



[Photograph by courtesy of A.B.C. Film Review

MARISA MELL IN 'FRENCH DRESSING'

NAVAL NEWS FROM THROUGHOUT THE WORLD



THE THREE NEW deep-ocean survey ships for the Royal Navy will be the first to be designed with a combined oceanographical and hydrographical role. They are also the first to be built on commercial lines without a supplementary naval function.

In February it was announced that Yarrow & Co. Ltd. of Glasgow had received an order for the construction of the ships, which are due to be completed by the latter half of next year. The Blythwood Shipbuilding Co. Ltd. of Glasgow is collaborating in work on two of the three hulls.

While intended for deep-water work, the ships will be capable of surveying in coastal areas and carry two large launches for independent inshore and harbour operations. With an over-all length of 260 feet, a beam measurement of 49 feet, and draught of 15 feet, the ships will have a displacement of 2,800 tons. They will be capable of 14 knots with a range of 12,000 miles.

Propulsion will be diesel-electric, driving a single shaft with a bow-thruster, a propeller built into a transverse tunnel in the bow for good manoeuvrability. Controls for both will be strengthened for navigation in ice.

The bridge will be enclosed, with open wings to facilitate plotting in all weather for both surveying and ocean work. In addition to the latest long-range navigational aids, Decca Lambda equipment will be fitted for accurate position-fixing up to distances of approximately two hundred miles from land and radar with precision ranging attachment and transponder beacons for closer ranges or fixing on floating marks.

There will be a large chartroom for drawing work, constructing of charts, computations, etc., and a photographic room for various types of photographic reproduction up to chart size. Other compartments will be provided for the stowage of special surveying instruments and a bulk storeroom to take heavy equipment required for establishing shore camps and floating buoys and beacons.

In addition to the two 35-ft. surveying launches there will be a smaller 18-ft. surveying boat, one 25-ft. general-purpose motor whaler, high-speed inflatable craft, and other small boats, and an inflatable pontoon for landing heavy equipment. At the fore end of the superstructure will be a garage to take a Land Rover and trailer, whilst at the after end will be a flight deck and hangar for a Wasp-type naval helicopter.

Two laboratories, one dry and one wet, will be positioned on the forecastle deck below the bridge. The dry laboratory will have adjustable racking to take electronic units, with adequate power supplies and work-benches adjacent. The wet laboratory will be equipped mainly for standard oceanographical observations, with racking for Nansen bottles, salinometer and facilities to handle bottom samples and cores.

Forward of the wet laboratory will be a double-drum oceanographic winch to take 30,000 feet of 4 mm. wire and 30,000 feet of electric strain cable. A second winch, with 33,000 feet of tapered wire, capable of taking cores at the greater depths, will also be sited on the fore deck; both winch-drums will be provided with slip-rings to take electrical impulses from associated equipment. Special galleys will take the wires overboard from each winch, and a powered crane, which also plumbs the main hatch, will simplify the lifting of heavy equipment overboard.

On the after deck a third winch serves the double purpose of sweeping and trawling or dredging in moderate depths. Besides the ship's normal deep and shallow echo-sounding apparatus there will be a precision depth-recorder, gravimeter, magnetometer, wave recorder, recording thermograph, solarimeter and flux-plates as standard ship equipment.

In view of the endurance and time spent at sea, living conditions will be of a high standard. The ships will be air-conditioned throughout and many amenities, such as library, canteen, laundry, cinema and fully-equipped sick bay, will be included. With large storerooms, electrical, engineering and shipwright workshops, these vessels will be capable of operating independent of shore support for long periods.

TANGANYIKA THANKS THE COMMANDOS

Before their departure from Tanganyika, following the events of January, President Nyerere paid tribute to the service members of 41 Commando, Royal Marines, had rendered to the Republic. Officers and men, mostly of 'E' Company and some attached Army ranks, paraded before the President shortly before they were relieved by a Nigerian battalion. The President inspected the men and afterwards presented a carved model of a Masai warrior to their Colonel, Colonel R. P. Carter, M.C., R.M.

HOLDING THE BABY

The Navy performs many unusual tasks but it is seldom called on to hold the baby - at least, not in the literal sense.

But recently the frigate *Tartar* had to do just this. When cruising off Florida Keys she received a message which sent her to the rescue of eight Cuban refugees. Found included in this number was a baby girl born in an open boat only two hours earlier. The father, one of the refugees, had helped to deliver his daughter and the other refugees had given their shirts to make a mattress for the mother.

Members of the *Tartar's* ship's company helped to lift the baby and to assist the other refugees from the boat in which they had been tossed about in a choppy sea. They discovered that the baby had been named Barbara Benito - Barbara after the Cuban saint of Thunder, as she had been born in a storm, and Benito after the officer who first spotted the Cubans (her father said he knew only his first name, Ben).

To avoid immigration difficulties the *Tartar's* Commanding Officer later transferred the Cubans to U.S. Coast Guard patrol-boats off Miami, but he left one problem unsolved.

As Barbara Benito was born in international waters, what nationality is she ?

TEACHING-MACHINES IN SHIPS

The Royal Navy has not been slow to recognize the possibilities of teaching-machines, and expensive experiments have been carried out in shore establishments. It has been recognized from the start that the particular advantages of teaching-machines would prove useful in ships and trials are now being carried out in H.M.S. *Centaur* (Captain O. H. M. St. John Steiner, R.N.). Many technical ratings are given a four-year apprenticeship training, during which time they may obtain an Ordinary National Certificate; all are encouraged to continue their studies and have facilities to work for G.C.E. 'O' Level subjects.

H.M.S. *Centaur* carries four Instructor Officers, who are responsible for the meteorological organisation of this busy ship and give instruction to officers and ratings in academic subjects. The ship is equipped with a well-fitted schoolroom which, besides being used for instruction, is a popular meeting-place for the societies which flourish in a sea-going ship.

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TROOPS APPLAUD HELICOPTER ACHIEVEMENTS

A message received from Aden stated that for nearly a week Wessex helicopters of 815 Squadron put ashore by H.M.S. *Centaur* alone performed the task of keeping troops in 'Lost Horizon world' of the Radfan Mountains supplied with stores, water and food to enable operations to continue.

The helicopters, commanded by Lt.-Cdr. John Bluett, R.N., flew 427 sorties, carrying 1,300 passengers and 160,000 pounds of freight, when they at first operated in conjunction with R.A.F. Belvederes. When the Belvederes were withdrawn to rest their crews, Wessex pilots and observers broke previous records by each averaging more than eight hours flying time a day.

At dawn each day aircraft flew to a hot dusty airstrip at Thumier to operate shuttle services until dusk, with nightmare landings on mountain sides and tops. The capabilities of the Wessex under most difficult flying conditions, due to extreme heat and unbelievably stark terrain, has been highly praised by troops in Aden's forbidding hinterland.

A most unexpected task was the rescue of Army men trapped chest-high by storm water in a flooded *wadi*. Six were winched to safety before their scout cars and land rovers were overturned in a maelstrom. The daily gruelling task goes on. Operational reports reduce achievements by the Squadron to unexciting statistics: 156 passengers; 12,000 pounds of stores, etc., yesterday; 75 passengers; 16,700 pounds of freight on Monday; two aircraft on Saturday and Sunday flew 68 sorties in 21 hours.

For most of the 21 officers, 24 chief and petty officers, and 37 junior ratings landed at Aden with six Wessex helicopters life has been reduced to working and sleeping. In terms of human effort it cannot be assessed by statistics. But in the Radfan Mountains the Royal Navy is playing a vital role.

V.C. CENTENARY

Just after the First World War a man walking along a Canadian beach picked up a Victoria Cross. It had disappeared from its owner's possessions in New Zealand some sixty years before. How it had crossed half the world to the beach on which it was found, or where it had been all those years, remains a mystery that has never been solved.

The hundredth anniversary of the date on which this Victoria Cross was won by Able Seaman Samuel Mitchell, Captain of the Fore-top of H.M.S. *Harrier*, a seventeen-gun, single-screw sloop, passed almost unheeded in April.

A series of disputes over land titles in the early 1860s had led to insurrection amongst the Maoris in the North Island of New Zealand, and a mixed Army and Naval force had been landed to deal with it. On April 28th, 1864, this expedition moved against one of the last Maori strongholds, known in history as the Gate Pah. It was a formidable strongpoint, built on a neck of land which on each side fell away into a swamp. On the highest point of the neck was an oblong palisaded redoubt, and from the redoubt to the swamp were lines of rifle-pits.

The Maoris held out all day but their defences were breached by a bombardment, and on the following day Commander Edward Hay, of H.M.S. *Harrier*, and a Colonel Booth of the 43rd Regiment led an assaulting column which reached the breach and entered the Pah with little loss, but once inside they faced desperate opposition. Commander Hay was mortally wounded and the British force had to retire. Able Seaman Mitchell refused to leave his Commander although Maori fire was by this time causing terrible execution. With complete disregard of his personal safety he lifted Commander Hay onto his back and, amid a fusillade of bullets, carried him to the safety of the British lines. The next day Pah was found evacuated.

The V.C. awarded to Mitchell is now in the Historical Museum at Hokitika, New Zealand, near which town Mitchell later settled, and his descendants now live there.

Did you know that two-thirds of the population of wrens perished in the hard winter of 1962-63?

[Ed.-No wonder there are only just enough to go round!]

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THE VOLUNTEER

THE ROYAL NAVY has in the past been blessed with a number of 'Fathers'. King Alfred was one, Edward III another, Henry V and Henry VIII, to name but a few. These famous monarchs have each, in their capacity as 'Father to the Navy', advocated and instituted various reforms.

The Navy of today is a State-owned concern. The cost of building ships and repairs is met by Navy Votes. In other words, the Navy is maintained by the taxpayer. These ships-of-war have the honourable title of 'Her Majesty's Ships'.

The old Navy was vastly different. The monarch of the day owned a few ships which he personally equipped and paid for with his own money. When the King found himself short of ships in times of war, he sent out his officers to various seaports to lay an embargo on the merchant ships. These were quickly transformed into ships-of-war by building castles fore and aft, into which weapons of the age were installed. These included stone-throwers, pots of boiling tar, clubs and spears and, of course, later, crude cannons.

A captain, on being appointed to a ship, was faced with the difficult task of recruitment. It was done in a variety of ways. During the eighteenth century, for example, ships' officers made speeches, bands played, and a mysterious 'King's Shilling' was offered to men signing on.

Whilst these few volunteers were being collected the Captain might well receive some 'volunteer boys'. Their voluntary status was, indeed, a little doubtful. Sometimes they would be waifs and strays, sometimes orphans, sometimes young boys, having been convicted of petty crimes and sent into the Fleet as an alternative to prison. Between 1756 and 1815 nearly 31,000 passed into the Fleet this way. They learned to be seamen the hard way.

These methods never produced anything like the quota required, so a third method was used - impressment. A press gang consisted of an officer and a party of seamen, whose job it was to offer men 'the King's Shilling'. But these men usually worked with an enthusiasm that suited the emergency. They waited outside inns to catch any man or boy that looked as though he might make a sailor. Unfortunately, they were not always kind....



'I feel like a Royal Marines bandsman!'

Two other methods of recruitment were open to the Captain should he still be short of crews. One was the 'Quota Act', whereby men were supplied from certain seaport towns to make a crew, usually from the jails, or there were men known as 'My Lord Mayor's Men', wasters, drunkards, debtors, and other undesirables, who chose the Fleet rather than face publicity and jail. These motley crews of seamen, civilians, pressed men, boys, rogues and vagabonds fought, lived and died together. What a hectic time the captains must have had!

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HAVE YOU AN ADMIRAL OF THE FLEET'S STAFF IN YOUR DITTY-BOX?

IT IS ACKNOWLEDGED that almost all young men under training have to make a considerable adjustment to their behaviour, appearance and outlook when they enter the Service, and it is not easy when under training to gauge their future prospects.

To help trainees to assess their potential and future status in the Navy, the following questionnaire has been scientifically prepared:

1. On joining *Raleigh* you travel from Torpoint to the Establishment in a naval transport. A man with three gold rings on his sleeve is given a lift but appears uneasy at seeing you, would you-
 - (a) Engage him in conversation as an equal ?
 - (b) Offer him your seat, taking particular care to address him as 'Sir' ?
 - (c) Ignore his presence altogether ?
2. At breakfast the following morning the galley staff fail to provide you with a table-napkin, would you-
 - (a) Complain bitterly to the officer present ?
 - (b) Laugh it off?
 - (c) Pretend to ignore the omission ?
3. When interviewed by a very pretty Wren P.S.O. who dropped her handkerchief, would you-
 - (a) Say, 'You've dropped your handkerchief, ma'am'?
 - (b) Rush to pick it up ?
 - (c) Pretend not to notice ?
4. As a 'New Entry' you are lined up with the rest to watch Divisions; as the Wrens' division marches past would you-
 - (a) Whistle, cat-call or cheer ?
 - (b) Make a rude remark under your breath to the man standing next to you ?
 - (c) Do nothing?
5. On your first ceremonial Division the Gunnery Officer singles you out for imperfections of performance, referring to you as a 'rubber-limbed, incompetent ape', would you-
 - (a) Protest vigorously to him at being so addressed ?
 - (b) Agree with him?
 - (c) Consider it beneath your dignity to do anything but treat the remark with silent contempt ?
6. You are introduced to the Editor of this magazine, would you-
 - (a) Try and leave as quickly as possible in case he asked you for a contribution ?
 - (b) Feel sorry for him ?
 - (c) Pretend he was just another human being ?

Score: 3 marks for each (a); 2 for each (b); and 1 for each (c).

If you scored under 10 you are the easy-going type so unkindly referred to as 'moron' by your instructors. For, after all, your motto 'If in doubt - do nothing' is a reasonable one that seldom lands you in trouble. You may make Leading Hand, Chief Bosun's Mate or Captain of the Heads, but your lot in life is to serve rather than to command.

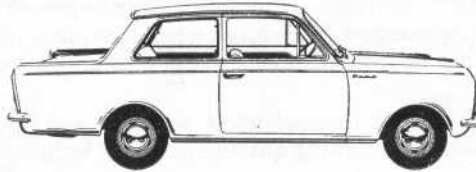
If you scored 10 to 14, you are basically a supporter of 'the system' and your conservatism will permit you to progress slowly but steadily in the Service, even though you will be called 'creeper' by your messmates.

Women fall for your smarmy ways but you tend to lack the determination necessary to resist their demands, financial or otherwise.

If you scored over 14, you are the forceful, over-confident, irritating life and soul of the party. You have a natural gift for making others unhappy. You will either go far in the Service or spend much of your time in D.Q.s, depending upon how capable you are of putting your officer-like qualities to constructive rather than destructive use. From your numbers will be selected the future Commanders, G.I.s, Lower Deck Lawyers, and D.Q. inmates.

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CORRESPONDENCE

(The Editor wishes to stress that neither he nor the Magazine Committee necessarily agree with the views expressed in the following letters)

CAMELOT
CORNWALL

SIR,

I am interested in re-forming the Round-Table Organisation.

This was formerly concerned in killing fire-breathing dragons, searching for a grail, rescuing damsels (dames) from fates worse than death and persuading the Cornwall County Council to lower the Ferry tolls.

Regally,

ARTHUR.

SIR,

I am seriously concerned at the large and increasing population of chaps in H.M.S. *Raleigh*. These half-wild creatures are not pets nor are they properly cared for. They are becoming a serious nuisance and their number must be drastically reduced. I propose a 'Trainee Reduction Week'.

(Signed) `TOM-CAT'.

DEAR EDITOR,

I met this young sailor in the 'Admiral Keppel' at the bottom of Drake's Circus in November last year. I can still remember the expression on his face when I told him in a moment of light banter that I wanted to work my passage to the Canary Islands. He promised to do something for me, and I have been smuggled onto this ship and kept quite happy for some months now. This is not a complaint, but I wonder when H.M.S. *Raleigh* is going to shove off?

Yours ever,

MYRTLE WEATHERSPRODDE (MISS).

DEAR SIR,

I have just seen Naples. I didn't like it, either. What shall I do now?

FRED PRODDEWICK, Ord. Sea.

DEAR SIR,

I would just like to say that it's a lot of rubbish. I was only her chauffeur, even if I did keep her warm.

C. MELLORS, Plymstock Garage Prop.

COMRADE,

As an Instruktor Offizier of the Supreme Sovitski Grand Rushian Fleet (Vladivostok Command), I would like to phrase to you a question bearing on good international relationships. Pleese are your ratings under training-as ignorant as *moujiks* here? They do not know the difference between an Atlas missile and a rubber balloon. All they think of is the girls and drinking too much the vodka.

Internationally,

IVAN LENIN BORODIN,
Offizier Instruktor Third Class.

DEAR SIR,

After what the G.I. said about my rifle-barrel last week I put Harpic down it. I have now set my sights on a higher target, despite the fact that I am the butt of all my messmates. My stock is a little low with the Gunnery Officer, but would it be a breech of confidence to publish in your magazine? I will only make a half-charge ... POW W W W W W W W W !!!

HIRAM MAXIM (P.S.B.A.)

[Editor's comment: This rating should be muzzled!]

DEAR SIR,

I have been quietly vegetating under Hindet's Mount for a little over twelve thousand years - ever since, in fact, a pleiosaurus turned nasty on me whilst I was fishing in my little coracle. Those were the days when the great lakes covered the granite batholith that men now call Dartmoor. Last week I was disturbed from my slumbers by the action of a youth who was digging 'heads', I believe he said. I will merely say that if these modern young Vikings come tramping over me again I shall be tempted to raise Cain *and* other undesirables!

Be warned!

HINDER.

DAVID DARLING,

You must come to me tonight. I miss you terribly. You are the only man in my life. Without you all is dust and ashes. Darling, I cannot wait to hold you close to me. Love and lots of it.

[Editor's note - This seems to have slipped in. Sorry.]

DEAR EDITOR,

When can we look forward to a serialised version of *Fanny Hill* in the *Raleigh journal* ?

P.L.

[Editor: Never.]

DEAR EDITOR,

I should like to pay a tribute to the cooks at *Raleigh* who have provided us with four `square' meals every day - may they never eat better food than they prepare for us, for the rest of their lives!

R.C.M.

DEAR SIR,

The British sailor is an individualist and wishes to be known as such.

He is not interested in insurance stamps, free false teeth or a burial at the State's expense.

Give him a ring in his ear, a girl on his arm and a beer in his tummy and he is happy ashore.

Yet, afloat, the sound of a gun will transform our carefree libertine into the finest fighting man alive.

D.F.E.

DEAR EDITOR,

I live close by H.M.S. *Raleigh* and often witness sailors with haversacks and Army boots commencing and returning from route marches.

My son, who recently joined the Army, writes from the Persian Gulf to say he spends most of his time steaming up and down that waterway in an LST.

My husband is an ex-Royal Marine officer - presumably, had he joined thirty years later he could have looked forward to spending his time flying jets about the sky.

v.w. (Mrs.)

DEAR EDITOR,

Recently, whilst digging the garden outside our hut, I unearthed a very old metal pot. After lavishing half a tin of pusser's Bluebell on it, it came up a treat (if a bit dented). On closer examination I saw it had an inscription on it, which I reproduce:

OU RIN STRUC TORI SAY ELL OWR AT.

Is this an old Cornish proverb?

H.A.L. (723 Class)

DEAR SIR,

Why do Cornish `showers' last a fortnight?

R.S.V.E.

CELL 1428, EAST WING
H.M. CRIMINAL LUNATIC ASYLUM
BROADMOOR

DEAR EDITOR,

I am a regular reader of your *journal* and can't help noticing marked similarities between your establishment and my own, which is older and thus somewhat more sophisticated.

Our New Entries have a rather higher I.Q. than yours and have all shown considerable individual initiative in order to qualify for admission. I like the general standard of article appearing in your magazine but I can't help feeling that some of your contributors are a little barmy.

Sincerely yours,

T.R. ST. C.

DEAR SIR,

Since the official announcement of the closing of the W.R.N.S. Establishment at St. Budeaux, fears have been expressed for the survival of the Wrens' Quarters here at H.M.S. Raleigh. In view of its excellent position, couldn't it be retained as a hostel for country-lovers ?

DEAR ZUR,

If e don' git thee blarsted ponies orf of me danged beet, oi'll 'ave thee dratted bulbs vur door-stops.

LORD OF THE MANOR.

DEAR EDITOR,

I saw H.M.S. *Raleigh* quite clearly on my second orbit and it made it all worth while.

COLONEL GLENN, U.S. Marine Corps.

THE NEST

TWINKLE NIT

SIR,

Big ants eat small ants and bigger ants eat big ants.

As I am only a small ant, there appears to be little future.

Despondently yours,

THE MAD HATTER.

DEAR SIR,

Look after the pennies and the pounds will look after themselves.

MAUDLIN.


SIR,

My friend the Mad Hatter thinks he is an ant. As he is actually my Uncle, I feel there is little hope.

Yours,

THE MAD HATTER'S NEPHEW.

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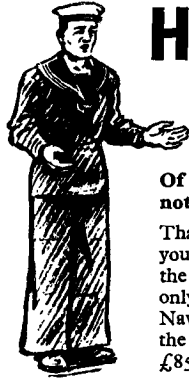
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How can I save?

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That's what I thought when I was your age, until someone showed me the Progressive Savings Scheme. I only had to put aside £3 a month by Naval Allotment, but when I leave the Service next year I can collect £855.

Sounds too good to be true. Where's the catch?

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Supposing you hadn't signed on for 22 years' service?

Well, when I had finished my 9 years, and had paid premiums for 7 years, I could have drawn £234 to help set me up in Civvy Street. But now, after 22 years' service, I shall have the option of taking the £855 or, if I don't need the cash immediately, a pension of £172 a year when I retire from civilian work at 65



Which will you take?

I'm going for the pension. I'm all lined up for a job already, and with the extra pension to look forward to when I retire, and the wife provided for if anything happened to me - well, it's the kind of security we all want.

How do you set about all this?

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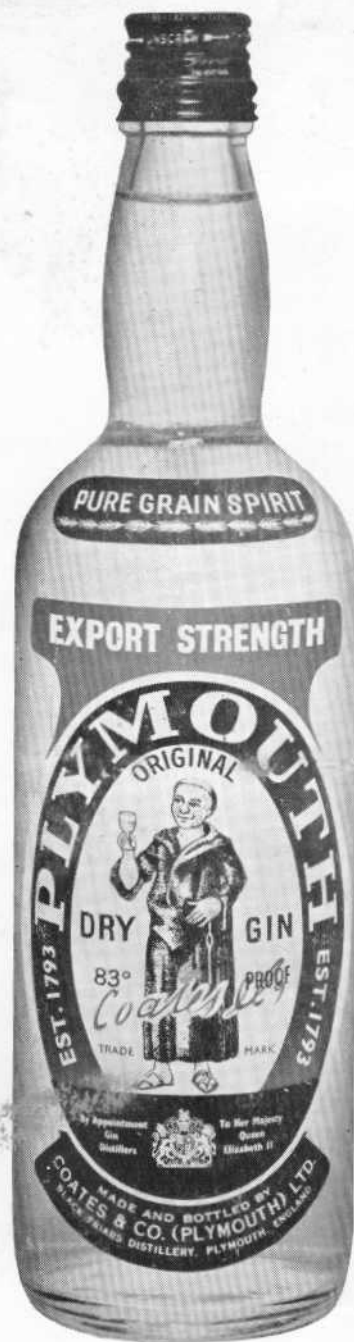
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