constabulary who handled a difficult situation in Portsmouth Dockyard have been made the subject of a Commander-in-Chief's Commendation—an unusual if not unique honour.

The men are Sergt. Clifford William Burns and Const. David Thomas Howlett. On May 7 they approached a rating who was near the King's Stairs and armed with a knife and a one-pound scare charge. He threatened to pull out the pin and explode the charge if anyone approached him.

Const. Howlett talked to the man, trying to calm him, and as the two officers approached, Sergt. Burns suddenly dived through the guard rails, grasped the rating, and fell with him into the sea 12 feet below.

The Commendation of the Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) praises the officers for their courage and initiative in averting a dangerous incident.

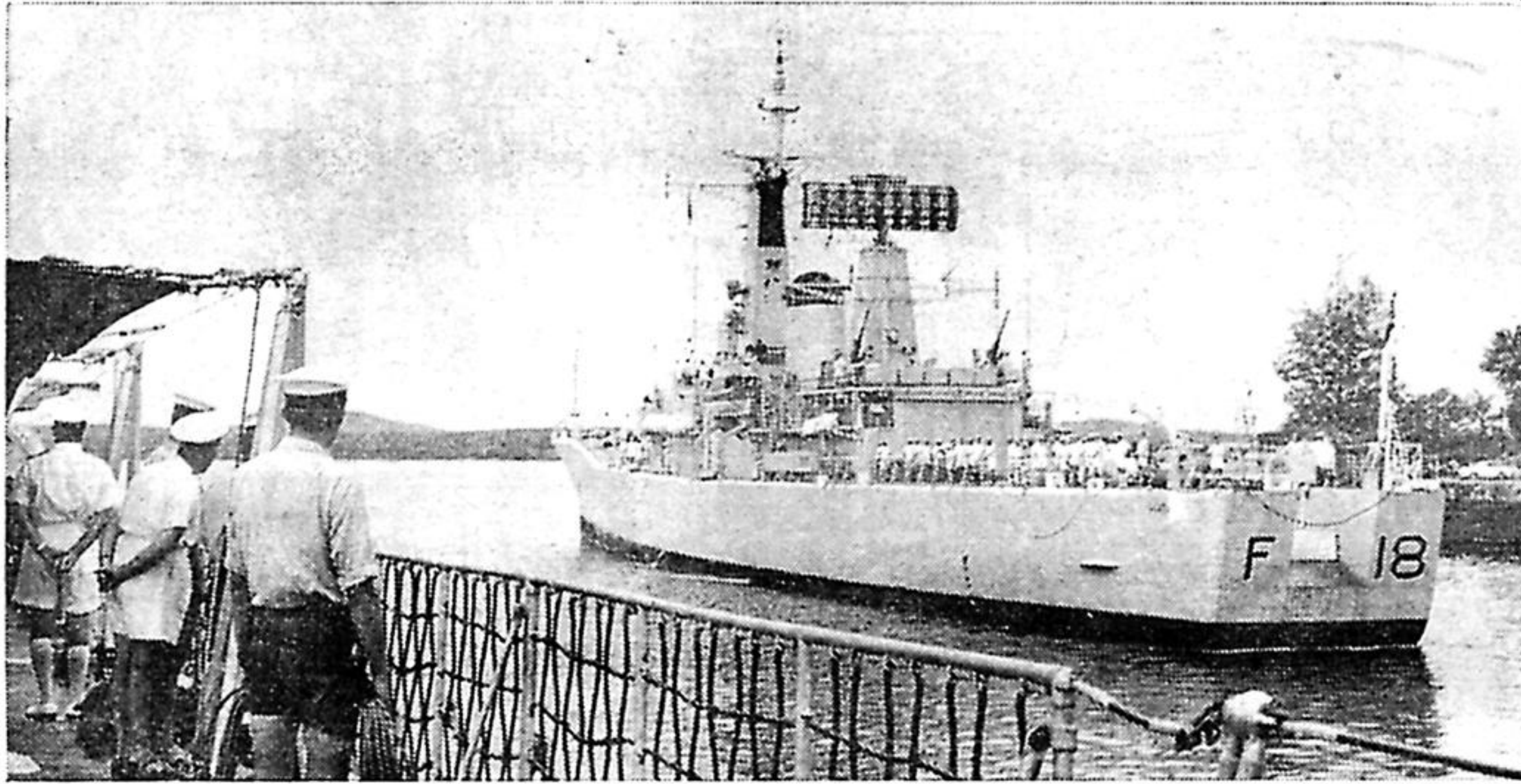
In the picture, Admiral Hopkins is shaking hands with Sergt. Burns. Const. Howlett is on the right.

H.M.S. GALATEA DIVERTED ON MERCY MISSION

The Leander class frigate, H.M.S. Galatea, which is commanded by Capt. J. O. Roberts, is seen entering Singapore Naval Base at the start of her first Far Eastern commission. Two days after leav-

ing Aden, the ship was diverted to the island of Socotra, off the East African coast, to go to the aid of a member of a Joint Services Expedition, who had been injured in a remote area of the island.

The ship's helicopter flew the injured man across the island to safety and expert medical help. Galatea then called at Bombay. (An account of the expedition mentioned is given in the opposite page.)



'Jobfinders' total impressive

In 1966 the Regular Forces Employment Association (the short title for the National Association for Employment of Regular Sailors, Soldiers and Airmen) found jobs for 3,112 sailors, 327 Royal Marines, and 15 Wrens when they left the Service.

The Association also found employment for 4,149 men and women on leaving the Army, and 2,515 men and women on leaving the Royal Air Force.

These figures illustrate the size of the task which the Association undertakes.

GOOD CHARACTER

It is part of the Regular Forces Resettlement Service, working in close touch with the three Services and the Ministry of Labour. Its aim is to find suitable employment for all non-commissioned men and women who leave the Regular Forces with characters of "Good" or better, and it provides this help free of charge.

The Association, which is registered as a charity, depends upon the Treasury and the benevolent organisations of the three Services for its funds and works through 46 branches covering the whole of the United Kingdom.

Each branch is run by an

employment officer, often referred to as a "jobfinder," who remains in touch, as far as he can, with ex-Regulars.

If they find their employment unsuitable, they can always go back to the branch within whose area their home lies, and the employment officer will do all that he can to find a more congenial job.

As can well be imagined, the "jobfinder's" work is not confined to finding employment.

They constantly find themselves consulted over housing, welfare and similar matters. The only thing they cannot do is to dispense any form of charitable relief although, being in touch with welfare organisations, they can advise on such matters.

USEFUL PAMPHLET

The Association issues to all who seek its services a pamphlet giving general advice on entering civil life and on taking up employment. One paragraph states:

"If a 'jobfinder' makes an appointment with an employer, be punctual in keeping it. If you accept the job, turn up on time to start. If you decide against the job say so and give someone else the chance of it.

"Don't say you will take the job and then fail to turn up. This gives the wrong impression—that ex-Servicemen are unreliable—and affects others besides yourself."

R.M. MUSEUM REOPENS

The Royal Marines Museum at Eastney Barracks, Southsea, re-opened for the summer season on May 24. The total of visitors during 1966 was over 18,000.

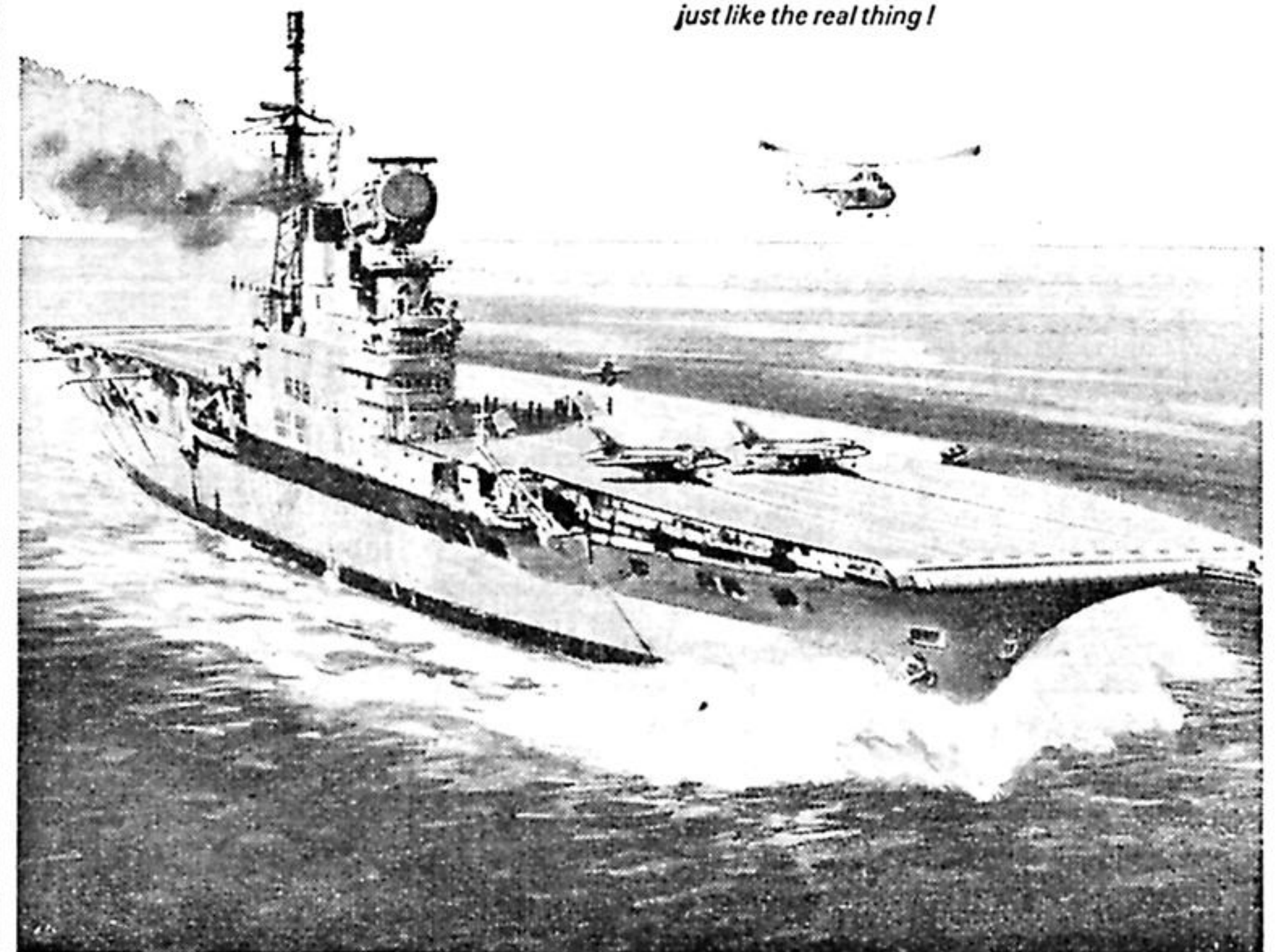


State rooms on show

The State Rooms of Admiralty House, Whitehall official residence of the First Sea Lord of the Admiralty for 200 years, are open to the public on Saturday afternoons for a short period. If the response is good, the rooms will be open throughout the summer.

Main interest in the State Rooms is a series of 18th and 19th century paintings of Australasia—the work of artists officially attached to the expeditions of Capt. Cook and Capt. Flinders.

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The aircraft carrier H.M.S. Victorious is one of Britain's most powerful warships. Completely modernised in 1958 she now incorporates a fully angled flight deck, steam catapults, mirror landing aids, and "three dimensional radar". This superb 1/600 scale model, consists of 94 finely detailed parts and costs only 7/-.

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Navy News

EDITOR:
W. WILKINSON
Royal Naval Barracks, Portsmouth
Tel.: Portsmouth 22351 (Ext. 72194)

Victorious wives

About 200 wives of men serving in H.M.S. Victorious are reported to have sent a petition to their Member of Parliament, protesting at the decision to delay the carrier's return to Portsmouth. They got a drubbing in the local Press. "And a jolly good thing too," may well be the comment.

Before shrugging off the incident, it should be noted that interviews made it quite clear that the wives' main complaint was not so much that the carrier was delayed as that they had no official information. Worried about deposits on holidays, and numerous other domestic problems, the wives let rip—at the wrong target.

Responsibility for keeping wives informed rests squarely on the shoulders of their husbands, and in the case of Victorious there was ample time by air mail, cables—even direct telephoning—to give as much information as security would permit.

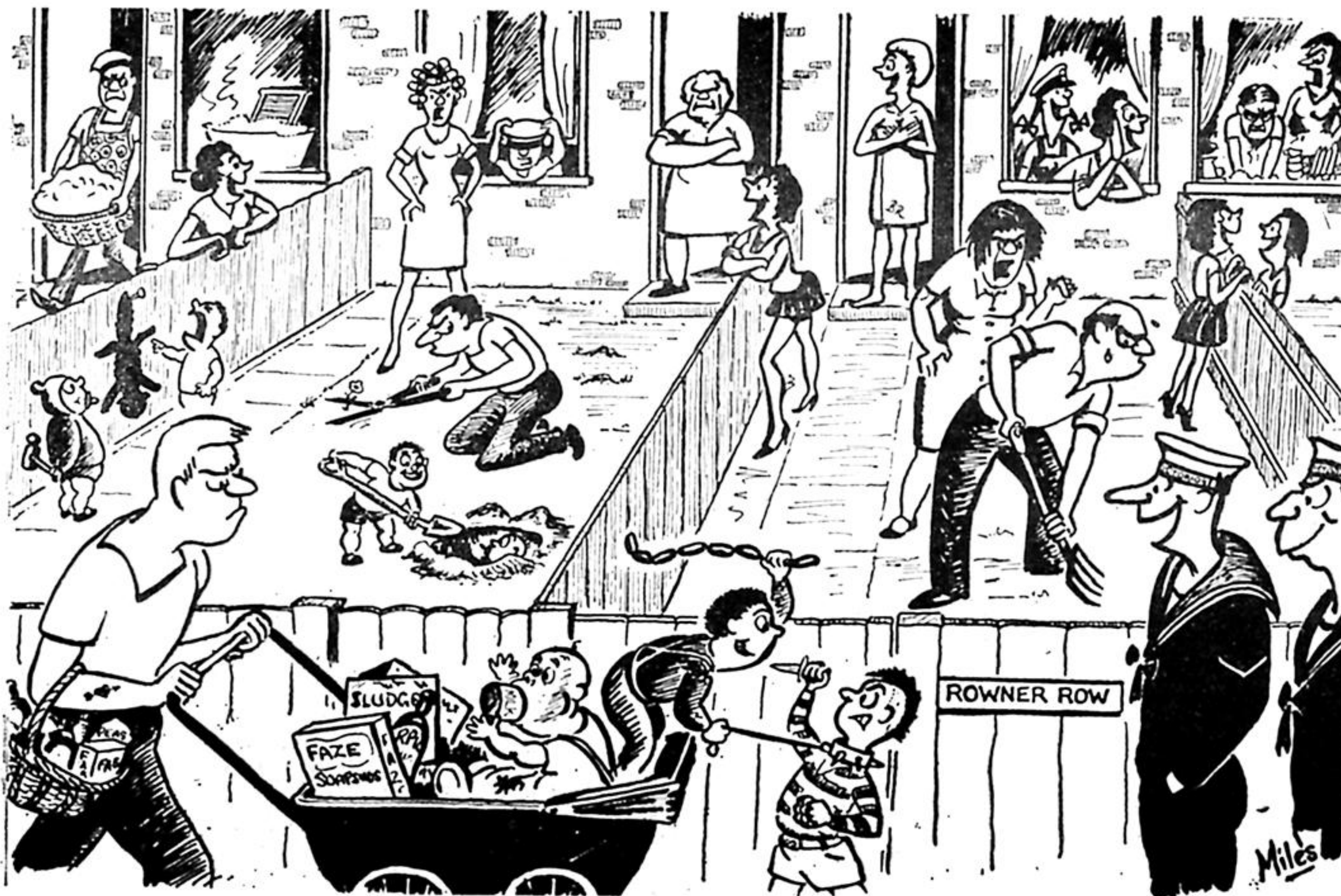
Had news been sent promptly, it might have prevented wives travelling from as far away as Scotland and Wales to welcome the carrier at Portsmouth on the date originally announced for her return.

They want to know

The Admiralty cannot undertake to inform wives every time there is a change of plan for a ship, but where there are special circumstances, such as a return from a foreign commission, and the men aboard are unable to let their families know in time, some effort might be considered other than merely informing the newspapers and radio.

It cannot be stressed too loudly or too long that naval wives do appreciate the comfortable new married quarters, the efforts to shorten commissions, and all the other improvements in Service conditions, but they also want to be kept in the picture—official information.

If there cannot be personal messages, the very least is that the Navy Welfare and S.S.A.F.A. should know as much as possible about what is going on. Let the Victorious wives be given a shaking. The shake-up need not necessarily stop there.



"Hello Nobby, everybody enjoying that well-earned rest all the wives reckoned you deserved?"

The Navy's 'greatest single blessing'

This year, the Women's Services are celebrating their jubilee. With actual birthdays ranging over a year, the joint celebrations—a Thanksgiving Service in Westminster Abbey, garden party in the grounds of the Royal Hospital, Chelsea, and a dinner in the Painted Hall at Greenwich—were fixed for June 1 and 2.

Women are still 20 years short of their half-century of enrolled service with the Armed Forces, and our jubilee marks not so much the passing of the years, but the historic decision to employ uniformed and disciplined women to replace men in the Services.

The very terms, "disciplined and uniformed" must have struck chill in many hearts, and the records show that the step was not accomplished without opposition.

But serious manpower shortages and a growing recognition that women could and would play a part in their country's defence carried the day.

Began in 1917

On November 29, 1917, "The Times" carried an announcement headed: "Women for the Navy—New Shore Service to be formed."

In two years, under the Directorship of Dame Katherine Furse, the Women's Royal Naval Service grew to a strength of approximately 7,000, and women had proved to the satisfaction

of the Royal Navy, their ability to carry out not only the more conventional domestic and clerical duties, but also work such as boats' crew and wireless telegraphist.

The pictorial records of this period, with Wrens in overall trousers and smocks servicing depth charges, and a working party of women in boiler suits, unloading sacks of potatoes from a lorry, provide evidence that the pioneers were not sheltered, nor were they other than feminine despite their unbecoming garb.

Cabin caution

That Their Lordships were solicitous of their welfare and reputation is also evident from the Admiralty minute sheets. Wren officers' stewards were not to work in officers' cabins other than in pairs. Members of the W.R.N.S. were advised not to walk unescorted down the Strand!

In September, 1939, the W.R.N.S. was re-formed, and by the end of 1940 had grown to 10,000.

In 1941, the Commander-in-Chief, Portsmouth (Admiral Sir William James) wrote: "We are going to greatly extend substitution of men by Wrens. Despite the large number of hostilities—only sailors, the future manning of the Fleet is causing anxiety. Except manning of sea-going ships, there are few jobs that cannot be tackled by Wrens, and we are recruiting as fast as we can."

H.O. start

I was one of the Wrens who volunteered in 1941, at the time of the expansion of the Service, and on May 12 of that year I carried my suitcase from New Cross, through Deptford (air raids the night before had disrupted transport) to the Royal Naval College, Greenwich.

There I was to start my "hostilities only" service at the W.R.N.S. Training Depot as a supply assistant.

by
Chief Officer
Joan Cole, O.B.E., R.N.



If I had thought about the future at all, and I am quite certain that in the excitement of that new life, I did not, my imagination would not have encompassed more than a year or two ahead.

Wonderful life

Twenty-six years later, awaiting the start of the Service of Thanksgiving in Westminster Abbey, recognising among that great congregation so many old friends of my own generation, and feeling pride in the young women in uniform who are their peace-time successors, I could look back on a wonderful life which has taken me through every rating and rank up to the present, and as far afield as Australia. But that is another story.

A year or two ago, seeking material for an exhibition, I spent some time at the Imperial War Museum looking through their photographic files of the W.R.N.S. in the Second World War.

Every type of work is represented, a reminder that there

were officers in about 50 branches and ratings in over 90 categories, and that at the peak there were 75,000 women serving with the Royal Navy, in every theatre of war and throughout the world.

It took all sorts to help run the Navy's war, but throughout that photographic record is reflected the cheerfulness, the comradeship, pride and sense of purpose, the standards which were set by a Service which, under Vera Laughton-Mathews, had so quickly earned an enviable reputation.

The critics

A former captain of H.M.S. Wren was later to describe them in a letter to a senior W.R.N.S. officer as "the greatest single blessing to be bestowed on the Royal Navy."

I leave my Naval readers to decide whether this graceful tribute is deserved!

We have not, of course, been without our critics, and have perhaps been over-sensitive to them.

The establishment in 1949 of all three Women's Services on a permanent basis faced opposition, although not from within the Royal Navy.

There were many who could

Changes —but not quitting the Med.'

In March it was announced that the Royal Navy was concentrating responsibility for ships and sea areas West of Suez under Commander-in-Chief, Home Fleet.

The Commander-in-Chief, Home Fleet, had already assumed command responsibilities for ships in the Atlantic and West Indies.

The next step was taken on June 5, when N.A.T.O. naval command arrangements in the Mediterranean were adjusted with the formation of a new naval command under the N.A.T.O. Commander-in-Chief Allied Forces Southern Europe.

On that date, Admiral Sir John Hamilton relinquished his appointment as Commander-in-Chief Mediterranean and Commander-in-Chief Allied Forces Mediterranean. Command of all Royal Navy ships in the Mediterranean then passed to Commander-in-Chief Home Fleet.

N.A.T.O. APPOINTMENT

A Flag Officer in Malta will administer the naval installations in the island, and will also hold the N.A.T.O. appointment of Commander South East Mediterranean Area. Rear-Admiral D. L. Davenport took up the appointment of Flag Officer Malta on June 5 and COMEDSOUESAT on June 7.

On June 6, therefore, the Commander-in-Chief Home Fleet became responsible for all ships in sea areas West of Suez. These sea areas will be known as the Western Station, and the Commander-in-Chief Home Fleet's title will be altered to Commander-in-Chief Western Fleet.

The new command arrangements will permit greater flexibility in deployment of ships of the Western Fleet.

An official statement emphasises that the change does not mean that the Navy is withdrawing from the Mediterranean—H.M. ships will continue to be detached by Commander-in-Chief Western Fleet for service in the Mediterranean.

see no need for Service women in peace, and the hostile propaganda at this time warned of the dangers of encouraging female militancy.

Since then, there has been some shift in the attitude of our now apparently few detractors. With a high annual "wastage" on marriage, the original fears have tended to give way to criticism of expenditure in training women for the short return they give.

In fact, most Wrens are in short-term training categories and many bring their skills in with them, i.e. typewriting and shorthand. A recent costing has shown that a Wren is less expensive to train and maintain than her male counterpart.

Furthermore, the Royal Navy still needs her services



A Wren officer giving military recruits gas mask instruction during the First World War

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VIC'S JANNERS GOT IT WRONG

Celebration—then U.K. stopped run

The secret of the H.M.S. Victorious hold-up in the Mediterranean was revealed when the aircraft carrier arrived at Portsmouth on June 21, three weeks after the date expected. It was all to do with the Janners!

Monday, May 2, had been designated St. Janner's Day by a group of Welsh, Scots, and Irish Janners on board. They planned to see that the grand old Patron Saint of the West Country was well and truly remembered.

They dressed in quaint traditional costume and, to the accompaniment of peculiar traditional dancing and the singing of Janner hymns, escorted several giant Oggies the length of the flight deck.

Abreast the island, Capt. "Jan" McIntosh was made an Honorary Janner for the day, after which he ceremoniously hacked open a sacrificial Oogie—with an axe.

It seems, however, that the Janners got their incantations wrong, for the following day Victorious received the signal which stopped her homeward run and sent her to Malta instead.

These essential stores were taken on and the carrier straight

way put to sea to work up the air group in readiness for any emergency which might evolve out of the Middle East crisis.

Two weeks of cruising and exercising were followed by a stay in Malta, where everyone on board watched the headlines during the Israeli-Arab war.

On June 9 it was announced that Victorious could resume the journey home, the trip beginning on the 12th.

Jet squadrons were flown off on the 13th—Buccaneers of 801 to Lossiemouth and the Sea Vixens of 893 to Boscombe. Two days were needed in Gibraltar to load packing cases for ammunition, and then the carrier was off North, calling at Plymouth on June 19.

There, West Country ratings were disembarked and also the ground crews of 814 Squadron, whose helos had flown off the previous day.

Victorious recommissions on August 31, and is due to finish a short refit in November.

During the three visits by Victorious to Hong Kong, donors on board gave 1,011 pints of blood. This figure is now a naval record, the previous being held by another carrier, which donated 257 pints in two visits.



Volunteer jobs for invalids' home

Besides being involved in a world crisis on the present commission, the ship's company of H.M.S. Victorious found time for some useful social work.

Among the events of the last few days before leaving Singapore was a pleasant and satisfying climax to all the work done by the carrier's volunteers in renovating the Johore Bahru Cheshire Home for Incurables.

During each of the ship's four stays in Singapore, parties of men gave up their time in the evenings to do this work. To mark its completion, the Captain presented the home with a large refrigerator which had been purchased with money collected on board during the stay in the Far East.

Victorious was also involved in a mercy dash to the Italian island of Lampedusa. A helicopter picked up a woman, mother of five children, and in urgent need of hospital treatment.

Medical help was given on board until the woman could be flown off again to hospital in Malta.

Record crowds attended the annual open day at the Royal Naval Air Station, H.M.S. Daedalus, Lee-on-Solent.

ONE GIRL ABOARD

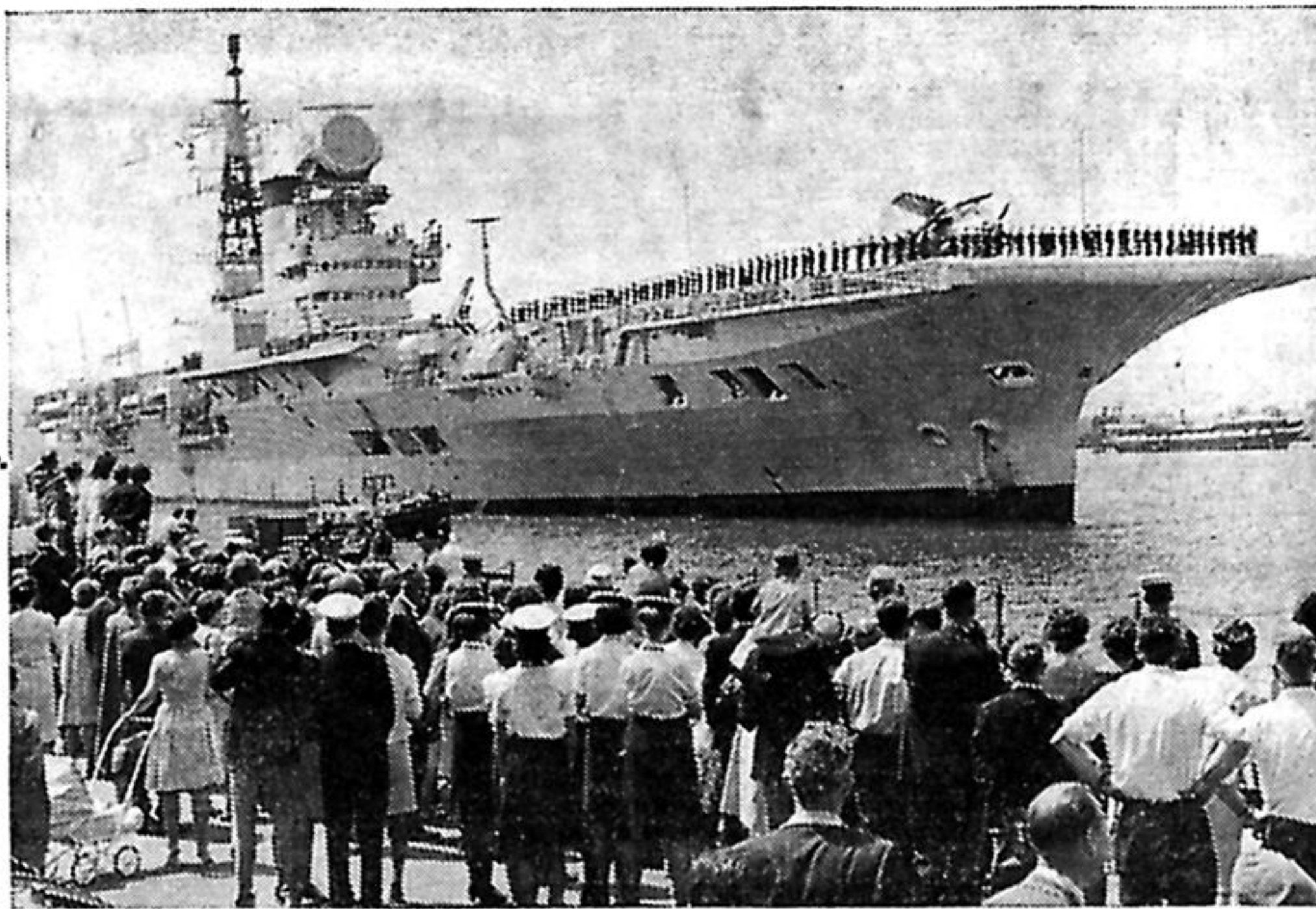
When H.M.S. Victorious reached Plymouth on June 19, there was one girl who went ashore with the West Country men. She was nine-year-old Sheila Wareham, who had travelled from Gibraltar like a V.I.P., with a comfortable cabin and anything she wanted to eat.

Daughter of an Army corporal, Sheila was returning to have treatment for ear trouble, the sea journey being necessary to avoid any strain which an air journey might cause.

BIG POMPEY WELCOME

A great welcome awaited H.M.S. Victorious at Portsmouth. Three hundred relatives were taken out by tug to meet the carrier and steam the last mile home on board.

Another 500 were waiting on the quay to cheer the ship in, children with flags adding a patriotic touch to the proceedings.



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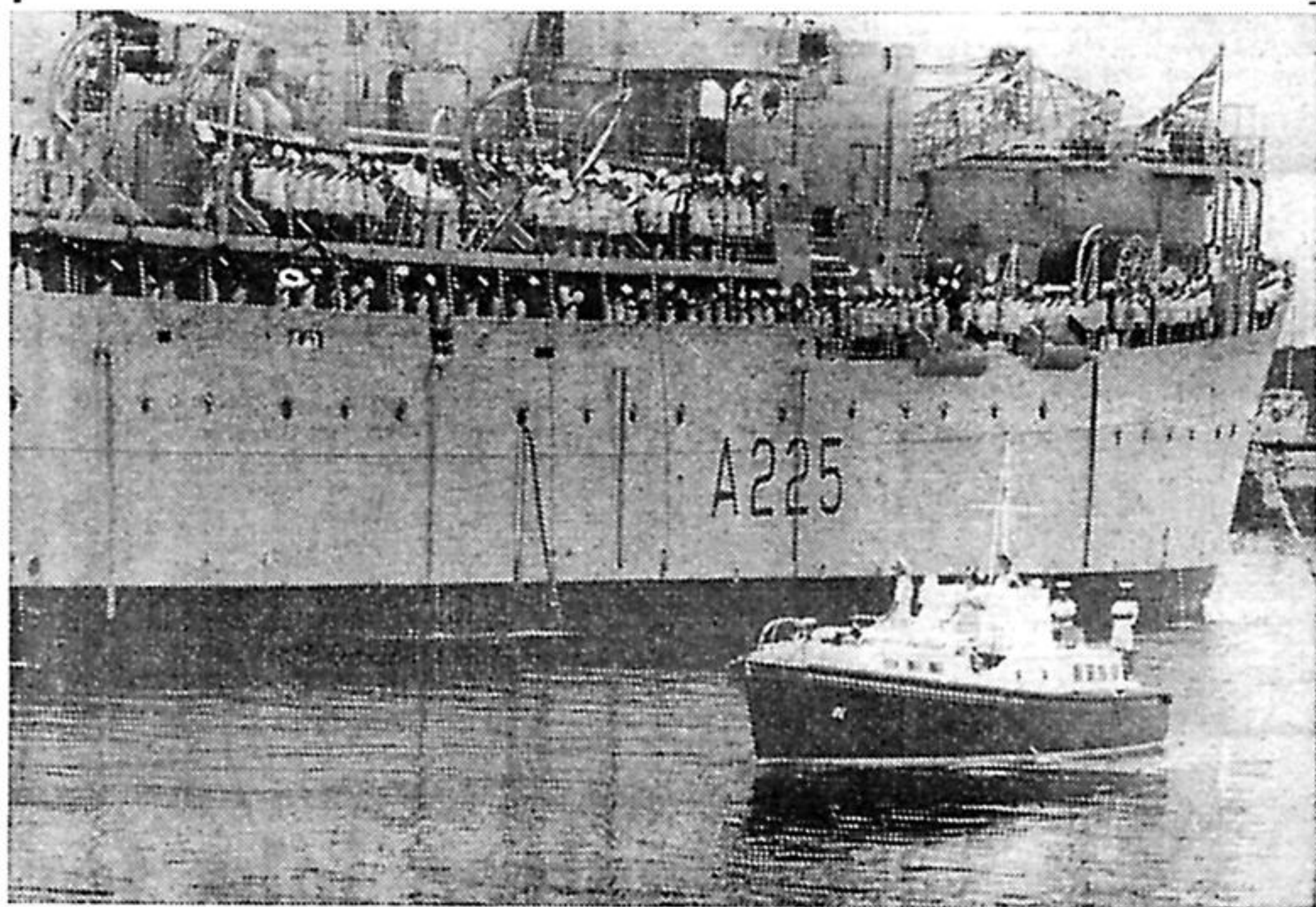


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FAREWELL TRIP ROUND THE FLEET



Manning ship aboard H.M.S. Mull of Kintyre, depot ship of the Far East Inshore Flotilla, as Vice-Admiral Twiss said "good-bye" from his barge

When it's too early to bed

LATEST FILMS FOR THE NAVY

The other fellow's marriage problems are always a bit of a laugh, providing rich material for author and film-maker, especially with the modern demand for candour.

There is plenty of plain speaking in the Hayley Mills film, "The Family Way," among the latest releases by the Royal Naval Film Corporation for showing to the Fleet, but hilarity and touching moments are skilfully used to blend the production into first-class entertainment.

The full list of releases is as follows:

The Family Way.—Hayley Mills, John Mills, Hywel Bennett. Set in a North of England town, this is a story of a young and inexperienced couple's first weeks of marriage. The tale is splendidly written, with a mixture of funny incidents, amusing dialogue and touching moments.

The Double Man.—Yul Brynner, Britt Ekland, Lloyd Nolan. An ingenious special-agent adventure story with a somewhat new angle. The combination of mystery and espionage is intricate but clear enough to follow.



The puzzled new bride, Hayley Mills, as she appears in "The Family Way." On left is Britt Ekland, starring in "The Double Man"

Novel guard for Admiral

After two-and-a-half years as Commander Far East Fleet, Vice-Admiral Sir Frank Twiss went afloat in that capacity for the last time on June 14.

In his barge, accompanied by Lady Twiss, he sailed slowly down the Johore Straits from H.M.S. Terror to the dockyard, past cheering ships of the Royal Navy, the Royal Australian Navy, and the Royal New Zealand Navy.

Men from the Far East Fleet's clearance diving team spilled from gemini craft racing ahead on either side of the barge, to form a guard on the surface, and the Royal Marine Special

Boat Section canoeists formed an escort.

Admiral Twiss took the salute at Ezaulieu Jetty when ships of the Mine Counter-measures Squadron steamed past.

The new Commander Far East Fleet is Vice-Admiral William D. O'Brien, who becomes responsible for a geographical area covering more than a quarter of the world's oceans, and more than a third of the Royal Navy's total ship strength.

In August Admiral Twiss becomes Chief of Naval Personnel and Second Sea Lord.

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DANCED FOR A QUEEN

Boys from H.M.S. Ganges entering the ballroom to dance the Hornpipe before Queen Juliana and Prince Bernhard at the British Ambassador's Ball during the historic Medway celebrations. Prince Bernhard is on the right of the picture, taken at the British Embassy, The Hague.

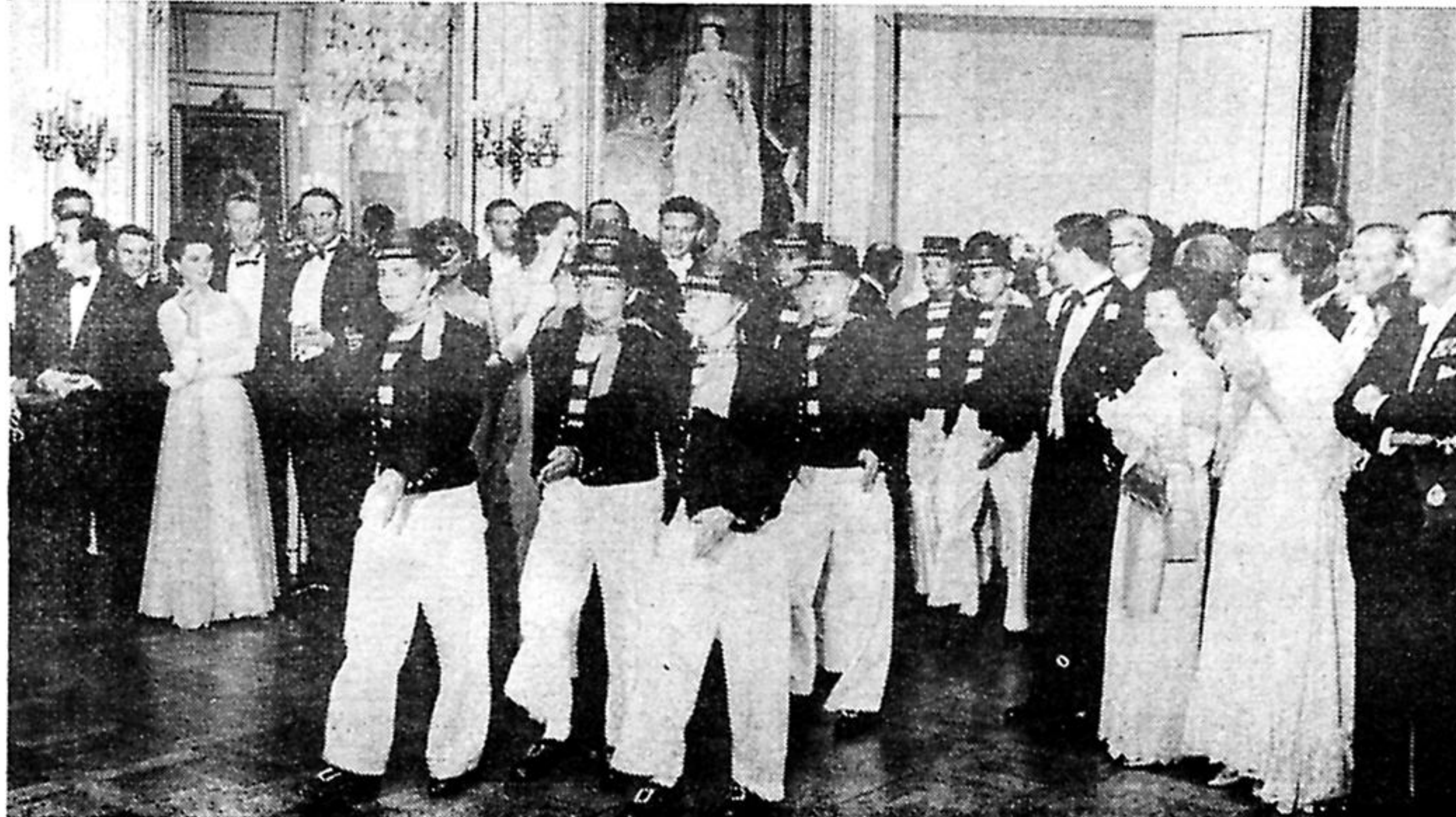


Plenty of action—with a touch of humour—makes the film good popular stuff.

Tobruk.—Rock Hudson, George Peppard, Guy Stockwell. A special mission adventure story set in Libya during the North African campaign of the Second World War. The tale is exciting and eventful, with convincing atmosphere and battles well staged.

Return of the Seven.—Yul Brynner, Robert Fuller. This is a sequel to "The Magnificent Seven"—a hearty Western with touches of humour and plenty of action. The film scores on its final scenes of fierce gun battles.

Hotel.—Rod Taylor, Merle Oberon, Karl Malden, Catherine Spaak. The story centres around a bid to take over a renowned hotel. The main plot is gripping, and the whole an adroit mixture of comedy, romance and excitement. Produced in glossy and polished fashion, the film provides lively entertainment.



'TURN AROUND' RHYL IS HOME



The frigate steams into Portsmouth Harbour, passing the sail training schooner Sir Winston Churchill

Families joined ship at Spithead

"So near and yet so far." Imagine the feelings of the 200 ship's company of H.M.S. Rhyll, the Rothesay class anti-submarine frigate commanded by Capt. D. W. Napper, R.N. when, within a day's sailing of her home port after nine months in the Mediterranean, she was ordered back to Malta.

The shortness of the Arab-Israeli war, however, made only 16 days' delay for the "turn-



ABOVE—Mrs. Preston, of Southbourne, Bournemouth, and three year-old daughter, were there to greet LME Ronald Preston.



RIGHT—Fiancee Susan Evans from Dunfermline gets a hug from CEA Geoffrey Senior. BELOW—Happy family, PO Douglas Jackson, his wife Valerie and children Amanda and Amberley



Hmmm . . . it's lovely to be back again. Undisguised delight registered by LS A. M. Leeks on meeting his fiancee Pat

Bombardment Trophy and the AA Trophy—evidence of her effectiveness as a warship.

The frigate was also equally effective on the sports field. Two highlights in the soccer world must be mentioned—the 2-2 draw with the Tunisian Navy in Bizerta, and the winning of a six-a-side championships against the Royal Engineers in Cyprus.

FAMILY VISITS

A general service commission in the Mediterranean made possible many chances of family contact. Nearly 40 families went to Malta for visits, some staying for almost the whole of the nine months.

Station leave from Malta enabled others to spend Christmas or the New Year with their families in England.

After foreign service leave, H.M.S. Rhyll is to be prepared for a long refit.

Rhyll, built in H.M. Dockyard, Portsmouth, 1959-60, was launched by Lady Dorothy Macmillan. Basically similar to the Whitby class frigates, Rhyll has a displacement of 2,600 tons.

around" ship, and she arrived back at Portsmouth on June 10, about 100 relatives and friends joining the frigate at Spithead for the last mile home.

H.M.S. Rhyll had a busy nine months as leader of the Mediterranean Squadron, taking part in five NATO exercises, and operating with ships of the Canadian, United States, Italian, French, Greek and Turkish navies.

The exercises took place in various parts of the Mediterranean, the Cash Officer having to handle 10 different sorts of currency.

VISIT TO BULGARIA

The more notable visits were to Rijeka in Yugoslavia, Istanbul, Varna in Bulgaria, Haifa, and Civitavecchia (for Rome). The ship's company, during these visits, were able to get to Jerusalem, Galilee, Nazareth, Pompeii, Vesuvius, Tunis, and the ruins of Carthage.

As mentioned in last month's issue, H.M.S. Rhyll won the

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Big switch in Navy's top jobs

Recent appointments show that, by the end of the year, most of the Navy's top jobs will be held by new faces. Admiral Sir Frank Hopkins is retiring from the Navy at his own request, his successor in the important post of Commander-in-Chief, Portsmouth, being Admiral Sir John Frewen, the present Commander-in-Chief, Home Fleet.

Admiral Hopkins, described as a "doughty fighter" for the retention of the Navy's aircraft carrier force, has been outspoken on Government policy, and recently said it

'Crisis' ships return

The frigates Berwick and Phoebe, which went to the Mediterranean during the Middle East crisis, returned to Portsmouth on June 19.

Phoebe will sail for the Far East at the end of August, after calls at Southampton, Dartmouth and Bournemouth.

Berwick, nearing the end of a two-and-a-half year commission, goes to Chatham this month for a two-year modernisation, including the installation of a helicopter platform and Seacat missile launcher.

A WARSHIP UP THE THAMES

The Seaward Defence vessel, H.M.S. Droxford, visited Richmond (Surrey) from June 20 to 23—an unusual passage so far up the Thames for a naval ship of her size.

TO BE SCRAPPED

H.M.S. Lofoten, helicopter support ship, paid off at Portland on June 30 for disposal.

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APPOINTMENTS



Admiral W. D. O'Brien

was "an odd time for defence cuts."

Admiral Frewen will take up his new appointment in November. His successor, the first holder of the title Commander-in-Chief, Western Station, which comprises all naval sea forces west of Suez, is Vice-Admiral Sir John Bush.

FAR EAST CHANGE

In the Far East, Admiral W. D. O'Brien has relieved Vice-Admiral Sir Frank Twiss as Commander, Far East Fleet, and Rear-Admiral E. B. Ashmore has taken over from Vice-Admiral C. P. Mills as Flag Officer, Second-in-Command, Far East Fleet.

Vice-Admiral Twiss has been appointed Chief of Naval Personnel and Second Sea Lord, taking up these duties next month.

Vice-Admiral Mills relieves Vice-Admiral Sir Fitzroy Talbot as Commander-in-Chief, Plymouth, this month.

With the scrapping of the Mediterranean Command, the senior British naval officer in the area is the Flag Officer, Malta, a post taken up last

month by Rear-Admiral D. L. Davenport.

In December, Rear-Admiral M. P. Pollock, who is the Flag Officer, Second-in-Command, Home Fleet, is to become Flag Officer Submarines, relieving Rear-Admiral I. L. M. McGeoch.

Other appointments which have been announced recently include:

Capt. A. D. Cassidi. Undaunted in command, May 19.

Capt. P. R. Marrack. Cochrane for A.R.T.E. Dounreay as Commanding Officer and Superintendent, December 1.

Capt. J. A. H. Hamilton. Tyne in command, October 20.

Capt. K. Vause. Neptune on commissioning and as Capt. SM 10, August 5.

Capt. K. R. Hickson, R.N.A.Y.D., Fleetlands in command, June 19.

Capt. E. M. Brown. Fulmar in command, October 12.

Capt. M. Beeching. Excellent for Phoenix in command, October 27.

Cdr. J. F. Kidd. Eskimo in command, October 27.

Cdr. H. R. M. Welby. Maryton in command, and as Senior Officer, 6th M.C.M. Squadron, July 1.



Admiral Hopkins

Cdr. G. M. K. Brewer. Grenville in command, June 27.

Lieut.-Cdr. H. F. Thurston. Punched in command, d.t.b.r.

Lieut.-Cdr. N. R. Brookhouse. Beachampton in command, October.

Lieut.-Cdr. P. L. Poland. Zest in command July 4. (Acting Commander while holding appointment.)

Lieut.-Cdr. I. B. Lennox. Llandaff additional September 18, and in command d.t.b.r.

Lieut.-Cdr. R. I. T. Hogg. Tenby in command, December 12.

The Buccaneer replacement?

"Thanks, but actually I've already got one," might have been the reply of Fleet Air Arm Buccaneer pilot Lieut. Pete de Souza, seen in conversation with a French toy seller at the Paris Air Show. Pete, who recently served in the aircraft carrier Ark Royal, was a member of the F.A.A. team at the show.

It could be, of course, that he missed something in the models. Perhaps they were a design study of the AFVA! (Anglo-French Variable Geometry to the uninitiated).

Oldest and youngest

H.M.S. Relentless has belied her title of the oldest operational frigate or destroyer in the Royal Navy. Since leaving U.K. (up to the time of writing) she has steamed over 27,000 miles in four months and spent 70 per cent. of her days at sea.

Four Beira patrols have accounted for much of this, and there are more to come, but there seems to be as much to do at sea as in harbour.

On one visit to Mombasa, another ship there was H.M.S. Minerva, so that the youngest and oldest frigates in the Navy at that time were together.

Quizzes, clay pigeon shooting, volleyball, fishing, Swahili lessons—add to these the normal competitions and it will be understood that it is a relief to return to Mombasa for a rest.



A/Sub. Lieut. Raphael

Acting Sub-Lieut. Raphael's sports include rugby, squash, shooting and sailing.

Passing out top of his course won for him the Herbert Lott prize.

Workers from Fearless

Since the assault ship H.M.S. Fearless arrived in the Far East, 40 ratings have repainted Singapore Salvation Army's children's home, the work being led by the ship's chaplain, the Rev. J. C. Venus (seen below). Collections on board paid for the cost of the materials.



SAD FAREWELLS IN THE MED.

Sad ceremonial in Malta on June 5 marked the farewell of the 90th and last Commander-in-Chief, Mediterranean.

On noon on that day, the Commander-in-Chief's flag was hauled down in H.M.S. Angelo for the last time as Admiral Sir John Hamilton was rowed across Grand Harbour in a whaler from Customs House to H.M.S. Whitby anchored off Vittoriosa.

The whaler was coxswained by the Chief of Staff, Commodore D. B. N. Mellis, and manned by senior naval chaplains.

After a farewell lunch in Whitby, attended by the Governor-General and senior NATO officers of the respective NATO commands under Commander-in-Chief, AFMED, Whitby with Admiral and Lady Hamilton on board was escorted out of Grand Harbour by H.M. ships Rhyll and Duncan, Italian, Turkish, Greek, and U.S. vessels, and joined outside the harbour by H.M. ships Phoebe and Berwick.

On the flight deck of H.M.S. Victorious, a band and guard was paraded, and Flag Officer Aircraft Carriers saluted as the Commander-in-Chief, followed by other NATO admirals in their ships, sailed past.

The ships company of H.M.S.

Angelo were an impressive sight lining the bastions of the fort as they ceremoniously cheered.

Owing to a rather choppy sea, it was not possible to line St Elmo breakwaters as planned, and the officers and ratings of Lascaris and the new NATO command of COMNAVSOUTH cheered from Lascaris Bastion, while overhead R.A.F. Canberras from 39 Squadron carried out a fly-past.

There is now a Flag Officer Malta, Rear-Admiral D. L. Davenport. The only ships for which he has full command are H.M.S. Layburn and R.F.A. Sea Salvor, plus the Seventh Mine Counter-measures Squadron when not operated by the Commander-in-Chief Western Fleet during operations.

Other ships in the Mediterranean are under the command of the Commander-in-Chief Western Fleet.

It is hoped that Malta will have as many H.M. ships in Grand Harbour as in the past, and this hope was more than borne out during the Middle East crisis.

CHRISTMAS CARDS?

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In Gay Paree

FLEET AIR ARM AT TWO SHOWS

As a member of the Fleet Air Arm, you can never be sure where you'll be next—a Middle East crisis, Biggin Hill International Air Fair, or arm-in-arm with a mademoiselle in Gay Paree.

Against the familiar background of the Eiffel Tower, three lucky ratings who spent a week at the Paris Air Show are here pictured with two of the French visitors.



Don't forget the diver—as if anybody could when he was wearing this grin. He is AB Andrew David Caterall, aged 19, of Fulwood, Preston, a member of H.M.S. Sheba's diving team at the Naval Base, Aden.

In two years of service he has already visited many places in the Far East, including Hong-Kong, Singapore and the Philippines.

Survivor from H.M.S. Barham

Visiting England last month was the Rev. Thomas Keane, of St. Vincent's Academy, Albuquerque, New Mexico, who, as a sick berth attendant, survived the sinking of the battleship H.M.S. Barham on November 25, 1941.

Part of his plan during a short holiday was to visit Portsmouth and take Communion with a Barham memorial chalice in one of the city's Roman Catholic churches.

T.S. Barham is the name of Wembley Sea Cadets, and recently they were visited by the present Lord Barham, the Earl of Gainsborough, who presented the commanding officer with the third efficiency pennant won by the unit in three years.

Star personality at the Biggin Hill show was Sheila Scott, the first woman to fly solo round the world, and on the first day she was airborne in the Fleet Air Arm's famous old Swordfish aircraft.

Piloting was Capt. P. C. S. Chilton, Chief Staff Officer to Flag Officer Naval Flying Training, and also in the plane was Lieut. Robert Evans, who handled the Swordfish during the remainder of the show.

The F.A.A. put on a splendid display, including Buccaneer, Sea Vixen, Wasp and Wessex aircraft, the old Swordfish trundling over to indicate the remarkable advance in air weapons, and as a reminder of the F.A.A.'s glorious war history.

And when the visitors had had enough of looking aloft, no fewer than 80,000 of them saw over the model of the aircraft carrier H.M.S. Victorious.

Mementoes for Ronnie's Bar

Ronnie's Bar is well known to the Fleet Air Arm, being just outside the gates of the air station at Hal Far, Malta.

When 728 Squadron dis-



Pictured with two charming French visitors to the Paris Air Show are LREM Colin Bonney of Blackpool, NAM Keith Stoner of Tunbridge Wells, and LREM Bill Deeming of Birmingham

banded, after 24 years' service in Malta, it was appropriate that there should be a party at the bar, and some farewell tokens to Ronnie Zammit himself.

The H.M.S. Falcon nameplate in brass, given to the squadron in 1965 when H.M.S. Falcon closed down, was handed to Ronnie for safe keeping by

the commanding officer of 728 (Lieut.-Cdr. "Lofty" Wreford), other mementoes which will hang in the bar are the squadron crest and a target practice towing sleeve.

Before Sir John Hamilton hauled down his flag as Commander-in-Chief, Mediterranean, he visited the squadron.

Sheila Scott visits the model of H.M.S. Victorious at the Biggin Hill Air Fair and discusses the exhibition with PO Ron McLachlan of Wolverhampton



FOR THE PHANTOMS

Joining Royal Naval Air Station at Yeovilton are eight chief petty officers who have just completed an instructors' course on the McDonnell Phantom in the United States. The photograph was taken while they were under instruction in the States.

Left to right they are: CPOs Arthur Robertson (Barrow), Ronald Williams (Bristol), Thomas Marling (Barnsley), Robert Williamson (Airdrie, Lanarkshire), Ronald Corpse (Plymouth), John Hales (Isle of Wight), John Morris (Bexley, Kent) and Brian Osgood (Gosport).



All smiles—but it is a sad moment in Ronnie's Bar, Hal Far, Malta, when 728 Squadron say their farewells on the eve of their disbandment

The Queen's visit to Malta

Buckingham Palace announces that the Queen and the Duke of Edinburgh have accepted the invitation of the Government of Malta to visit the George Cross Island from November 14 to 17.

They were last in Malta together in 1954, at the end of their six-month tour of the Commonwealth.

Consideration had been given to a visit earlier this year, but in February it was learned that the plan had been held up because of the dispute with the Malta Government over the effect of the defence economies.

SICK BERTH AWARD

The 1967 Sick Berth Petty Officers' Efficiency Medal, "for zeal and efficiency in the discharge of duties during the preceding year," has been awarded to POMA J. A. Sheridan.

The 'News' Diary

Admiral's tribute

When Admiral Sir Frank Hopkins, Commander-in-Chief, Portsmouth, leaves at the end of this year one of the jobs he will be giving up will be that of President of the "Navy News" Advisory Committee.

At last month's meeting of the committee, Commodore Hugh Lee, the Chairman, read a message from Admiral Hopkins regretting his inability to attend because of a previous engagement.

"Please welcome the representatives on my behalf," he said, "and tell them that I believe 'Navy News' deserves our fullest support."

"It is a unique medium for fostering the comradeship which we value so highly. It links the widely scattered members of the Fleet at all levels, past and present, and their families."

"It makes an increasing non-naval audience aware of what the Service is doing and thinking, at a time when publicity, and particularly this sort of publicity, is of the greatest importance."

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700-MILE COACH TOUR AROUND NORTH WALES

Ashford holiday parties

Once again shipmates and their ladies from Ashford took a coach for their summer holiday and, in eight days, toured over 700 miles in North Wales.

The first port of call was Llandudno where a "goodwill" letter from the Chairman of the

Ashford U.D.C. was handed to the Chairman of Llandudno Council.

Ashford members were entertained at the Rhyl branch's new club.

"What a club," says our correspondent, the Messdeck Dodger, and he advises shipmates who may be in the area to make a point of calling. "You'll be in very good company," he says, "and all young members at that."

On the final evening of the tour, the visitors went to the Bangor branch headquarters, finding members of the Rhyl branch already there, and there was a splendid get-together.

The Ashford branch was presented with a framed painting of the Menai Bridge by Shipmate Leatherby, the Bangor Secretary.

After their happy holiday, the Ashford stalwarts are back again ready for more work for the branch, but with a wish that they could get a few more members to help them run the new club and enjoy its amenities.

on the civilian committee of the Stockton Sea Cadets.

A number of the members of the Stockton branch serve as officers and civilian instructors in what Coun. Whitfield describes as "one of the best units in the country."

Shipmate Whitfield was an E.R.A. in the Second World War, belonging to Chatham Division.



Coun. Whitfield
[Photo: "Northern Daily Mail"]

'Pass' for Admiral

Years ago when sailing ships had to put in to remote islands for fresh water, etc., the crew could easily become an item in the cannibals' menu, but if the headman greeted them with a whale's tooth, it meant that the natives wanted to be friendly.

The tooth represented a safe conduct pass for future occasions—a token of friendship and good will.

At a recent meeting of the Portland branch Rear-Admiral P. G. Sharp, Flag Officer Sea Training, Portland, was presented with a whale's tooth—the branch's way of conveying its appreciation of his interest in the activities of the association at Portland.

THE TOKEN



Shipmate Danny Morrison presents the token of friendship to Rear-Admiral Sharp



Ashford (Kent) members being entertained at Bangor (North Wales) branch, with Rhyl representatives present.

Wear and Army share honours

Years ago, when parade grounds in barracks were "holy ground," men over 35 were excused "doubling" across them, but it would seem that when men get into Civvy Street, they take on a new lease of life.

This must be so, at least in the North-East, for each year the Wear branch holds a football match and tug-of-war, their opponents being the local

Royal Artillery, and all players must be over 35.

This year honours were even, for the Wear branch won the football match, and the Army

the tug-of-war. About 2,000 spectators were present.

It is a good job that Wear branch has palatial headquarters, for on June 10 two bus-loads from Wythenshawe branch, who had attended the race meeting at Thirsk, visited the club.

Shipmate R. Gledhill, Wear's chairman, and chairman of the No. 11 Area, visited the Bedlington branch, no one having heard from that branch for some time. He was delighted to find that although membership was small, it is very much alive and has spacious premises.

Shipmate Gledhill hopes that other branches in No. 11 Area will try to arrange a visit to Bedlington, where they will be warmly welcomed.

Ilford dinner

When the Ilford branch held its annual dinner and social on June 3, guests included the chairmen of both Dagenham and West Ham with their ladies, and Shipmate George and Mrs. Baxter.

The loyal toast was proposed by the branch chairman, Shipmate G. Hill, and speakers included the branch president, Shipmate Lieut.-Cdr. J. Hammond, Shipmate J. Mutter, and Shipmate B. Lacey, whose wedding day it was.

Shipmate and Mrs. Lacey received the congratulations of all present.

Shipmate Fred Tibbles, chairman of West Ham branch, responded to the toast of the visitors, and he congratulated the Ilford chairman on having held the office for 27 years.

MAA H. H. Hughes, who went to New Zealand in 1946, has been presented with a clasp to his Long Service and Good Conduct Medal—the only member of the R.N.Z.N. to have the award.

Caterham sea cadets' welcome at Beer

When Caterham Sea Cadets visited Beer for the Spring Bank Holiday week, the Beer branch again entertained them.

The branch has had extensive alterations made to its club room, and the cadets were entertained there on the evening of their arrival by the president of the branch, Lieut.-Cdr. J. H. Maundrell, R.N. (ret.).

The cadets were under the command of Lieut. (SCC) Bert Forgham, the secretary of the Purley branch of the Association.

During the week, the cadets were kept busy with competitive rifle shooting, boating,

Shipmate mayor

Chairman of the Stockton-on-Tees branch since early 1966, Shipmate Coun. John Whitfield, J.P., has been installed as the Mayor of the town.

Coun. Whitfield has the unique honour of being the last mayor of the Ancient Borough of Stockton-on-Tees, for in April, 1968, the "Big-T" comes into being, the new Tees-side County Borough.

Among his many public duties he is chairman of the Youth Committee, and serves

GIFT TANKARDS FOR 12 AT BELFAST

Capt. D. V. M. Macleod, Senior Naval Officer, Northern Ireland, had a pleasant duty when he visited the Belfast branch on the occasion of the annual dinner.

Tyne visitors

Eighty members of Tyne branch were guests of the chief and petty officers of H.M.S. Cochrane, at the end of May.

It is a four-hour journey by coach from Newcastle to Rosyth, and the visitors were in need of a "drop of the dark stuff" when they were met by the Mess President. This was forthcoming.

After lunch, the Tynesiders were split into parties, visiting H.M. Ships Rapid, Dreadnought, Chevron, and Acheron.

The branch supported the Spurn Point Memorial Service on June 4. Our correspondent says: "The arrangements were perfect, the weather glorious, and the service very impressive—may this event long continue."

BELFAST

ner. He was asked to present inscribed tankards to 12 members "for services rendered to the branch."

The following received the tankards: Shipmates F. Goldstein, T. R. Eames, P. S. Davison, W. W. Tunnicliffe, A. E. Greenfield, D. L. Neill, H. Barlow, E. Smith, R. Rohu, W. A. Styles, J. McConville, and H. R. Smyth.

Guests were welcomed by the deputy president of the branch, Capt. I. F. M. Newham.

Capt. Macleod congratulated the branch on acquiring its wonderful headquarters—Mountbatten House—and said that since he visited them last year, news had come through that H.M.S. Sea Eagle would remain in Londonderry until 1971, and so for both branch

and himself it had been a splendid year.

The branch chairman, Shipmate S. P. Davison, thanked Capt. Macleod and praised the Ladies' Committee for all that it had done to ensure that the evening was such a success.

In the postbag

As one fortunate enough to attend the No. 2 Area rally on June 10, I offer my personal thanks to those two stalwarts, Tom Asprey and George Milham, for providing an extremely interesting programme.

The artists in the Town Hall gave great pleasure to all present, and the surprise item, Cdr. Sgt. Jock Thompson in full regalia, who played the pipes and led the dancing with the Gay Gordons, was greatly appreciated.

I feel, however, that Tom and George must have been a little disappointed that from over 30 branches in the Area, only eight were present for inspection.

L. A. Hannon
Limpsfield, Surrey.

CAN YOU LEND A HAND?

"Don't leave it to the other bloke," is the theme of an appeal received by "Navy News" from the Knights of St. George, whose members for 20 years have helped the disabled and war widows.

Many more members are needed to carry on the work, and it is hoped that active support will be found among the branches of the Royal Naval Association.

Those interested should write to—The Grand Knight, Knights of St. George, 3 Wolsey Gardens, Chiswick, London, W.4.

Even a couple of hours a week to give practical help, or drop in for a chat, would be welcome assistance.

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RPO Willcox, of H.M.S. Collingwood, a member of the Portsmouth Local Committee of the Royal Naval Benevolent Trust, who has taken a keen interest in the Trust's activities for the past nine years, recently toured the Scotland and Northern Ireland Command, speaking to audiences about the work of the Trust.



RPO L. Willcox

G.I. Association Anniversary

When the Gunners' Mates' Club (later the R.N. and R.M. Gunnery Instructors' Association) was formed in 1946, the officers elected included CPO R. Kennard as President, and CPO L. Young as Secretary.

For the Association's 21st anniversary dinner, held at Whale Island, the two officers, now resident in South Australia, sent a casting of an Aboriginal head, which was presented to the current President, PO (G1) Hardman, by the commanding officer of H.M.S. Excellent, Capt. W. J. M. Teale.

In a message to "Navy News," Mr. R. H. Rainer, the association secretary, said they now had 280 members, and the numbers were rising due to a vigorous recruiting campaign.

"We are faced today with the fact that the whole social life of the country has undergone a great change in the last two decades, but I feel that the association has still plenty to offer both the serving and ex-serving gunnery instructor."

Mr. Rainer's letter added that the senior members were Jack Lant, now living in Cambridge, and Len West, of Lymington—both over 70.

CALLING OLD SHIPMATES

Mr. R. P. Law, 125 Milton Street North, Northampton, who commissioned the cruiser Neptune at Devonport in September, 1937, and served in her over three years, would welcome news from any of the "originals," particularly "tin fish" men.

Mr. B. Miller, 84 Cornwall Road, Rainlip (Middx.), is trying to contact ex-boy artificers who joined H.M.S. Indus in July, 1917. He would be interested to hear from any boy who would like to have a "get-together" in Portsmouth to mark the 50th anniversary of their joining the Royal Navy.

Several interesting questions were raised, and one, which seems to be quite prevalent on the lower deck these days, was: "What income does the Trust derive from mulcts of pay extracted at the defaulters' table?"

There is no such income from that source, of course, and RPO Willcox enjoyed clarifying the position.

Another question was: "What happened if a rating serving at Singapore experienced financial trouble, and how long would it take the Trust to deal with it?"

RPO Willcox was able to say it could be dealt with as fast as the signals arrived in Local Offices.

He was able to say that there had been recent instances of this happening. He was unable to give detailed information, because it would give way to identification, and the RNBT prided itself on the confidential nature of its work.

A good year

It was reported at the annual meeting of the Portsmouth Retired Naval Officers' Association, held in H.M.S. Vernon, that the year had been a good one.

Nine meetings had been held, at which members heard talks covering a wide field in both Service and civilian subjects. Cocktail parties had been successful.

Patron of the Association is Admiral Sir Frank Hopkins, and the two previous Commanders-in-Chief at Portsmouth are honorary members. Retired officers of the R.N., R.N.R., and R.N.V.R. are eligible for membership, the subscription being 10s. per annum.

Ajax chaplain

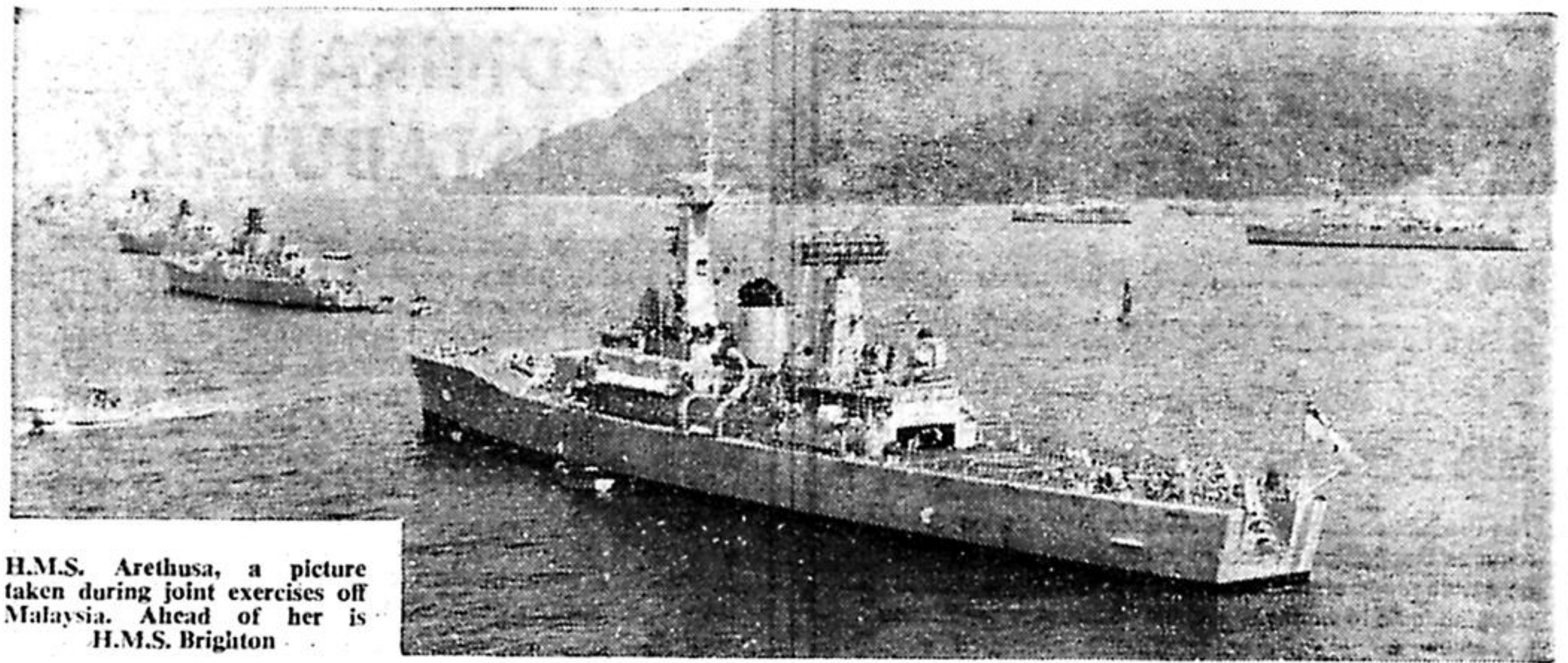
"A very quiet, sincere and helpful gentleman" is how the secretary of the Whitehaven branch of the Royal Naval Association describes the Rev. George Dixon, M.A., R.N. (ret.), the branch chaplain, who died on June 2.

Doubtless many "old ships" will recall the name, for he was Chaplain of H.M.S. Ajax during the River Plate action.

BEAT RETREAT

In honour of the Duke of Edinburgh, Captain General of the Corps, massed bands of the Royal Marines Beat Retreat on Horse Guards Parade on June 8.

On a training cruise, H.M.C.S. Chaudiere called at Chatham on June 16.



H.M.S. Arethusa, a picture taken during joint exercises off Malaysia. Ahead of her is H.M.S. Brighton

'FANTASTIC' RECEPTION IN SOUTH AFRICA

Despite fears expressed in Parliament and elsewhere, no incidents were reported when H.M.S. Kent and the fleet

supply tanker Olynthus visited Cape Town last month. H.M.S. Arethusa also visited Simonstown.

The ships stayed in South Africa for five days, and on leaving, the press officer of Kent said: "We have had a most fantastic reception, and we are looking forward to the day when we will be able to come back."

Hundreds of sailors went ashore. The naval authorities said that the Cape Town offers of hospitality had been almost embarrassing in number.

The sailors reported that they were given only one instruction before going ashore — there should be no fraternising with white sailors with non-white girls.

The main purpose of the visit was to make use of the facilities which flow from the Simonstown agreement made last February, and to exercise the rights under that agreement as

soon as possible after the setting up of the command structure whereby the Commander-in-Chief, Western Fleet, assumed overall command of the Cape area.

On leaving South African waters, Kent and Arethusa sailed for Tristan da Cunha. The frigate Lynx, which had been based at Simonstown, was bound for the Falkland Islands.

The three warships will be refuelled from Olynthus, and all four ships are due back in Britain on August 4.

NAVY MANSION BARGAIN

Admiralty House, Cape Town, official home of the Commanders-in-Chief South Atlantic since it was bought for £40,000 in 1956, has been sold for £30,000.

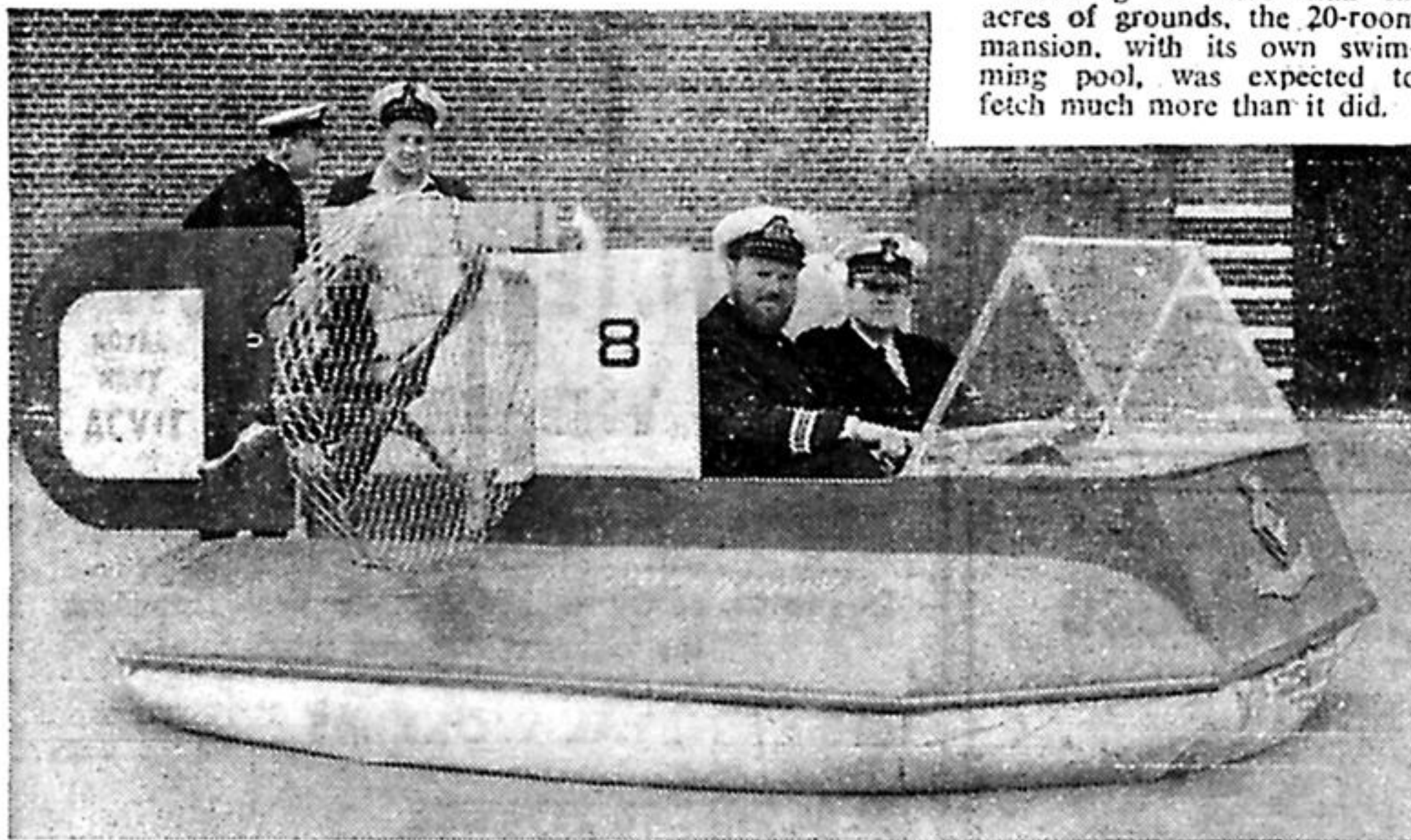
Standing in more than six acres of grounds, the 20-room mansion, with its own swimming pool, was expected to fetch much more than it did.

Royal Yacht in Canada

The Royal Yacht Britannia left Portsmouth on June 16 for Canada, and will be away until July 28.

The Queen and the Duke of Edinburgh will embark in the yacht at Cornwall, Ontario, on July 2, disembarking at Kingston on July 5, having visited Montreal and Expo '67 on July 3.

On July 10 the Queen Mother will embark in the royal yacht at St. John, New Brunswick, for a tour of the Maritime Provinces, including St. Andrew's, Campobello, Halifax, Antigonish, Sydney, and Charlottetown, completing the tour at St. John's, Newfoundland, on July 22.



A popular (if somewhat noisy!) do-it-yourself hovercraft

Ganges has the Navy's first hovercraft

H.M.S. Ganges achieved a unique "first" when the first official R.N. hovercraft (RN-ACV-1) was launched on June 4, being christened "Hoverhawke" by Mrs Watson, wife of the Captain, H.M.S. Ganges.

The project was the brainchild of Lieut.-Cdr. "Mike" Styles, a Fleet Air Arm helicopter pilot, and he had worked with an enthusiastic team of instructors and juniors in making the craft.

Hoverhawke was built from a kit similar to the "Daily Express" Air Rider and, helped by a grant of £110, the team purchased three second-hand motor-cycle engines. As a whole it has cost less than £200.

Some snags were encountered at the International Hovercraft Rally near Peterborough, Hoverhawke being unable to complete the difficult 550 yards course, but the team are work-

ing hard to get matters right for the annual Parents' Day on July 15.

An eventual hope is for the hovercraft to take to the water, where she may be able to reach her estimated top speed of 55 knots—just the job for a quick flip to the continent!

RETURN OF H.M.S. OBERON

The first "O" class submarine to spend any length of time in tropical waters, H.M.S. Oberon, sailed from Singapore on June 11 for the U.K. to pay off for refit.

SALVAGE MONEY

Salvage money is now ready for distribution for salvage services rendered to tanker Esso Norway by H.M.S. Anzio on August 24/27, 1964. All payments will be authorised by the PDA (Naval) without application.

RNBT

The Men of the Royal Navy have supported and administered their own fund since 1922. During that time £3,685,652 has been expended in grants to serving and ex-serving Naval men, their families and dependants who were in necessity or distress; £673,209 to kindred organisations and Children's Homes; and £463,318 for training and finding employment.

RNBT maintains its own Home for Aged ex-Naval Men in Gillingham, Kent; and the Naval School of Motoring, Portsmouth, where Naval men are taught to drive and service motor vehicles.

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ARTIFICERS' CENTENARY DINNER

The Dinner to celebrate the Centenary of the introduction of Artificers into the Royal Navy, which was referred to in the June issue of the Navy News, will be held on either the 23rd or 30th March, 1968, in London. Numbers may have to be limited. If you have not already sent in your name please do so as soon as possible to Mr. R. H. Crick, 26 Locarno Avenue, Gillingham, Kent. (Name and address in block letters please.)

All Artificers or Officers promoted therefrom, serving or retired, are invited to attend. Every applicant will be written to in October/November giving details. The price of tickets will most likely be in the region of 30/- inclusive, though this will depend upon numbers and venue.

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In brief

RESOLUTION TRIALS

The Navy's first Polaris submarine, H.M.S. Resolution, left Barrow-in-Furness on June 22 for sea trials, after being delayed a day due to a small mechanical fault and bad weather. She commissions on October 2 for service in the Tenth Submarine Squadron based on Faslane.

Full repairs are having to take place at Barrow to H.M.S. Warspite, accidentally flooded during routine maintenance at Faslane.

H.M.S. Walrus was at Bangor, Northern Ireland, for United Services Week (June 19-26).

The keel of France's second nuclear submarine, F.S. Terrible, was laid at Cherbourg on June 24.

H.M.S. Tiptoe visited Odense on June 22.

Photographic competition

Prizes of £50, £15 and £10 are being offered for pictures or slides depicting the "presence" of the navy.

Personnel in uniform, action studies of ships and aircraft, portrayal of typical naval activities at home and abroad, are specially sought after.

D.C.I. 644/67 gives full details of the competition, entries for which should reach the D.G., Naval Recruiting, not later than December 31, 1967.

Soccer regrets

The cancellation of the visit of the Russian destroyer Obraztsov to Portsmouth which was scheduled for early June was a disappointment to a large number of people, among whom were the members of the Royal Navy football team.

Several had played against a Russian naval team in Leningrad when H.M.S. Devonshire visited that city last autumn, and were looking forward to the tough task of holding the men from Obraztsov.

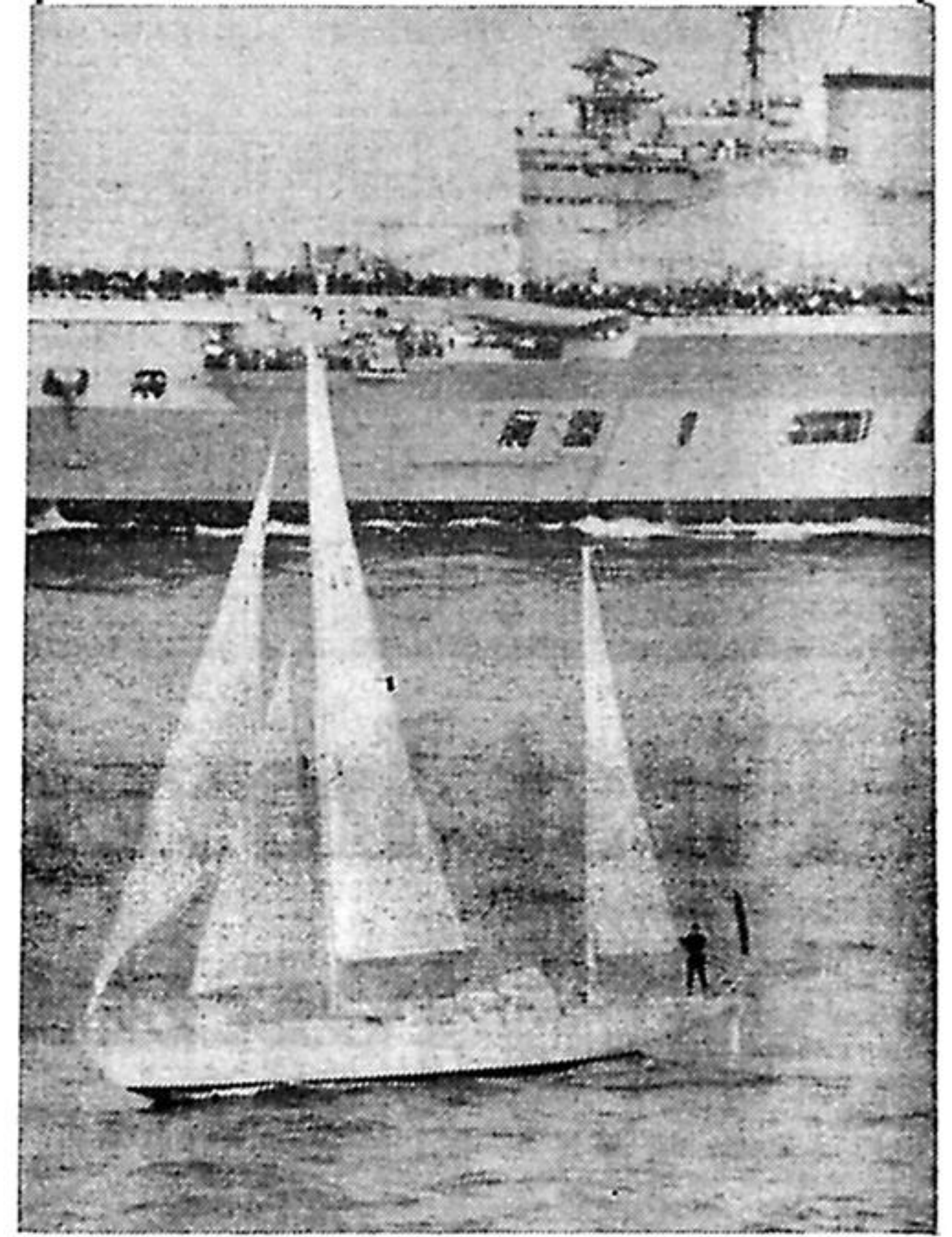
HONG-KONG CHANGES

The assault ship H.M.S. Fearless was due at Hong-Kong on June 27. H.M.S. Bulwark, commando carrier, left Hong-Kong for Singapore on June 13, her place at the colony being taken by the Australian carrier Melbourne.

In Memoriam

David G. Calway, Mnc. RM 24220. 45 Cdo RM. May 17.
David T. Henderson, Wtr. P/093802. H.M.S. Sheba. May 17.
Lieut.-Cdr. George Cousins, H.M.S. Tamar. May 20.
Sebastiao D'Costa, PO Ck. GOA/1K 857925. H.M.S. Jufair. May 23.
Richard H. Nicholson, L/Std. P/LX 897538. H.M.S. Hermes. May 26.
Haydn J. Morgan, MA 1/c. P/MX 793785. R.N. Hosp. Haslar. May 29.
Terence Maiben, Mnc. RM 18647. R.M. Bks. Eastney. May 30.
Derek B. Jones, L/Sea. P/J 958495. H.M.S. Bronington. June 4.
John Mosley, NA 2/c. L/086703. H.M.S. Victorious. June 7.
Richard K. Hopkins, PO M(E). P/KX 851548. H.M.S. Zulu. June 8.
Harold V. Fowler, Ch. Supt. P/MX 60498. H.M.S. Collingwood. June 11.
Lieut.-Cdr. Myles Parry, H.M.S. Dryad. June 14.
Patrick J. Hefferman, LAM(O). L/F 979499. H.M.S. Fulmar. June 15.

Eagle's greeting



Hundreds aboard H.M.S. Eagle had a grandstand view to cheer Sir Francis Chichester's arrival at Plymouth.

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Some of the posts will be based initially in Central and South America covering the operation of BAC One-Eleven aircraft and applicants for these should be fluent in Spanish or Portuguese or able to develop fluency in one of these languages during the first few months of the appointment. The experience and ability to work with airline management at senior levels is essential.

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TECHNICAL AUTHORS

Experienced authors of aircraft engineers with a flair for writing concise English are needed to create written material from engineering drawings and other technical data, to produce aircraft maintenance and overhaul manuals and pilots' notes.

MULTILITH OPERATORS

Experienced and trainee male Multilith Operators required to work day or night shifts producing Technical Manuals for the World's Airlines. Experienced operators selected for night shift work will be given a nominal period on day shift to learn the job requirement. Full training in all aspects of Multilith Operation will be given to other successful applicants. Excellent rates of pay and conditions of service.

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The R.F.A. Service is part of the Merchant Navy; signalmen, therefore, serve in accordance with Board of Trade Agreements.

Signalmen are required to serve on a world-wide basis, the usual length of appointment to a ship being about twelve months.

Starting pay, depending on previous R.N. service, is from £54 17s. 6d. to £60 7s. 6d. per month with food found; overtime is payable at 6s. per hour.

After three months' satisfactory service, a signalman may apply for a Company Service Contract which provides for higher pay and other benefits including continuous pay off articles between appointments, sick pay, pension scheme and additional allowances for Service in the Mediterranean and Far East Stations.

There are prospects of promotion to Yeoman. For further details and application form, write to:

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50-knot patrol boats for Royal Malaysian Navy

K.D. Perkasa, the first of four 50-knot gas turbine fast patrol boats built by Vosper Ltd., for the Royal Malaysian Navy, demonstrated her speed and manoeuvrability at Portsmouth before overseas naval attaches and officers from the Ministry of Defence (Navy).

The remaining three boats in the 96-foot K.D. Perkasa class have also been completed, and are now undergoing trials.

Vosper have long-standing links with the R.M.N., having built ten 103-foot diesel-engined patrol boats for the Service in 1963, with 14 more at present nearing completion or recently delivered, making a total of 24 such vessels.

Apart from these diesel-engined craft and the four Perkasa-class vessels, the R.M.N. has six coastal minesweepers, four inshore minesweepers, one frigate (the Hang Tuah), a second frigate building, and various small craft.

Though a comparatively young and small Service, the R.M.N. has grown steadily from a strength of about 600 men in 1954 to its present

strength of about 4,000.

It is an efficient, well-trained and a well-led navy, maintaining high standards modelled on the Royal Navy.

The new Perkasa-class boats were required to be capable of at least 50 knots in tropical conditions, and speeds as high as 57 knots have been attained on recent trials.

They have been designed to be adaptable to any of the three roles of gunboat, torpedo-boat, or minelayer.

In each of these roles the main gun armament of a 14-mm Bofors power-operated gun is retained, together with two 2-inch Mk. 5 rocket flare launchers.

Interchangeable armament includes four 21-inch torpedoes in Mk. 2 side launchers, ground mines, and 20-mm Oerlikon Mk. 12 hand-operated gun.

First hover unit for the Navy

The Royal Navy's first operational Hovercraft Unit will be formed within the next few weeks upon receipt of a civilian-type SRN 6 Hovercraft which has been ordered.

Upon delivery, the SRN 6 will be modified for Service use, including the installation of radar, freshwater washing facilities (to free the engine of salt deposits from spray during rough weather operations at sea), and comprehensive military communications equipment.

Its primary role will be that of a fast, amphibious communications craft capable of acting in support of Royal Marine units. It will not be armed. The hovercraft has a range of 200 miles, and can operate at speeds over 50 knots.

Initially the unit will consist of two officers and eight ratings, who have already begun their training at the Inter-Service Hovercraft Trials Unit at Lee-on-Solent.

FURTHER ORDERS

Two larger hovercraft—the 40-ton BH 7 with a disposable load of 20 tons—are also to be ordered—one for the Army, which already has an operational Hovercraft Squadron, and one for the Navy.

The BH 7 will have an improved seakeeping ability, and the one for the Navy will be evaluated as a fast patrol craft.

The two naval officers appointed for the new unit are Lieut. Vernon Phillips, a Fleet Air Arm engineer, and Lieut. Christopher Stafford, who has

had considerable experience of hovercraft operations. He qualified as a hovercraft driver in 1964, and conducted trials with the SRN 5 in Singapore and East Malaysia in 1965.

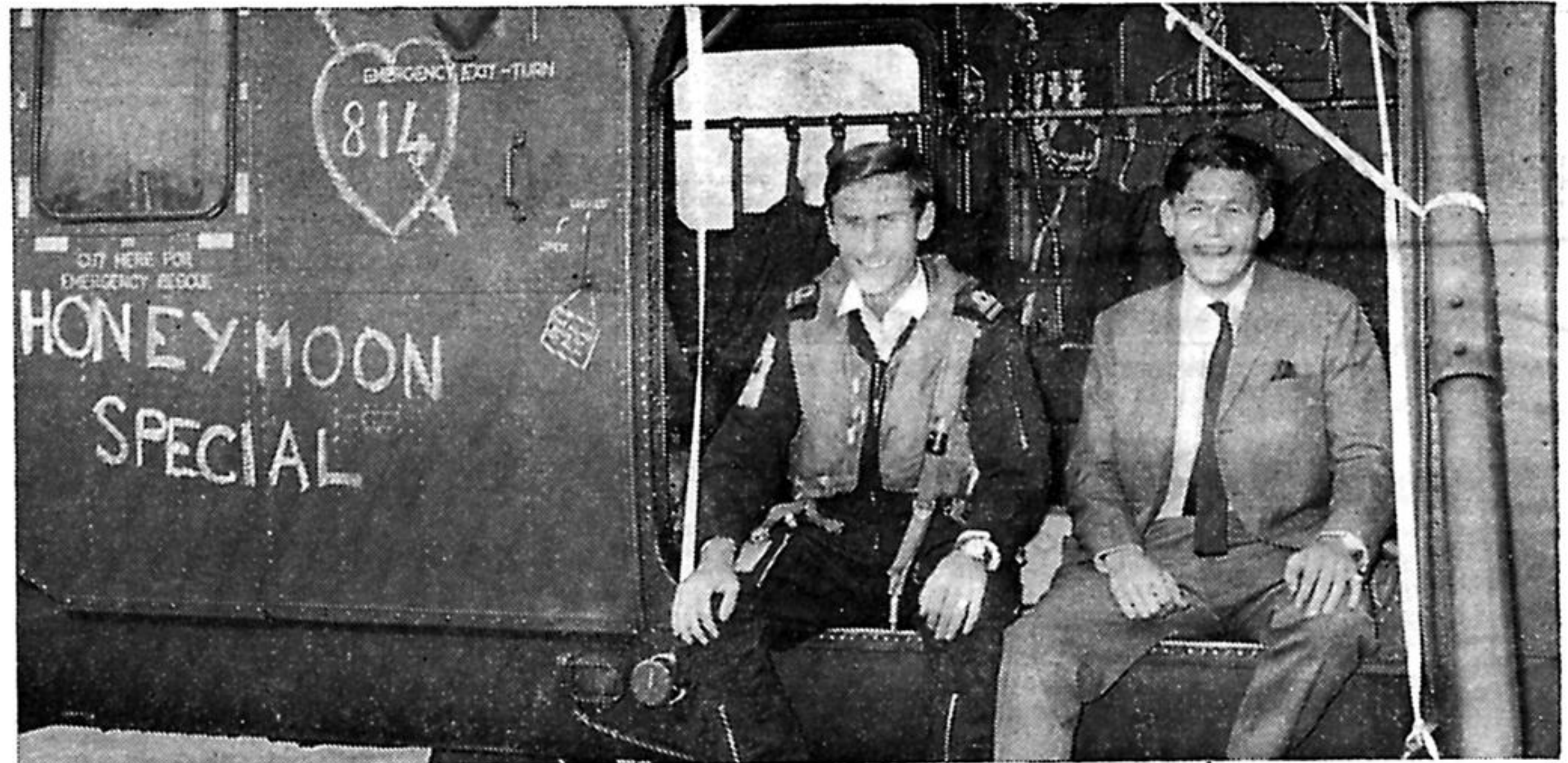
NEW DATE FOR SIR FRANCIS

An announcement from Buckingham Palace on June 15 said: "The Queen, having been informed of Sir Francis Chichester's intention to sail Gypsy Moth IV from Plymouth to London at the end of the month, will confer the accolade of knighthood upon Sir Francis at the Royal Naval College, Greenwich, on the morning of Friday, July 7."

'END PRAYERS AT LAUNCHES'

A resolution to be put to the Church Assembly meeting in London this month asks that the Assembly should dissociate itself from the continued manufacture and use of weapons of indiscriminate slaughter, and that the practice of offering prayers at the launching of warships should be discontinued.

The form of prayers offered at launchings has been part of the ceremony for nearly 100 years.



GETTING TO THE CHURCH ON TIME

Although "confrontation" between U.A.R. and Israel upset the homecoming plans of the strike carrier H.M.S. Victorious, on her way back from a year's service in the Far East, it did not entirely spoil the marriage arrangements of those on board.

Two of the bridegrooms, Lieut. R. N. E. Payne and Lieut. E. I. H. Hughes, had planned to get married on June 10, and with a dozen other members of the ship's company from Victorious, were flown home to "keep their appointment at the church on time."

Brother officers from 814 helicopter squadron and 893 night fighter squadron determined to give the two bridegrooms a traditional send-off, complete with an unusual guard of honour. Rig was somewhat unceremonial, but there was a splendid archway of swords and a "honeymoon special."

Lieut. Payne, who lives at

flew back to Malta the same evening.

Lieut. Hughes, of Penmaenmawr, North Wales, married Miss S. Francis, of Purley, on the same day, and also returned to the ship after the ceremony.

Being stopped in the Mediterranean prevented their brother officers chalking up "Just Married," but they prepared a "honeymoon special" for Lieut. Hughes (left) and Lieut. Payne before they flew home to their brides.

CAKE FOR EVERYONE



The commanding officer of H.M.S. Hermes, Capt. T. T. Lewin (on left), with the supply officer, Cdr. T. H. Bradbury, judge the cake-decorating competition held on board on the occasion of the first anniversary of the ship's present commission.

Anxiously looking on is Leading Cook (S) Bernard Pitcher, who baked and decorated some of the 80 cakes, which were subsequently eaten by the members of the Hermes ship's company—one cake per mess.

Served 30 years in the Navy

CPO S. W. M. Casey, of Portsmouth, now serving in H.M.S. St. Vincent, who has been in the Navy 30 years, received a clasp to his Long Service and Good Conduct Medal.



Wasp helicopter armed with a Mk. 44 torpedo, over H.M.S. Aurora

RESULTS WERE GOOD DESPITE THE WEATHER

Collingwood dominated youth meeting

Competitors from H.M.S. Collingwood dominated the Royal Navy young athletes championship at Victory Stadium on June 24. The establishment provided eight winners out of the 16 events.

Weather conditions were bad—the track was almost submerged following a lunchtime storm—but times were good.

App. R. Sherriff had a good

day, winning the 220 yards in 23.8 sec. and the 440 yards in 54.1 sec. He won his heat in 53.1 sec. He was also in Collingwood's 4 x 110 yards relay team, which resulted in a win for the establishment in a time of 47.4 sec.

One competitor who was more than a little disappointed was G. Lyons, of H.M.S. Ganges. In the morning qualifying round he threw the javelin

172 feet, but in the afternoon he could manage only 144 ft. 4 in.—nearly 15 feet short of the winner, R. Tuarena, of H.M.S. Protector, who threw 159 ft. 1 in.

Key: RM denotes Royal Marines; Col, Collingwood; Fis, Fiszard; He, Heron; D, Daedalus; Me, Mercury; Cal, Caledonia; Ver, Vernon; Con, Concor; Cam, Cambridge; Gan, Ganges; Pel, Pellew; Fi, Fife; Dry, Dryad; Rai, Raleigh; Vic, Victorious; Pro, Protector.

100 yards: 1. Powell (Col); 2. Price (D); 3. Travis (Fis), 10.7 sec.
220 yards: 1. Sherriff (Col); 2. Powell (Col); 3. Richards (Gan), 23.8 sec.
440 yards: 1. Sherriff (Col); 2. Richards (Gan); 3. Pyle (RM), 54.1 sec.
880 yards: 1. Bartlett (RM); 2. Love (Col); 3. Henderson (Fis), 2 min. 15 sec.

1 mile: 1. Perry (Col); 2. Harries (Me); 3. Beaver (Dry), 4 min. 41.5 sec.

120 yards hurdles: 1. Turner (Ver); 2. John (Col); 3. Bagnal (RM), 18.9 sec.

2,000 metre steeplechase: 1. Davis (Col); 2. Underhill (Gan); 3. Carthey (D), 6 min. 48.4 sec.

4 x 110 yards relay: 1. Collingwood; 2. Ganges; 3. Fiszard, 47.4 sec.

High jump: 1. Reeves (Col); 2. Sidebottom (Col); 3. Smith (Me), 5 ft. 3 in.

Long jump: 1. Price (D); 2. Hilton (Cal); 3. Brown (RM), 19 ft. 7 1/2 in.

Triple jump: 1. Kerr (Col); 2. Obeney (D); 3. Brannon (He), 40 ft. 4 1/2 in.

Pole vault: 1. Young (Con); 2. Jones (Dry); 3. Sidebottom (Col), 10 ft.

Shot: 1. Lewis (RM); 2. Powell (Col); 3. Johnson (RM), 37 ft. 6 1/2 in.

Hammer: 1. Congo (Cal); 2. Hunkin (Col); 3. Holder (Fis), 107 ft. 9 in.

120 yards hurdles: 1. Turner (Ver); 2. John (Col); 3. Bagnal (RM), 18.9 sec.

Discus: 1. Johnson (RM); 2. Hunkin (Col); 3. Mitchell (Dry), 126 ft. 2 in.

Javelin: 1. Tuarena (Pro); 2. Obeney (D); 3. Pearson (Me), 159 ft. 1 in.

OSPREY TROPHY



The cup—and the winners

The Royal Navy has won the Singapore Area Osprey Challenge Trophy for sailing for the first time.

In an Osprey presented by the Nuffield Trust to the Far East Sailing Association, Cdr. Anthony Ashmead, with Maj. John Walter, won the trophy which had previously been held by a member of the Republic

of Singapore Sailing Club. Cdr. Ashmead is the Command Work Study Officer and Maj. Walter is the Fleet Royal Marine Officer.

The match took place on May 28 in good sailing weather. There were 29 entrants and fourth overall was Ch. Supt. Ken Attfield of H.M.S. Mull of Kintyre.

Slick Vics won 'Big Ships' soccer twice

With such a large ship's company it is only to be expected that a carrier like H.M.S. Victorious should win many sporting activities, but it must be remembered that sea time mitigates against training and, at times, the opposition can muster as many as the crew of a carrier.

"The Slick Vics," the carrier's 1st XI soccer team had exceptional success during the ship's stay in the Far East. The "Big Ships Cup" was won on arrival in Singapore initially, and again a few days before departure.

An Army (Hong Kong) Select XI was beaten 8-0, and the Hong Kong Football Club was beaten twice. No ship has beaten them since the war, and no ship has ever achieved the double.

The "Slick Vics" have not lost to any Army or Air Force sides, and four players have been provided for the Royal Navy (Far East) team.

For the record book the first eleven played 40 games, winning 30 and losing six, with four draws. Goals "for" were 137—"against" 67.

During the last visit to Hong Kong the soccer first eleven beat the Hong Kong Football Club 7-2, the second eleven won 8-3, the rugby fifteen beat the 1st Welch Regiment 6-0, and the second eleven beat them 9-3.

The usual "Peak Relay" took place, but the record, 20 min. 20 sec., held by Victorious, could not be beaten. The Victorious "A" team took 21 min. 20 sec.

In an athletics match between Victorious and H.M.S. Blackpool and the 18 Light Regiment, R.A., the ships' teams were victors by 136 points to 132. At Singapore the carrier did not shine at cricket and basketball. R.A.F. Changi walked off Victorious Victorious scoring 110 and Changi making 112 for the loss of one wicket. The match against the Inshore Flotilla was nothing to write home

about. The flotilla scored 93, but at close of play Victorious could only muster 76 for seven.

Both Bulwark and Mull of Kintyre beat the carrier at basketball.

In a boxing match against the Army, Victorious provided five winners, the Navy winning by nine bouts to three. H.M.S. Forth, H.M.S. Fearless, H.M.S. Terror and 40 Cdo provided the other winners.

M.E. Pearson, of Victorious, ran 41 laps 170 yards in an hour in a match between the carrier, H.M.S. Cleopatra, 42 Cdo and H.M.S. Terror, LS Lunn, of Cleopatra, was second only 52 yards behind. Mne Thompson, of 42 Cdo, coming third, only eight yards behind Lunn.

Oxford too strong for Royal Navy

Oxford University were too strong for the Royal Navy Cricket XI at Oxford in the two-day match at Oxford, June 12 and 13, winning by seven wickets.

Scores: Royal Navy 196 (W. J. Foster, 59) and 217 (M. J. Grenton, 63); Oxford, 240 for 5 (D. R. Walsh, 80) and 175 for 3 (R. M. C. Gilliat, 74).

J. R. Smith was the Navy's most successful bowler—3 for 40 in the first innings.

NEW NAVY DISCUS RECORD

Cpl. John Watts, R.M., the Royal Navy discus and shot champion, broke his own discus record at the Victory Stadium on May 31 with a throw of 168 ft.—4 ft. 4 in. farther than the record he set up last year.

He also won the shot event (49 ft. 1 1/2 in.) but was almost

Navy fencers in Holland

A team of officers from each of the three British Services, together with teams from the Dutch Army, Austria and B.A.O.R., took part in a three-day fencing tournament in Holland in May.

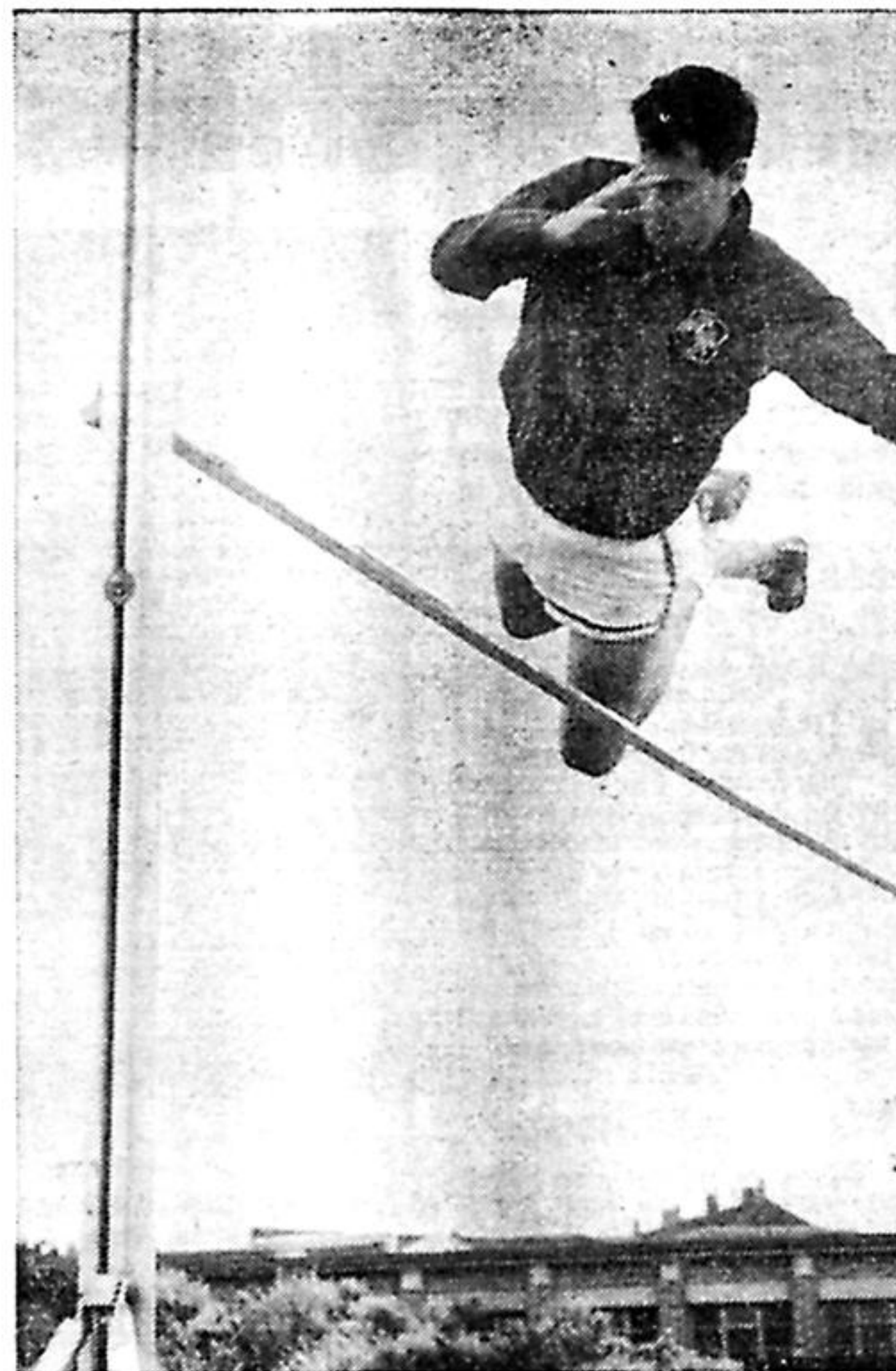
The Royal Navy was represented by Maj. R. F. Tuck, R.M., Inst.-Lieut. J. McGrath and Surg.-Lieut.-Cdr. A. Watson (epee); and Lieut. C. C. Walker, Lieut. N. A. Carter and Rev. I. M. M. Thompson (sabre).

Epee team competition placings were: 1. Dutch Army; 2. R.A.F.; 3. R.N.; 4. U.K. Army; 5. Austria; 6. B.A.O.R.

Lieut. McGrath came fourth with 10 victories, and Lieut.-Cdr. Watson seventh with eight victories.

The Navy fencers were outclassed in the sabre events.

H.M.S. Collingwood won the Dupree Challenge Cup in the Portsmouth Command athletic championships with 124 points to Portland's 53 and Victory's 50.



Pole vault by Peter Gabbett

PETER GABBETT WINS DECATHLON

LAM(O) Peter J. Gabbett, of H.M.S. Daedalus, won the 1967 Royal Navy Decathlon championship by no fewer than 1,673 points from his nearest rival, Sub.-Lieut. H. N. Metcalf of R.N. Engineering College.

Of the ten events Gabbett came first in eight—100 metres; long jump; shot; high jump; 400 metres; 110 metres hurdles; discus; and pole vault. He was second in the javelin and fourth in the 1,500 metres. There were 15 competitors.

Reckoned to be one of the best half a dozen or so decathletes in the country, hopes are being expressed that he can be groomed for next year's Olympics.

FIELD DAYS FOR SUSAN

Second Officer Susan Hogg, the reigning Service tennis champion, had several field days last month. She was the outstanding player in the Portsmouth Command championships and also in the Inter-Command championships.

2/0 Hogg beat the holder, 3/0 Joy Heanley, in the Portsmouth Command singles and, with 3/0 Rosemary Hall, of H.M.S. Victory, took the doubles title, beating 3/0 Heanley and Wren W. Heap of H.M.S. Dauntless.

Portsmouth won the Inter-Command title, winning 16 of their 24 matches, to Air's 13 wins and six by Plymouth and Royal Marines.

Susan Hogg and Surg. Lieut.-Cdr. Ann MacGillivray won all of their six doubles matches and Susan also won both her singles games.

NEWCOMER HAS OLYMPICS HOPES

Lieut. Rodney Pattison, torpedo officer of H.M. submarine Opportune, is in the running to represent Great Britain as the Flying Dutchman helmsman in the 1968 Olympics in Acapulco Bay, Mexico.

Ian MacDonald-Smith, a Cambridge undergraduate, is Lieut. Pattison's crew in his dinghy Supercalifragilisticexpialidocious, or Super . . . docious for short.

His rivals in the keen competition for selection to the Olympic team are John Oakley, the reigning British and European Flying Dutchman champion, and Keith Musto, the silver medallist in the 1964 Olympic Games in Tokio.

Lieut. Pattison is a newcomer this season to the Flying Dutchman class, but he has been holding his own and beating top international helmsmen in regattas at San Remo, Monaco, Whitstable, and Poole.

OFF TO FRANCE

At Poole in June he finished a close second to Oakley, beating the New Zealander Pader-

son and Musto, the 1964 Flying Dutchman Olympic gold and silver medallists.

In July, with John Oakley, he is off to Bendor in France to represent Great Britain in the European Flying Dutchman championships. In September he goes to Montreal for the

world championships, and later to Acapulco Bay for a pre-Olympic warm-up to familiarise himself with the conditions to be expected in the 1968 Olympic regatta.

All in the Submarine Branch wish him luck and hope that he and Super . . . docious are selected for the Olympic team and that he brings a gold medal home to Fort Blockhouse.

C.E.T.B.

FOUR WINS IN A ROW

For the fourth year in succession Paul Rutter won the Royal Navy Track Cycling Championships at Alexandra Park, Portsmouth, on June 15.

He won the one-lap sprint and the three-mile point-to-point, thus ensuring that the Inter-Command Championships went to Portsmouth.

Winner of the 4,000-metre pursuit was Wdmtr. Sub.-Lieut. Tony Fowler.

In the Inter-Services track championships the Navy riders

improved on past performances, but were not good enough to wrest the cup from the Royal Air Force, who obtained 11 points to the Navy's seven and the Army's six.

The final event of the three-day meeting was the Royal Navy 10-mile time trial championship from Wickham Church to Droxford, won by Sub.-Lieut. Tony Fowler of R.N. Hospital, Plymouth. Mne. T. Philp, of 43 Cdo, was second, with Rutter third.



Victorious soccer eleven.—Back row (left to right): LA Chetwyn, ME Crawford, AB Gardner, Ch A. H. Parker, REM Hocking, LREM Kingsbury (captain), LEM Weston, Stwd Heron, LS Cousins (trainer). Front row (left to right): LME Hammond, EM Quinn, AB Sharp, CPO Reid (manager), NA Lloyd ME Taylor

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The 'Little ships' win big cup

With the ending of the Indonesian confrontation, the little ships of the Far East Inshore Flotilla have been able to get in more sporting time.

H.M.S. Bossington won the Flotilla soccer knock-out competition and H.M.S. Hubberston won the volley ball cup.

Malta run

During the ship's enforced stay at Malta a team from H.M.S. Victorious composed of CPO "Whacker" Payne (SPT1), ME Pearson, CRMech Simcock, RO 2 Markham, NAM Naylor and OS Vassej, decided to have a "run around" the island.

The route was Valletta, Birzebbugia, Rabat, Zebbieh, Golden Bay, St. Paul's Bay, Sliema and back to Valletta—distance of 42 miles.

In really hazardous conditions, the rugged course was completed in 3 h. 36 min.

At Gibraltar on the way home a fine athletic and sporting commission was rounded off by a relay race round the Rock. The "A" team covered the course of approximately 11 miles in 48 min. 57 sec. The "B" team was only 46 seconds behind.

Air Command shots

CERA A. J. Clark, of H.M.S. Daedalus, the Olympic pistol shot, won the Naval Air Command pistol championship at Broomdown last month, scoring 201—15 more than the runner-up, Lieut. G. M. Ramsay, of R.N. Air Station, Brawdy.

The team event, however, with the Cheylesmore Pistol Cup, was won by the "A" team of Brawdy.

Wren Elaine Read, last year's winner, also from R.N. Air Station, Brawdy, became the Wren champion rifle shot.

Both the Bambara Bowl (team of eight) and the Bambara Shield (team of four) went to R.N. Air Station, Lee-on-Solent.

CE J. Mackay won the Service Rifle championship and CPO W. Jeans won a Royal Naval Rifle Association bronze award, and led the two teams from Lee-on-Solent who took the Daedalus Trophy and the Bambara Shield.

R.N.R. shooting

The R.N. staff of the 11 Royal Naval Reserve Divisions compete annually in their own 22 Individual Rifle Shooting Championship match.

In 1966 the winner was CPO Harry Dudley, Gunnery Instructor with Solent Division. This year's winner is Lieut.-Cdr. B. R. Bezance, of Sussex Division, with a score of 185 out of a possible 200.

CPO Dudley did well again this year, with a total of 181 points.

There were 26 competitors in the Women's Royal Naval Reserve 22 shooting from the R.N.R. Divisions. The trophy was won by L. Wren Ruth Barlow of Solent Division. Her score was 185

EM Cocker, captain of Bossington's team, in addition to representing the Inshore Flotilla, has also represented the Royal Navy (Far East) at soccer. LS Slingsby, captain of Hubberston's team, also represents the Inshore Flotilla.

The Inshore Flotilla, helped by the depot ship, H.M.S. Mull of Kintyre, won the Delmar Morgan Trophy—the Big Ships Hockey Cup—in May. When Capt. J. D. Hope, Captain Inshore Flotilla (Far East) presented the cups, they were immediately filled and put to the use that cups are made for.

Win for College

In the annual athletics match at Dartmouth on June 2 between Britannia Royal Naval College and the Milocarian Athletics Club, the College won.

The best performances were by Dankwa (B.R.N.C.) in the triple jump with a distance of 40 ft. 1 in., Hall (B.R.N.C.) in the long jump, 21 ft. 5 1/2 in., and Tinniswood (Milo) in the javelin event, with an excellent throw of 204 ft.

Medals for Marines

Only 42 riders out of 142 finished the 505 miles of Welsh roads, mountains and bogs, comprising the Welsh three-day motor-cycle trials, but among



LS Wynne (H.M.S. Mull of Kintyre) receiving the cup from the Captain, Inshore Flotilla (Capt. J. D. Hope)

them were the three-man team from the Royal Marines Barracks, Eastney.

The team brought home the Best Service Team Trophy, and the Presteign Cup, competed for by Service and civilian teams riding machines up to 199 c.c.

Clr. Sgts. John Terrell and Maurice Gould, and Sgt. John Passmore, also collected silver medals.

The team, serving at the Technical Training Wing, Fort Cumberland, is hoping to take part in the international trials in Poland.

SPORTING ROUND-UP

WATER-POLO WIN FOR PORTSMOUTH

By winning all three of its matches with a goal aggregate of 21 'for' and 7 'against,' Portsmouth Command became the Inter-Command water polo champions at H.M.S. Ganges on June 23.

Results: Senior championships: Air Command 4, Plymouth Command 6, Royal Marines 1, Portsmouth Command 11; Plymouth Command 6, Royal Marines 7; Portsmouth Command 5, Air Command 1; Air Command 2, Royal Marines 4; Plymouth Command 5, Portsmouth Command 8.

Junior championship: Depot R.N. Deal 4, H.M.S. Ganges 11; H.M.S. Ganges 7, H.M.S. Fissard 6; Depot R.N. Deal 7, H.M.S. Fissard 16.

Navy golfers lose

In the Services golf championship at Royal St. George's G.C., Sandwich, on June 21, the Royal Navy lost to the Army 6-4 with two matches halved.

Results.—(Royal Navy names first).—Foursomes: Lieut. W. G. Morrison and CPO J. C. Lawrence beat Lieut. I. L. Pearce and Capt. B. G. Shillington, 1 hole; Lieut. J. Barnett and Lieut.-Cdr. R. McLean halved with Sgt. B. W. Edwards and Capt. W. K. Thomas; Lieut. N. E. M. Cuthbertson and Sub-Lieut. P. du Viver beat Capt. R. P. Brown and Lieut. J. N. Fleming, 2 and 1; CPO D. Hill and Capt. J. Shepherd lost to Capt. R. M. W. Drake and Brigadier K. H. Stevens, 4 and 3; Singles: Barnett lost to Pearce, 4 and 3; Lawrence beat Edwards, 1 hole; Morrison lost to Shillington, 5 and 3; McLean halved with Fleming; du Viver beat Lieut.-Col. J. G. T. Tolley, 5 and 4; CPO A. P. Pickersgill lost to Drake, 5 and 4; Cuthbertson lost to Thomas, 6 and 5; Hill lost to Stevens, 4 and 3.

Royal Navy soccer, Rugby, athletics and boxing teams have always appeared in navy blue vests or shirts, but next season tradition will be swept overboard.

In place of the dark blue vests, the Navy boxers will now wear white singlets with a blue trim.

Navy tennis week

The R.N. Lawn Tennis Championships are to be played at the All England Club, Wimbledon, during the week commencing August 7.

Entry forms and further information may be obtained from Command Lawn Tennis Secretaries, or from the Hon. Sec. R.N.L.T.A., R.N. College, Greenwich, S.E.10. Closing date for entries is July 19.

Supply, Secretariat, and Ship's Company won the Division competition at H.M.S. Sultan sports day.

ARMY FENCERS WIN FOR TENTH TIME

For the tenth successive year the Army ran out winners in the Inter-Services fencing championships, held at Lee-on-Solent on June 14.

The Army had 35 victories, the R.A.F. 27 and the Navy 17.

The Navy could only manage four points in the foil section, to the Army's 11 and the R.A.F.'s 12. In the sabre section the Navy was again a poor third, with only three points to the Army's 15 and the R.A.F.'s 9.

In the epee section the Navy obtained 10 points to the Army's 9 and the R.A.F.'s 6.

Both the W.R.N.S. and the W.R.A.F. scored 17 victories in the Ladies' foil, but the Wrens took the trophy—they had four hits less against them than the W.R.A.F.

Competitors for the Navy and W.R.N.S. were: Men's foil: Lieut. T. J. Harrison, R.M. Inst.-Lieut. N. A. Carter and Cpl. A. C. N. Pettit. Epee: Lieut. L. C. Llewellyn, Inst.-Lieut. J. N. McGrath and Surg.-Cdr. D. R. B. Mends. Sabre: Lieut.-Cdr. P. M. Stevenson, SCPO (V) R. Parry and PO L. R. Dodman. Ladies' foil: L. Wren C. A. Murphy, PO Wren R. S. McHugh, 3/O P. Wright and Wren S. M. Palmer.

Although he has never trained to a schedule in his life, hates circuit training and weight lifting, Major Roderick F. Tuck, R.M., the Inspector of Physical Training at the R.M. Depot, Deal, has an athletic record second to none.

He also dislikes being controlled like a pawn on a chess



Maj. R. F. Tuck, R.M.

No pawn on a chess board

SPORTSMAN OF THE MONTH

board "for," he says, "the athlete is the only person who can produce the 'spark' on the big day. If he fails in his sport due to a training fault, he only has himself to blame, but if he wins he will know it has come through himself, and this will give him great confidence for the future."

Born at Southsea in 1934, Major Tuck joined the Royal Marines in November, 1952. In the four previous years, while at Charterhouse, he represented his school at football, cross-country, rackets and athletics, also playing cricket and hockey in the second and third elevens.

Being something of an individualist, it would follow that Major Tuck would take up sporting activities where he would, of necessity, stand or fall by his own exertions.

He has made the "Biathlon"—that rugged sport of cross-country ski-ing and shooting—very much his own, being first in the British championships in 1961, 1963, 1964, 1965 and, in 1965, also winning the Swiss and French Championships.

Another "individual" sport in which he has shone is the Pentathlon—swimming, cross-country, shooting, riding and fencing. He was second in the Navy Modern Pentathlon in 1958 (fourth in the British Championships), first in 1960 and 1963 (he was also second in the British Championships) and Inter-Services Champion in 1966.

His first big fencing wins were in 1959 when he was first in the Kent County Epee Championships and at the Royal Tournament. These wins were repeated in 1960. In 1965 and 1967 he won the R.M. Epee championships.

In athletics he has had many successes in the Corps Championships, and as far afield as Hong Kong and Singapore, cross-country, the steeplechase and pole vault being his best events.

Asked if sport was worthwhile, with all its essential dedication, Major Tuck's reply is an unequivocal "Yes—in a world of frustrations and compromises, sport is one thing into which you can put everything.

OLD BOYS CLASSES "I should like to see competitions in England for the middle and older age groups, with National Championships within these groups. The Norwegians call these groups the 'Old Boys Classes,' using English words. This encourages people to continue sport well on into life when the activity of the body is really important."

In this connection Major Tuck is a disciple of the new (to England) sport of orienteering, to which reference was made in the June issue of "Navy News."

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